Land at Deansgate South

09. (b) List of all plans and drawings submitted but not previously seen by the LPA

Documents

- Urban Design Review Note, prepared by LSH
- Design and Access Statement Addendum, prepared by Corstophine + Wright
- Tree Planting Feasibility, prepared by Wardell Armstrong
- Evidence of Student Need Report Summary, prepared by Cushman & Wakefield
- Walking and Cycling Audit, prepared by Hydrock

Drawings

Drawing Title	Drawing No.	Paper Size
Proposed - Site Location Plan	20269-0300 P-02	A2
Proposed - Block Plan	20269-0301 P-02	A1
Proposed - Plan - Lower Ground	20269-0310 P-04	A1
Proposed - Plan - Ground	20269-0311 P-02	A1
Proposed - Plan - Mezzanine	20269-0312 P-02	A1
Proposed - Plan - Typical 01-21st Floors	20269-0313 P-02	A1
Proposed - Plan - 10th Floor	20269-0315 P-02	A1
Proposed - Plan - 22nd Floor	20269-0316 P-02	A1
Proposed - Plan - 23rd Floor	20269-0317 P-02	A1
Proposed - Plan - 24th Floor	20269-0318 P-02	A1
Proposed - Plan - 25th Floor	20269-0319 P-02	A1
Proposed - Plan - 26th Floor	20269-0320 P-02	A1
Proposed - Plan - 27th Floor	20269-0321 P-02	A1
Proposed - Plan - Roof	20269-0322 P-02	A1

30th September 2021

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W1D 1NN

Mr Andrew Teage
Partner
Cushman and Wakefield
No.1 Marsden Street
Manchester
M2 1HW

Our Ref: Land at Deansgate South, Manchester
Your Ref: Land at Deansgate South, Manchester

Dear Andy,

Urban Design Review: Land at Deansgate South, Manchester

Further to the preparation of our urban design peer-review of the Deansgate scheme for Fusion Manchester Devco Ltd (Fusion), specifically:

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

And having reviewed the review with the architect design team, please find set out in this letter a summary of the salient points to consider.

The scheme was reviewed against the following: relevant policies of the National Planning Policy Framework (NPPF); the National Design Guide (NDG); National Planning Policy Guidance - Design: process and tools; Manchester's Core Strategy Development Plan Document (2012); Guide to developing in Manchester (SPD) 2007; and Manchester Residential Quality Guidance 2017 (Interim Guidance).

We also undertook a site visit and a review of the context and nearby schemes, both built and as yet to be built or granted consent, to gain an appreciation of the existing and emerging context within which the proposed building would be seen.

The review concluded that this was a well-designed building and well integrated into the local street scene and an enhancement to the context. As such, we consider that:

1. The form of the building, the distinctive shape that responds to the site context, inspired by the New York 'Flatiron Building' 175 Fifth Avenue, is well considered.

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2. This is an attractive building, through design and choice of materials it will sit well in the context at the boundary to an area of glass towers, and a more traditional area characterised by the distinctive red brick around Deansgate.
3. This is a distinctive building that will aid placemaking, an appropriate marker to the edge of Deansgate at a natural 'node', the junction of Chester Road and Deansgate South.
4. The height, scale and massing of the building is considered to be well resolved.
5. The ground floor provides a legible arrival space and provides animated edges to the principal public realm.
6. The street trees will improve the local street spaces and following clarification with the design team it is understood that these can be delivered, contributing to the street scene along Deansgate and contributing to the 'marker' context of the building.

The review identified that the following urban design matters would benefit from clarification and reviewed where appropriate, principally to demonstrate the relationship of the scheme to the local context of the Deansgate and Castlefield Basin area:

- The constraints and opportunities for the site would benefit from greater clarity to consider matters of microclimate, overshadowing and amenity and the relationship to adjacent buildings. Some of these matters are addressed within the Design and Access Statement (DAS) – such as the proposed tree planting which mitigates wind effects – but could be expressed in the constraints and opportunities;
- The context appraisal in the DAS would benefit from a more in-depth appraisal of the adjacent Deansgate buildings and the spaces around them (Deansgate Quay but also to the north around Castlefield Basin), to clarify the appropriateness of additional height in this context (as opposed to referencing only the emerging context to the south within the Great Jackson Street Development Framework). Our review identified a broader context of relevance;
- A clearer understanding of the outlook and relationship of the adjacent apartments to the east and the east elevation of the proposed building. The review identified a number of examples of similar 'spaced' buildings and the DAS would benefit from developing and rationalising this relationship further;
- The context appraisal in the DAS would benefit from updating, to provide a better understanding of the emerging context as some of the taller buildings are under construction and / or approved within the Great Jackson Street Framework area; and

- A review of the pattern and grain would assist, and how new developments are integrated into this pattern (in terms of assisting in understanding how matters of privacy, outlook, sunlight and daylight are resolved through design).

The above are principally points of clarification, to assist in rationalising the response to context.

Further to discussion with the architect design team, clarification was provided as to the relationship of the building to the adjacent Deansgate Quay and in particular the levels and a retaining wall which marks the north eastern site boundary. We note that there is a level change, the retaining wall is an historic feature and that this is a 'private space' –a car park - with no through public permeability.

Kind Regards,



Colin Pullan
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CORSTORPHINE +WRIGHT ARCHITECTS

DEANSGATE SOUTH, MANCHESTER
DESIGN & ACCESS STATEMENT ADDENDUM



20269 - 8004-00 | NOVEMBER 2021

FUSION STUDENTS

1.0 INTRODUCTION

This Design and Access Statement Addendum has been prepared by Corstorphine + Wright Architects on behalf of Fusion Students to provide clarifications and updates to Full Planning Application 129406/FO/2021 which constitutes the proposed redevelopment of a site at the junction of Deansgate South and Chester Road in Manchester.

The proposed scheme comprises 534 student bedrooms, with associated amenity/ancillary spaces, including 3 external landscaped terraces over 28-storeys.

The following document outlines the following items:

- Amendments to tree positions along Deansgate South to improve quality of pedestrian access and visibility.
- Amendments to Cycle Storage area, to provide increased provision.
- Clarification on proposed cladding materials and their relationship to the history of the surrounding area.

REVISION	DATE	NOTES
00	09/11/2020	First Issue



2.0 DESIGN

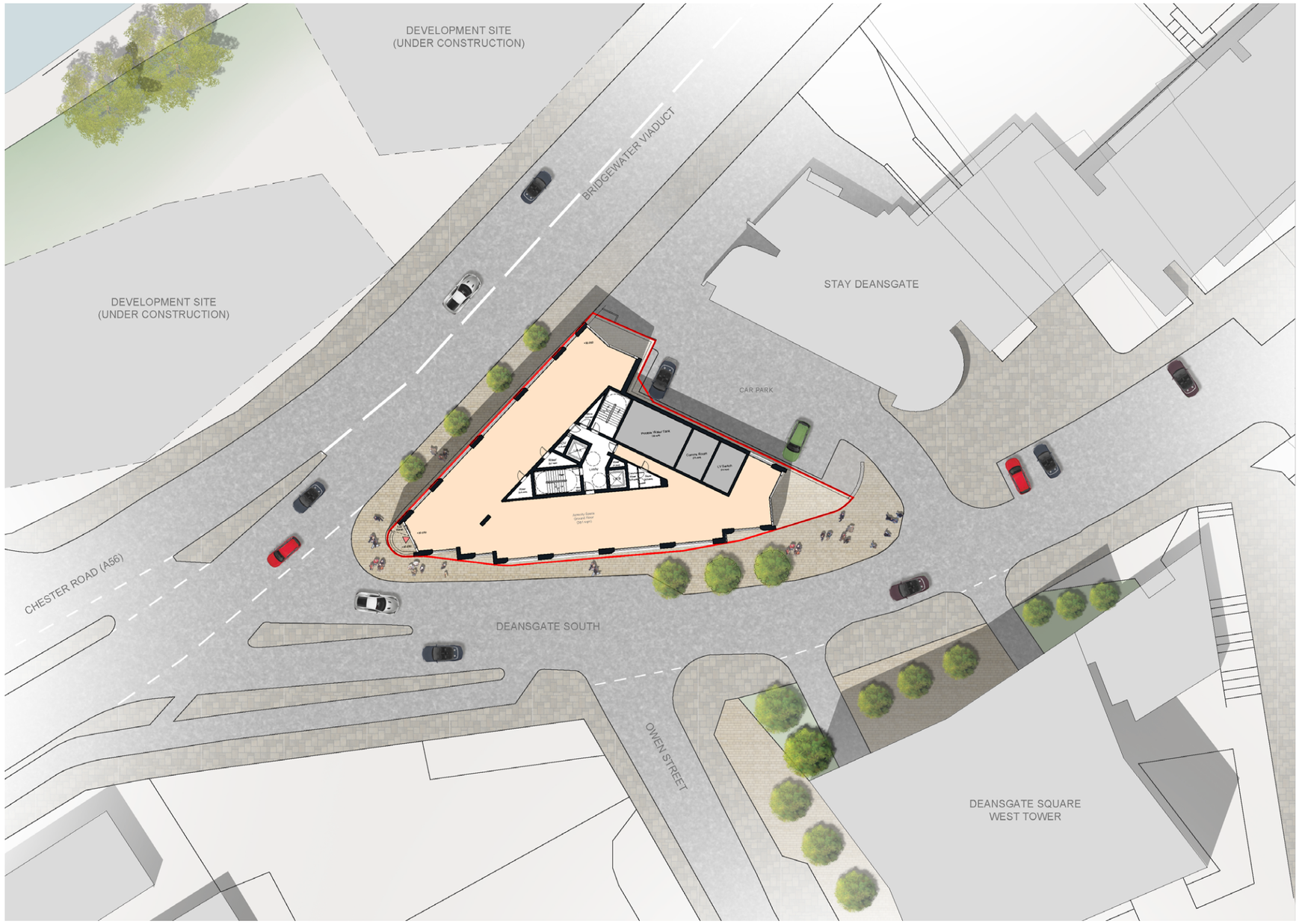
2.1 Site Plan

IMPROVING THE SURROUNDING PUBLIC REALM

As part of the overall application, upgrade works are proposed to the existing planting along the Northern and Southern edges of the site, which are currently neglected and unsightly. To the South, this involves the removal of one existing planter position, to improve sight lines in the Deansgate Quay car park, and the addition of two new positions that will better frame the public footway, as well as reflecting the pattern of planting to the opposite side of the street.

Following consultation with Manchester City Council, the proposed tree positions to the South of the site have been amended, ensuring that a 2 metre wide footway can be maintained from the building perimeter, as well as creating a 1 metre offset from the kerb line to protect both vehicular and pedestrian lines of sight.

The additional trees to the North serve to both improve the quality of the footway and also to slow wind speeds across Chester Road, which are focused by the channel between buildings within the Castle Wharf development, retaining a comfortable and pleasant pedestrian experience.



2.2 Floor Plans

LOWER GROUND FLOOR

Access to the Lower Ground Floor is from Deansgate South, with a ramped entrance positioned adjacent to the Deansgate Quay car park. The gradient of levels in this area are the shallowest across the site and provide the most accessible point for the all users.

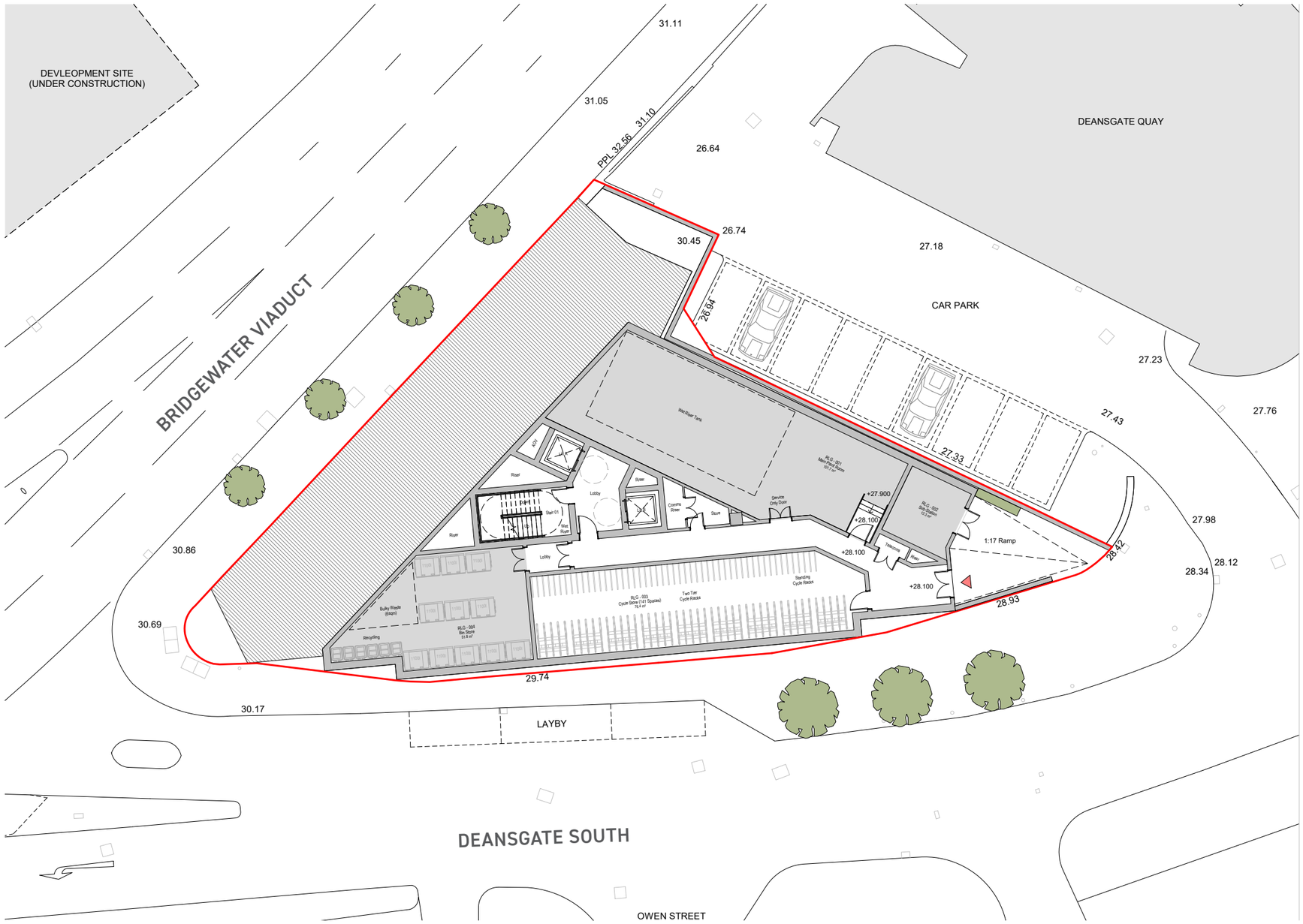
Entry into the building would be secured via an access control system, employing magnetic locks to ensure a high level of security. The area is also overlooked by the Ground Floor social space above, providing visibility and passive security at all times.

Following correspondence with Manchester City Council, the Cycle Storage for the scheme has been re-appraised, increasing this to 141 spaces, equal to 25% of the overall building occupancy. The provision would comprise a mixture of 90 double-height/two-tier cycle spaces and 51 'Sheffield Stand' spaces to ensure a variety of accessibility options.

Fusion strongly belief that all aspects of their buildings should be fully usable by all occupants, ensuring that in excess of 35% of the available cycle storage spaces would be offered as accessible bays.

KEY

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 31 SQM
- SOCIAL SPACE
- PLANT / CYCLES / BINS



CORSTORPHINE +WRIGHT ARCHITECTS

2.2 Floor Plans

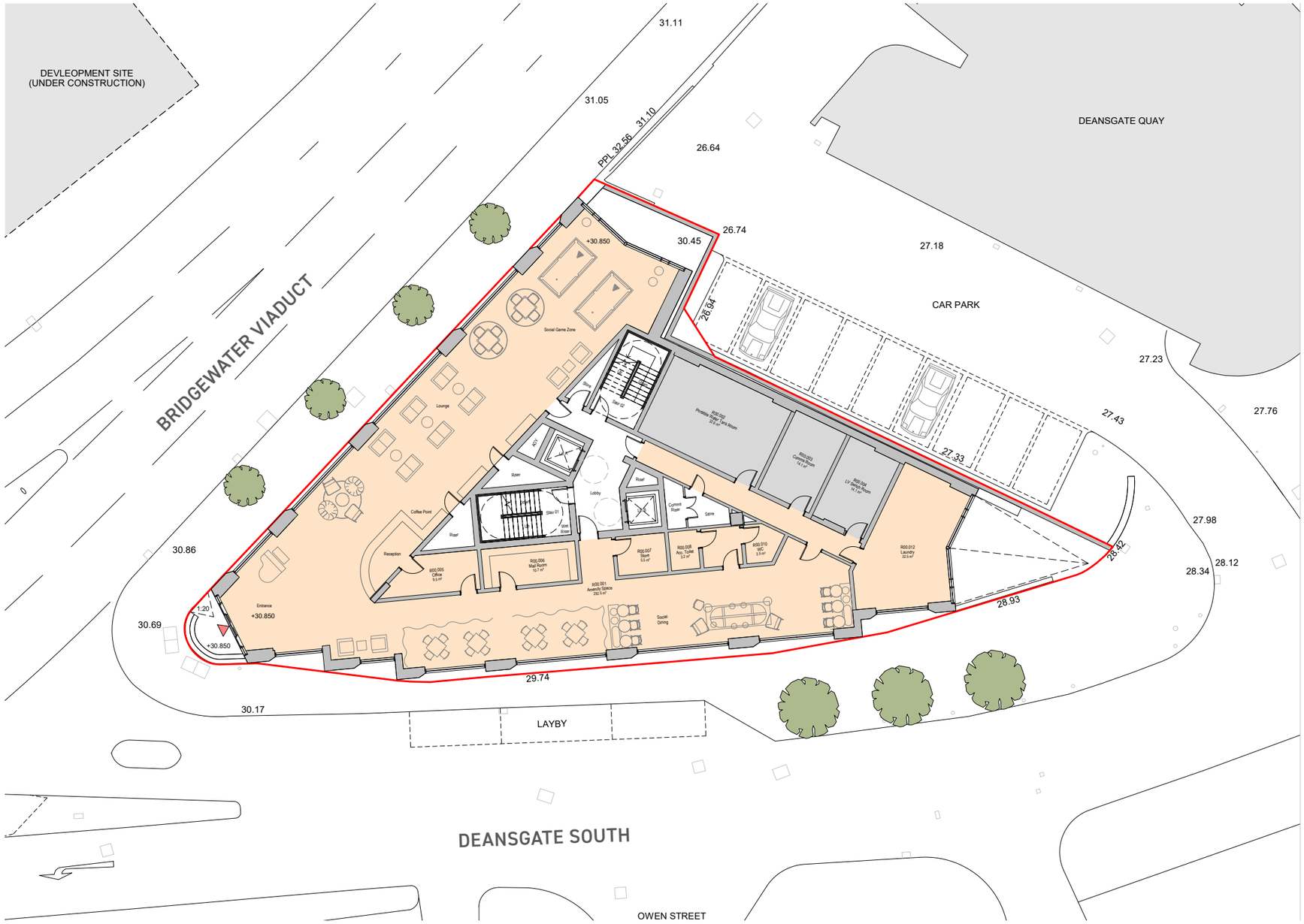
GROUND FLOOR

The main entrance of the building is located at the corner of Deasngate South; this position acknowledges the prominence of the junction with Chester Road and the Bridgewater Viaduct, as well as the primary vehicular and pedestrian routes for the area.

The entrance leads directly to a feature double height space which houses the main social and amenity spaces for the building. Entry into the building would be secured via a dedicated access control system, providing independent access to residents only.

An emphasis has been placed on providing safe, comfortable and pleasant access routes to the building, employing additional landscaping to mitigate wind speeds and improve that standard of public realm around the site.

The prominent walking route along Deansgate South will be considerably improved by the additional landscaping amendments noted on earlier in this document, whilst the passive surveillance provided by the building's Social Spaces at Ground and Mezzanine Floors will greatly enhance safety and security in the area.



KEY

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 31 SQM
- SOCIAL SPACE
- PLANT / CYCLES / BINS

2.3 Appearance

CRAFTING A CONTEXTUAL RESPONSE

The design principles for the building draw on the characteristics of the existing cityscape to develop an understated, legible appearance for the which both acknowledges and dovetails into the urban grain, whilst still providing a contemporary and quality addition to the site and surrounding area; contributing to both the existing and forthcoming aspects of the city skyline. Central to this is the considered nature of elevation treatment, opting for a simplicity of proportion and materiality; allowing the elegance of the building massing and form to retain prominence.

The South-Western elevation is where the building presents itself to the Southern Gateway of the City, primarily visible along the approach from Chester Road and Mancunian Way. The key North and South elevations converge at this point to create a bold and engaging landmark frontage onto the highway junction. Full-height glazed bays at the corners of the building highlight the dynamic geometry of this interface, whilst emphasising the verticality of the building.

The clean and crisp connection between the weathering cladding panels and double height glazing at Ground Floor serve to frame the key sightlines out of the junction, leading the eye towards the city centre and beyond. The proportioning of the elevation is supported by the trapezoidal profile columns which continue to street level, grounding the building and providing a rhythm and order to the glazed bays.

This key elevation and material interface embodies the 'Hierarchy of 3' that forms the 'Big Idea' for the scheme, celebrating the junctions and intersections that make the site so unique. The employment of 3 primary materials and the celebration of the junction between these directly relates to the key junctions of the site itself, carrying the core ideas through every scale of the building.



View from South-Western approach along Chester Road



View from North-Eastern approach along Bridgewater Viaduct

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2.3 Appearance

CELEBRATING KNOTT MILL'S HERITAGE

The choice of materiality for the building provides an acknowledgement to the rich history of Manchester and the surrounding area, whilst creating a high-quality addition to the city's skyline.

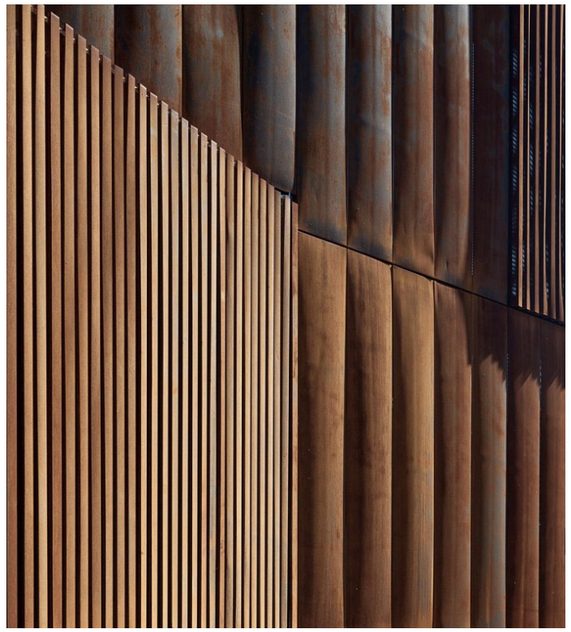
The building's facade will be cladding in weathering steel panelling, making a considered reference to the industrial heritage of the area, notably its foundries and metalworking yards.

Castlefield to the West of the site was home to a number of engineering and machining shops, notably the Castlefield Ironworks which was run by Crighton and Sons from 1814 to 1895. This history is still very much visible throughout the area, notably in the wealth of wrought iron viaducts which adorn the Bridgewater Canal.

The metalworking and engineering heritage of Manchester was also a key component of the railway and transport industries, with the Great Northern Warehouse serving as an essential hub for the cities bustling railway stations, canal network and developing roadways. Each of the elements converge at the North-Western boundary of the site, offering an apt historical precedent to the new three point interchange emerging from the Castlefield Corridor expansion.

By referencing this rich history, the building will provide a timely, yet contemporary, visual link between Manchester's Conservation Areas, celebrating it's heritage whilst offering a unique landmark building that leads the eye towards its newly emerging skyline.

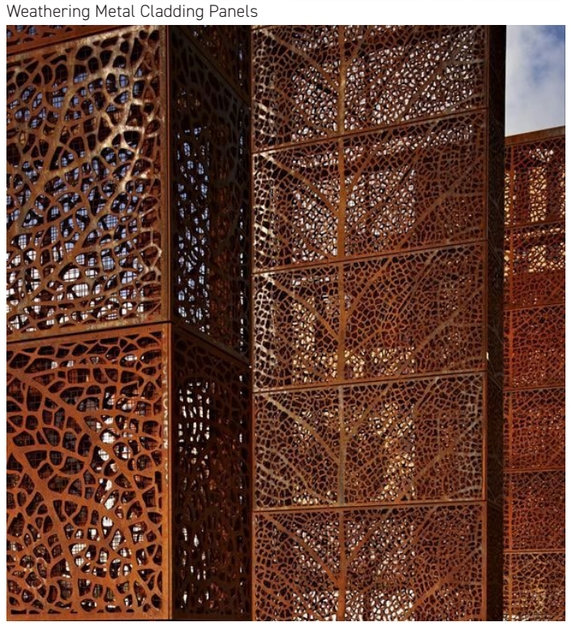
The colour, texture and light quality that the material also offers will ensure the building relates to its surroundings, providing a complimentary, yet contemporary, addition to the red and brown brickwork buildings along Deansgate and over into Castlefield.



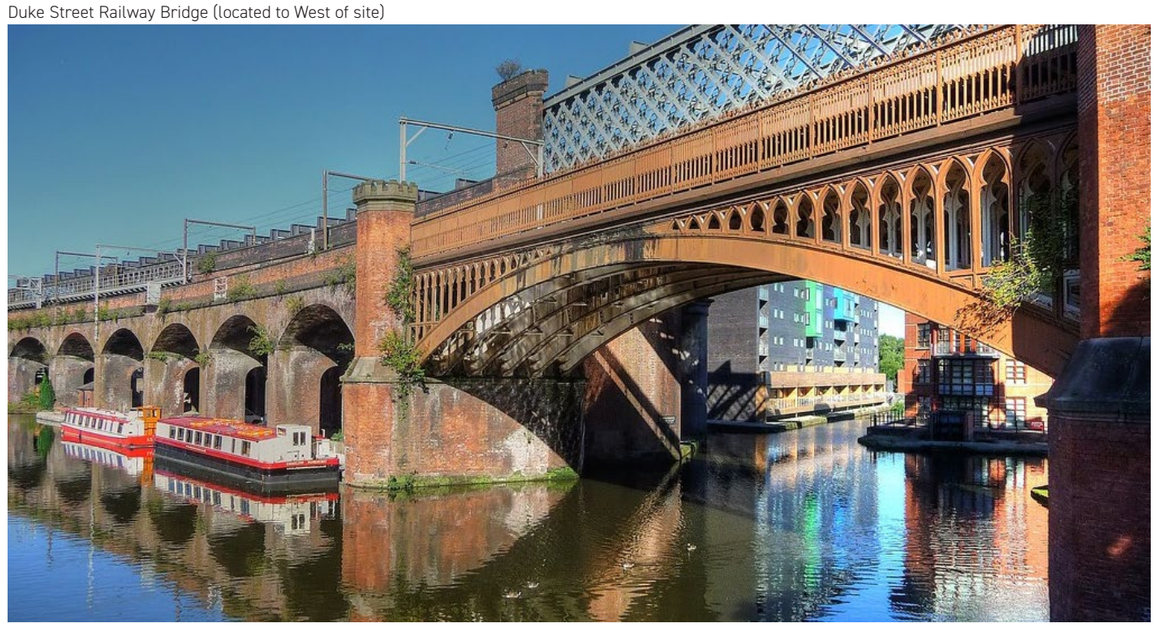
Weathering Metal Cladding Panels



Duke Street Railway Bridge (located to West of site)



Weathering, perforated stell panels



Castlefield 1849 Viaduct (located to West of site)

2.3 Appearance

MATERIAL PALETTE

In keeping with the 'Hierarchy of 3' which has informed the design, the building employs 3 primary materials:

1. Weathering Steel Cladding Panels:

The weathering cladding panels form the primary component of the facade, retaining a simplicity to the form and allowing the articulation and stepping of the elevations to be clearly legible and prominent.

As the facade tapers in to form the angled window reveals, perforated panels are employed, serving to enhance the depth of the reveal, in addition to performing as a functional ventilation grille for inward opening windows behind.

2. Clear Curtain Wall Glazing

Bands of clear cap-less curtain walling are employed to sub-divide the facade and emphasise the verticality of the elevations. By limiting the number of visible mullions, a purity of form will be retained, leading the eye upwards.

Back-painted glass-look panels will be used at each floor where the curtain walling passes over slab edges, to retain continuity and constancy.

At the perimeter and head of the glazed bands, where frames will be required, these will be polyester powder-coated in an anthracite grey, to provide a clear and pronounced change in material, as well as emphasising the break between cladding and glazed bays.

3. Anthracite Grey PPC Metal Cladding Panels

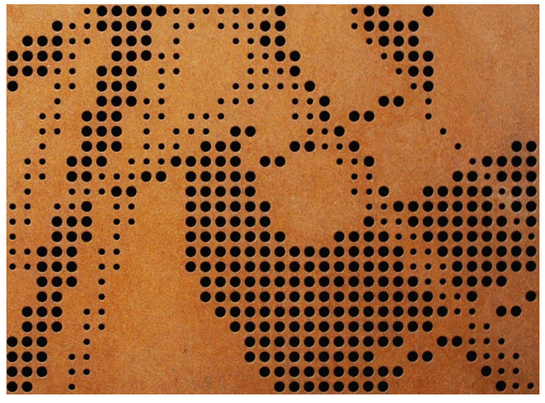
Grey cladding panels will be employed at the key junctions of the facade, serving to further emphases changes in form and materiality.

At the 3 corners of the building where the elevations intersect, vertical bands of cladding will be employed, enabling the glazed end bays to read fluidly and clearly.

Where the building junctions with the ground, cladding panels will again be employed to provide a horizontal band between the -look panels and glazing; framing the amenity spaces and creating a clear dialogue with the street.



Weathering Steel cladding

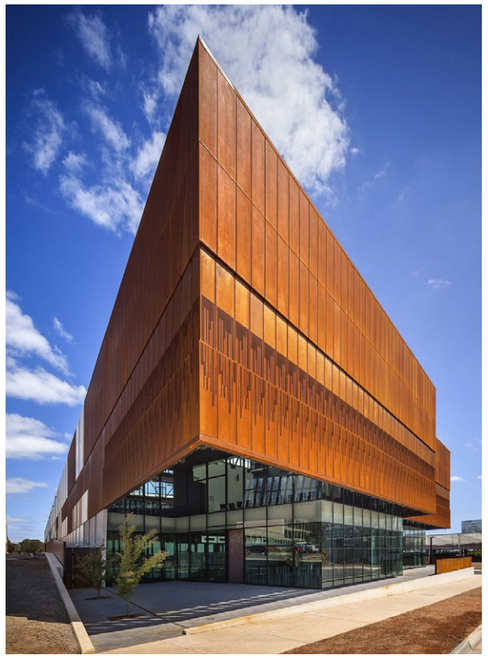


Perforated Weathering Steel Panel



PPC Cladding Panel (Colour: Dark Grey)

PRECEDENT IMAGES









3.0 ACCESS & MAINTENANCE

3.1 Servicing & Waste Strategy

Fusion Students recognises the social and economic importance of protecting the environment and is commited to ensuring all activities within the building will seek to promote a considered attitude to the environment. The proposed development will provide safe and convenient facilities for recycling and waste disposal, encouraging residents to dispose of their refuse responsibly and to recycle as much of their household waste as possible.

Refuse and recycling will be collected from the residential accommodation by the Building Management team where it will be brought to the dedicated Refuse Store room at Lower Ground Floor. This space has been designed to accommodate an adequate number of 1100 litre Eurobin storage containers for the proposed number of rooms/residents.

The submitted scheme (129406/FO/2021) had proposed a waste provision of 20No. 1100 Litre Eurobins, based on 2No. refuse collections per week with approximately 15% additional capacity.

Following correspondence with Manchester City Council, the decision has been made to change this to a fully private waste management service that could allow for daily collections.

The revised provision of waste storage for the scheme has been calculated in accordance with BS5906:2005:

Total Number of Bedrooms: 534

Waste provision per Bedroom: 70 Litres

Total Waste Storage Requirement: 37,380 Litres

Total Number of 1100 Litre Eurobins required: 34

Current Scheme Provision: 11No. 1100 Litre Eurobins, based on 5No. private refuse collections per week with approximately 55% additional capacity to allow for events, Bank Holidays etc, and a further 1440 Litres for recycling



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Fusion, Deansgate

Tree Planting Proposals

wardell armstrong

TREE PLANTING FEASIBILITY

- Wardell Armstrong have reviewed the survey information (received from Cushman & Wakefield) alongside the Corstorphine + Wright landscape proposals of tree planting within the footpaths along Bridgewater Viaduct and Deansgate South, and can confirm that this tree planting is feasible.

- The attached drawings from GreenBlue Urban illustrate how a cellular tree pit system (RootSpace) can be used for successfully planting trees in these areas. The systems are designed to provide sufficient soil volumes to ensure the trees establishment and long term survival, whilst also being able to be installed around existing or proposed underground services. The attached drawings illustrate the area required (shown as red grid) and a section through the suggested system showing the integration of services. The exact design of the system would be refined by GBU once works have begun on site and the utilities are able to be uncovered to show their exact location within the footway, as survey information is not always reliable.

- There is sufficient space in the width of the existing footpaths to ensure that the trees are located to provide a minimum of 1.2m path between the building edge and the stem of the tree, however in most instances this is 1.8m width. The tree spacing also prevents them impeding on the movement of people along the side of the road or those crossing.

- The trees proposed should be specified to have a minimum 2m clear stem to retain clear pedestrian sight lines along the street and not obstruct movement. An Engineer would be required to confirm whether vehicular sight lines are impacted along the street from the introduction of trees.

- The trees (including root system) should be included in a landscape maintenance schedule, including an irrigation and pruning regime, to ensure they do not cause issues in the long term through lack of maintenance.

- This information should provide sufficient proof to the planners that this proposal is a feasible solution for wind mitigation for the proposed building

TREE PLANTING SPECIES LIST

OPTION 1

Species:
Carpinus betulus ‘Frans Fontaine’

Common Name: Hornbeam

Maximum Height: 15m

Maximum Spread: 4m

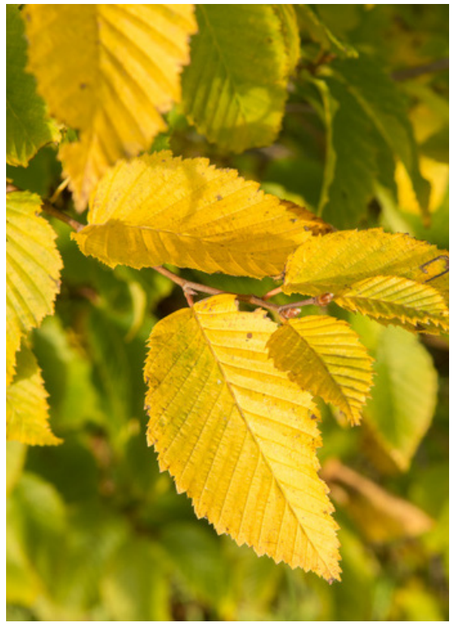
Minimum Clear stem: 2m

Seasonal Interest:

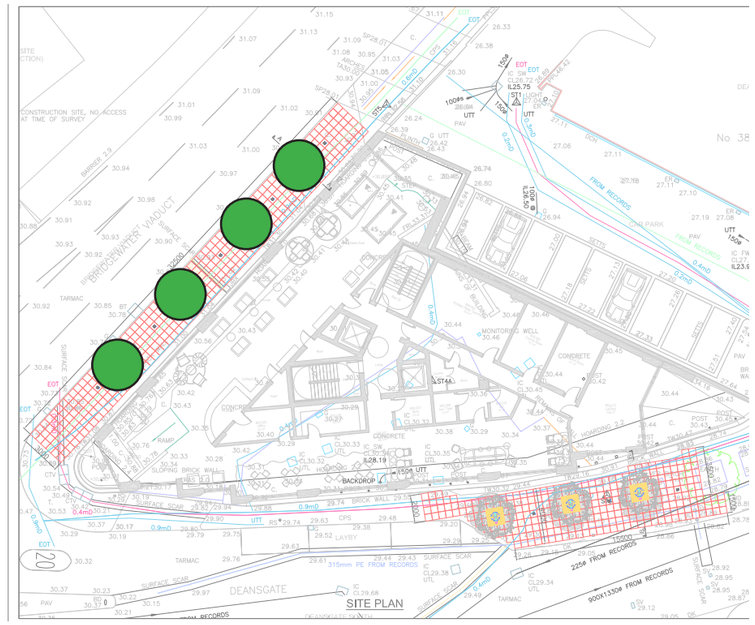
- Spring
- Summer
- Autumn
- Winter



Carpinus betulus ‘Frans Fontaine’



Carpinus betulus ‘Frans Fontaine’ leaf



Location 4 no. *Carpinus betulus ‘Frans Fontaine’*

Species:
Acer campestre’Streetwise’

Common Name: Maple

Maximum Height: 7m

Maximum Spread: 3m

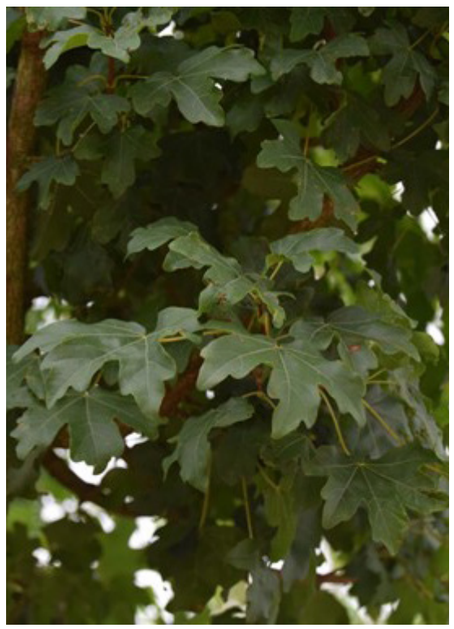
Minimum Clear stem: 2m

Seasonal Interest:

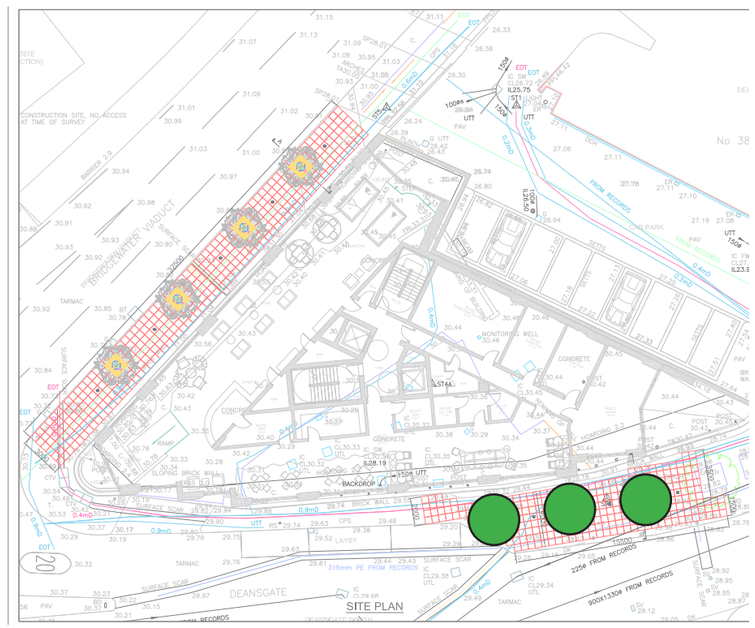
- Spring
- Summer
- Autumn
- Winter



Acer campestre’Streetwise’



Acer campestre’Streetwise’ leaf



Location 3 no. *Acer campestre ‘Streetwise’*

TREE PLANTING SPECIES LIST

OPTION 2

Species:
Quercus robur ‘Fastigiata Koster’

Common Name:
Fastigiate Oak

Maximum Height: 20m

Maximum Spread: 2-3m

Minimum Clear stem: 2m

Seasonal Interest:

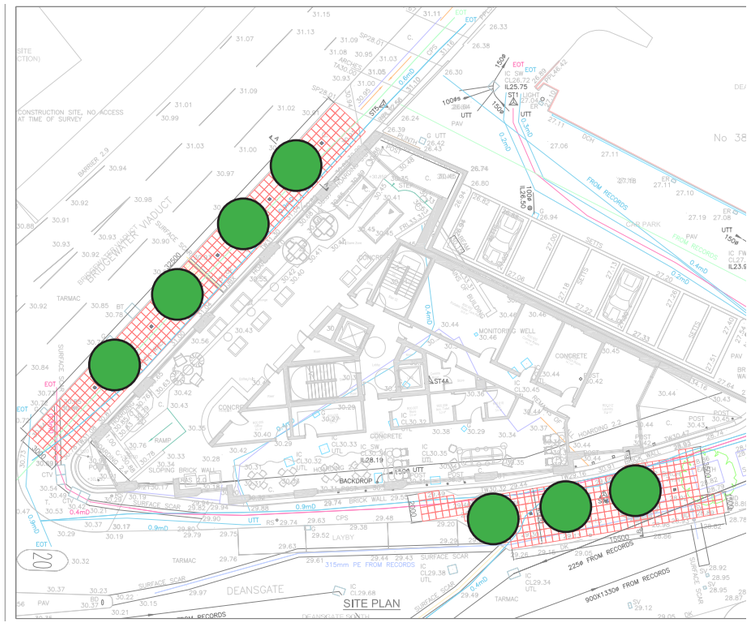
- Spring
- Summer
- Autumn
- Winter



Quercus robur ‘Fastigiata Koster’



Quercus robur ‘Fastigiata Koster’ leaf



Location 4 no. *Quercus robur ‘Fastigiata Koster’*

NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED.
2. GROUND INVESTIGATION SHOULD BE UNDERTAKEN PRIOR TO CONSTRUCTION STAGE. INFILTRATION TESTING TO BE UNDERTAKEN TO BRE365 STANDARDS AND MONITORING OF GROUND WATER LEVEL TO BE UNDERTAKEN TO ASSESS THE MAXIMUM WATER LEVEL.
3. GREENBLUE PRODUCTS SHOWN IN THE COLORS ARE INDICATIVE ONLY ORIGINAL COLOR VARIES.

LEGEND

PROPOSED GBU CELLS

Rev.	Date	Description of revision	Drawn	Checked	Review'd	Approv'd
A	JUL 2021	FIRST ISSUE	BK	SF	SF	SF

DRAWING STATUS

FIRST ISSUE

CLIENT

SCHEME TITLE

GM11393

DRAWING TITLE

PROPOSED TREE PIT PLAN
SHEET 1 OF 2

DRAWING UNITS U.N.O.
ALL DIMENSIONS IN MILLIMETERS UNLESS STATED OTHERWISE

SCALE AT A1 (841x594mm)
NTS@ A1

DRAWING No.
GBU-GEN-3001

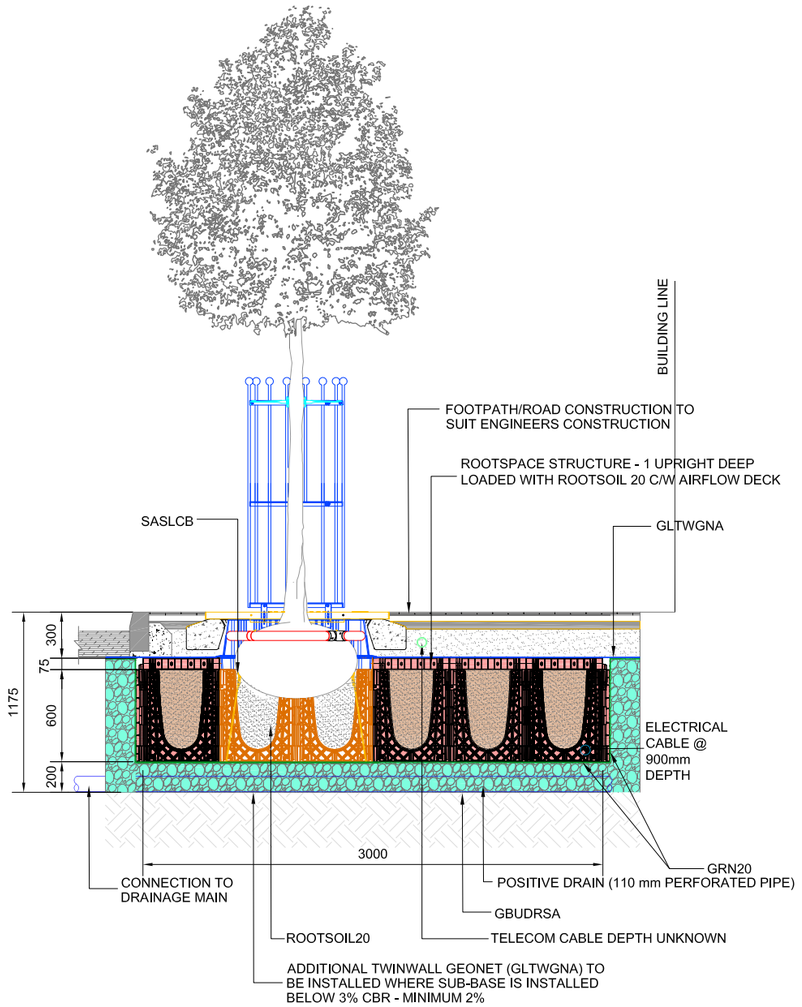
REV.
A

GreenBlue URBAN
Establishing the future urban landscape

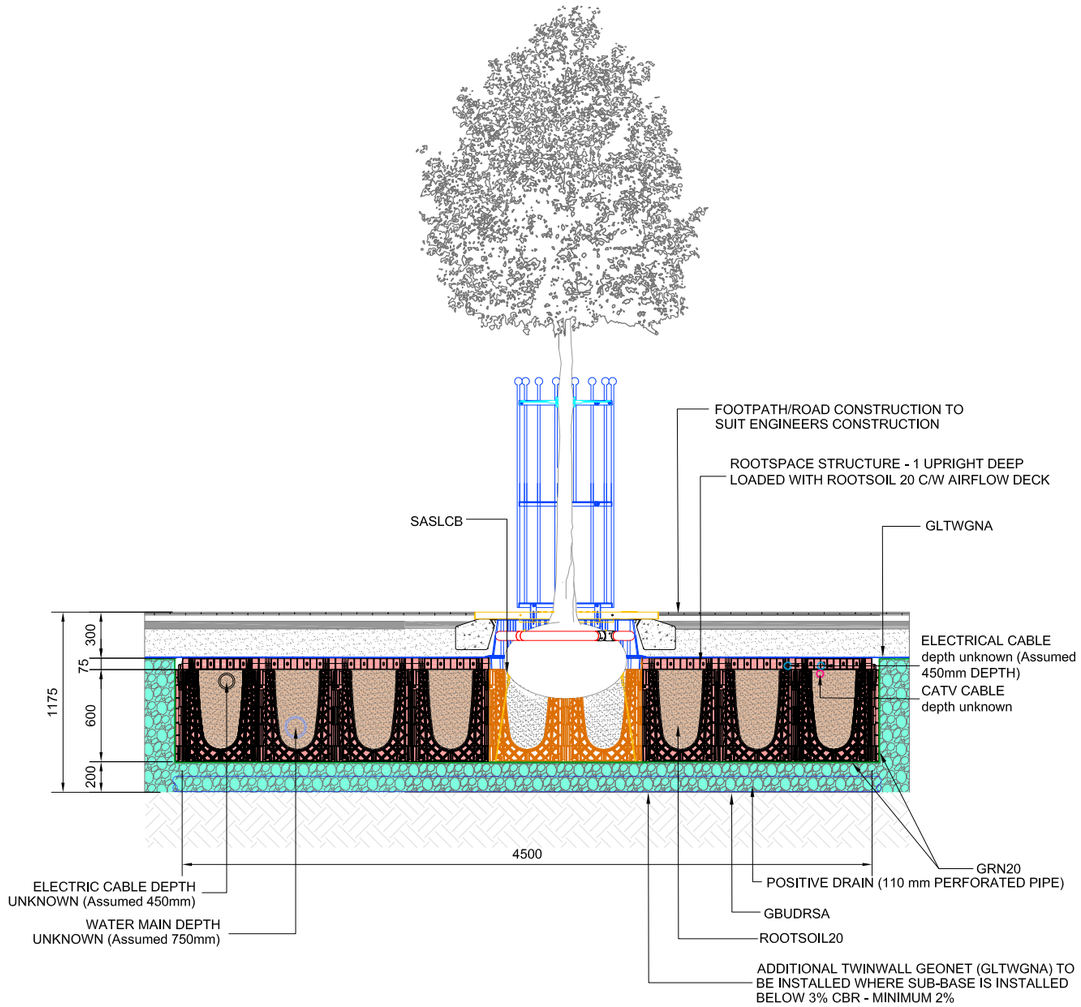
Northpoint, Compass Park, Bodiam, East Sussex, TN32 5BS
Sales and Service: +44 (0)1580 830800
Website: www.greenblueurban.com

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These details are for guidance and principle purposes and should not be used for construction.

SITE PLAN



SECTION A - A



SECTION B -B

NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED.
2. GROUND INVESTIGATION SHOULD BE UNDERTAKEN PRIOR TO CONSTRUCTION STAGE. INFILTRATION TESTING TO BE UNDERTAKEN TO BRE365 STANDARDS AND MONITORING OF GROUND WATER LEVEL TO BE UNDERTAKEN TO ASSESS THE MAXIMUM WATER LEVEL.
3. GREENBLUE PRODUCTS SHOWN IN THE COLORS ARE INDICATIVE ONLY ORIGINAL COLOR VARIES.

PACKAGE INCLUDES THE FOLLOWING GREENBLUE URBAN PRODUCTS PER TREE:

GBURAC600B ROOTSPACE UPRIGHTS - 500MM X 90MM X 600MM PER TREE

GBURAC500B ROOTSPACE AIRFLOW DECK - 500MM X 500MM X 75MM

ROOTSOIL 20 TO FILL ROOTSPACE - ALLOW 7.2 CU. M PER TREE IN HARD PAVING. ADDITIONAL ALLOWANCE NEEDS TO BE MADE FOR SETTLEMENT

ROOTSTART MYCORRHIZA (OPTIONAL) - APPLY TO TREE PIT AT TIME OF PLANTING IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS - ALLOW 200G PER TREE

RRARBV150B - ARBORVENT 150 SINGLE INLET AERATION SYSTEM WITH CAST INLETS INCLUDING 0.7M 100MM DIAMETER PIPE

GLTWGNA - TWINWALL GEONET LAID OVER ROOTSPACE STRUCTURE

GRN20A - PLASTIC OPEN REINFORCING GEOGRID, 20MM APERTURE LAID BELOW AND AROUND SIDES OF ROOTSPACE STRUCTURE

SASAP06 - ARBORGUY STRAPPED ANCHOR SYSTEM - LARGE

RRURB1A - ROOTRAIN URBAN IRRIGATION SYSTEM

GBUDRSA - 200MM MINIMUM DEPTH OF DRAINAGE LAYER AROUND SIDES AND BASE OF ROOTSPACE STRUCTURE. DRAINAGE LAYER AS PER INSTALLATION INSTRUCTIONS

NOTE:

20% ADDITIONAL FOR WITH THE GEOTEXTILE AND REINFORCING GEOGRID TO ALLOW FOR OVERLAP AND CUTTING REQUIREMENTS

INSTALL ROOTSPACE SIDE PANELS TO INSTALLATION AS DIRECTED BY ENGINEER

STRUCTURAL ENGINEER'S NOTE:

FOR SOFT GROUND CONDITIONS, SPECIFY ROOTSPACE MODULES TO INCORPORATE SIDE PANEL INSERTS TO TREE PIT PERIMETER

CBR OF FORMATION LEVEL TO BE APPROVED BY ENGINEER

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SHEET 2 OF 2

DRAWING UNITS U.N.O.
ALL DIMENSIONS IN MILLIMETERS UNLESS STATED OTHERWISE

SCALE AT A1 (841x594mm)
NTS@ A1

DRAWING No.
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REV.
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Evidence of Student Need: Deansgate South

Summary Report

Fusion Students

August 2021



CUSHMAN & WAKEFIELD

Introduction and Client Requirements

Fusion Manchester

This Summary Evidence of Need Report has been prepared for Fusion Students in relation to the proposed development purpose-built student accommodation at the Deansgate South site in Manchester. It accompanies and updates on the full Evidence of Need Report and focuses on key areas of focus, namely:

- The demand pool and student to bed ratio
- The implications of a lack of development on the City
- Locational analysis of student living trends

Manchester PBSA Market

Summary of impacts

Demand for accommodation is likely to grow from 47,495 in 2019/20 to at least 55,020 in 2029/30

This is an increase of 7,525 students requiring a bed

PBSA growth is set to be only 31% of this total over this period

Manchester Housing Market

Summary of impacts

A lack of development will force more students into unsuitable private rented accommodation

At four students per bed space, at least 1,316 additional houses will be required without more PBSA development

These students will be forced into houses or private rented apartments, impacting Council Tax receipts

There is clear evidence of student movement towards central areas and away from South Manchester

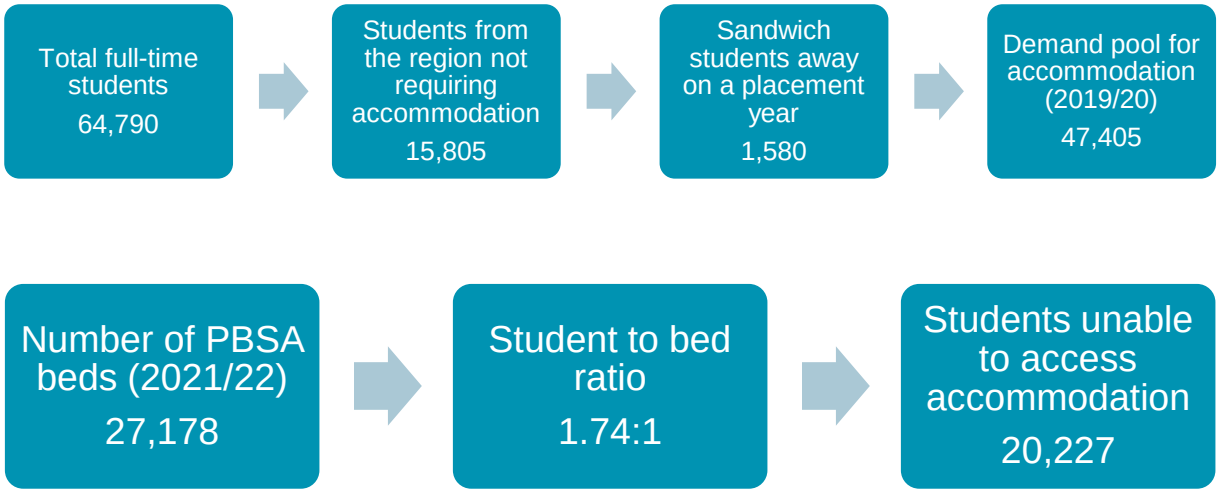
The six areas with the largest increases in students living in private housing in the last five years are all in central areas

Demand and Supply Dynamics

The Manchester Demand Pool

The pool calculation below sets out our assumptions of demand for student accommodation in Manchester, taking into account the University of Manchester, Manchester Metropolitan University and the Royal Northern College of Music. All beds in Manchester are included. A number of students from the local area have been excluded from the calculation, including commuting students and those living in their own residence or parental/guardian home.

Manchester Demand Pool and Student to Bed Ratio



Source: HESA 2018/19, C&W Student Accommodation Tracker 2020/21

At 1.79:1 the student to bed ratio in Manchester shows that 20,227 students that require a bed space cannot access one through purpose-built accommodation. This places pressure on the City's housing market and impacts Council Tax revenues in housing that could otherwise be occupied by those paying the Tax. The implications of this on the market and the need for additional PBSA to stop an increase in students in private rented stock are considered overleaf.

Demand and Supply Dynamics

Impact on Manchester housing market

Manchester Demand Pool and Student to Bed Ratio

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Demand Pool	42,765	43,365	46,025	46,200	46,915	47,495	47,405	48,115	48,835	49,570	50,315	51,070	51,835	52,615	53,405	54,205	55,020
Number of Beds (Approved Beds only post 2020)	22,893	23,256	23,119	23,180	23,975	24,113	25,740	26,800	27,178	27,240	27,240	28,093	28,093	28,093	28,093	28,093	28,093
SBR	**1.87**	**1.86**	**1.99**	**1.99**	**1.96**	**1.97**	**1.84**	**1.80**	**1.80**	**1.82**	**1.85**	**1.82**	**1.85**	**1.87**	**1.90**	**1.93**	**1.96**
Number of students in Private Rented Market	**19,872**	**20,109**	**22,906**	**23,020**	**22,940**	**23,382**	**21,665**	**21,315**	**21,657**	**22,330**	**23,075**	**22,977**	**23,742**	**24,522**	**25,312**	**26,112**	**26,927**
Beds Needed to Maintain 20/21 HMO numbers									*27,520*	*28,255*	*29,000*	*29,755*	*30,520*	*31,300*	*32,090*	*32,890*	*33,705*
Difference to bed delivery									*342*	*1,015*	*1,760*	*1,662*	*2,427*	*3,207*	*3,997*	*4,797*	*5,612*
Beds Needed to reduce HMO numbers by 500 per year									*28,020*	*29,255*	*30,500*						
Difference to bed delivery									*842*	*2,015*	*3,260*						

Source: HESA 2013/14 – 2019/20, C&W Student Accommodation Tracker 2021/22

The chart above shows demand and supply levels in Manchester over time. Every year post 2019/20 (the latest year available for HESA) the demand pool is estimated to grow by 1.5% a year. The number of students in the private rented market is a figure for the excess PBSA demand, i.e. the demand pool minus the number of PBSA beds. This is based on an assumption of 100% occupancy in the market, which is unlikely. The true figure for students in HMOs is likely to be higher.

Between the 2013/14 and the 2018/19 academic years Manchester became increasingly dependent on the HMO market due to stagnating PBSA levels. In the last two years, the number of students in the private rented market is likely to have fallen with the first truly large injection of new beds into the Manchester market but this figure is still over 1,700 more than in 2013/14.

The student to bed ratio and the number of students living in private rented accommodation are both set to rise significantly without additional PBSA development over the coming years.

Based on the analysis above, there is therefore likely to be NEED for at least an additional 5,270 purpose-built beds to stop increased pressure on the private housing market by 2029/30.

Locational Analysis

Where do students want to live

As part of our analysis we have examined where students currently live in private rented accommodation (i.e. not PBSA) and how this has changed over time. The map below shows the increase in students living in private rented accommodation (shown by the coloured bar) in 2019/20 vs 2015/16. As can be seen, there is a clear migration of students to more central areas and close to the Deansgate South site.

Changing student living trends over time 2015/16 to 2019/20



Source: HESA 2013/14 – 2019/20, Cushman & Wakefield

This trend can also be seen on the table below, with clear evidence of a migration of students away from outer areas of the City and into central areas in the City Centre and immediately north of the universities' campuses. .

Changing student living trends over time 2015/16 to 2019/20

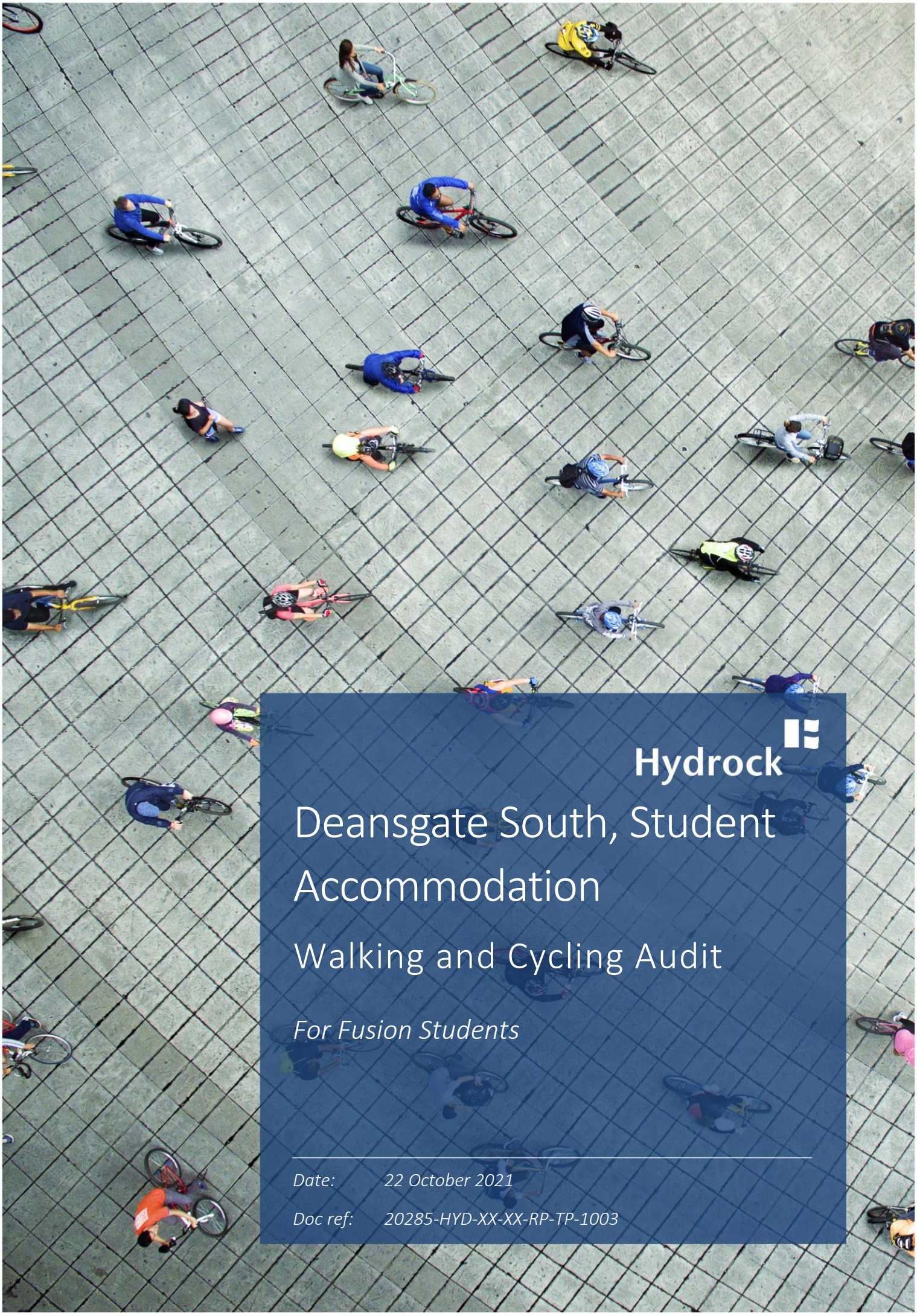
Largest Reduction			Highest Gains		
Postcode 2015	Change in Students 2015/16 to 2019/20	Location	Postcode 2015	Change in Students 2015/16 to 2019/20	Location
M14 6	-1655	Fallowfield	M1 7	305	Central/MMU
M20 4	-235	Withington	M1 5	265	Central/MMU
M20 3	-165	Withington	M15 6	160	Central/MMU
M14 5	-160	Victoria Park	M15 5	145	Central/MMU
M4 5	-50	Ancoats	M15 4	130	Central/MMU
M14 7	-45	Fallowfield	M1 6	100	Central/MMU
M19 2	-40	Fallowfield	M5 4	95	Salford
M3 6	-40	Salford	M3 7	70	North City Centre
M4 4	-20	NOMA	M3 4	70	North City Centre
M16 7	-15	Moss Side	M16 9	70	Old Trafford

Source: HESA 2013/14 – 2019/20, Cushman & Wakefield



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Hydrock

Deansgate South, Student Accommodation

Walking and Cycling Audit

For Fusion Students

Date: *22 October 2021*

Doc ref: *20285-HYD-XX-XX-RP-TP-1003*

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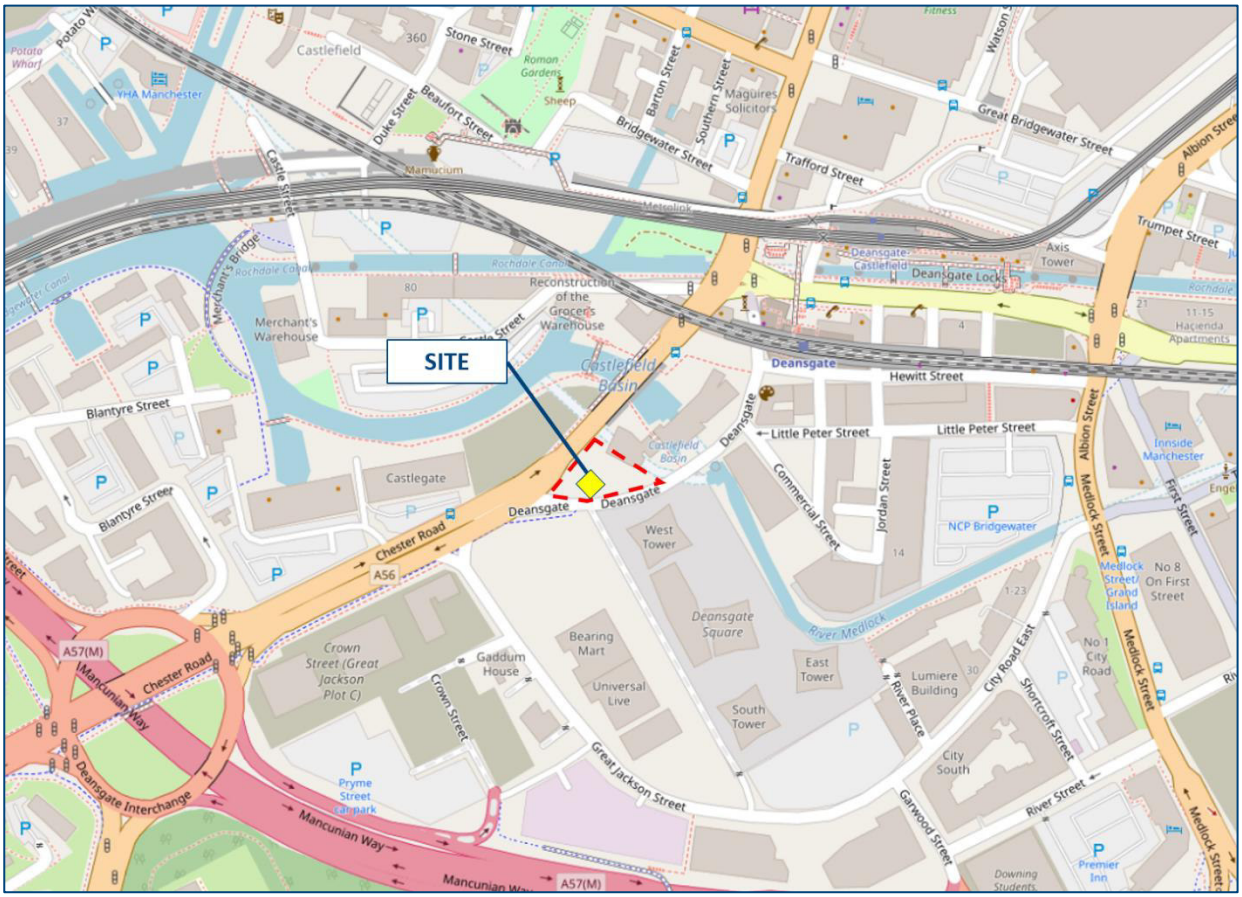
Appendix A Walking Audit

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.

2.1.3 The walking routes identified were scored using The Active Travel Act Guidance: 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

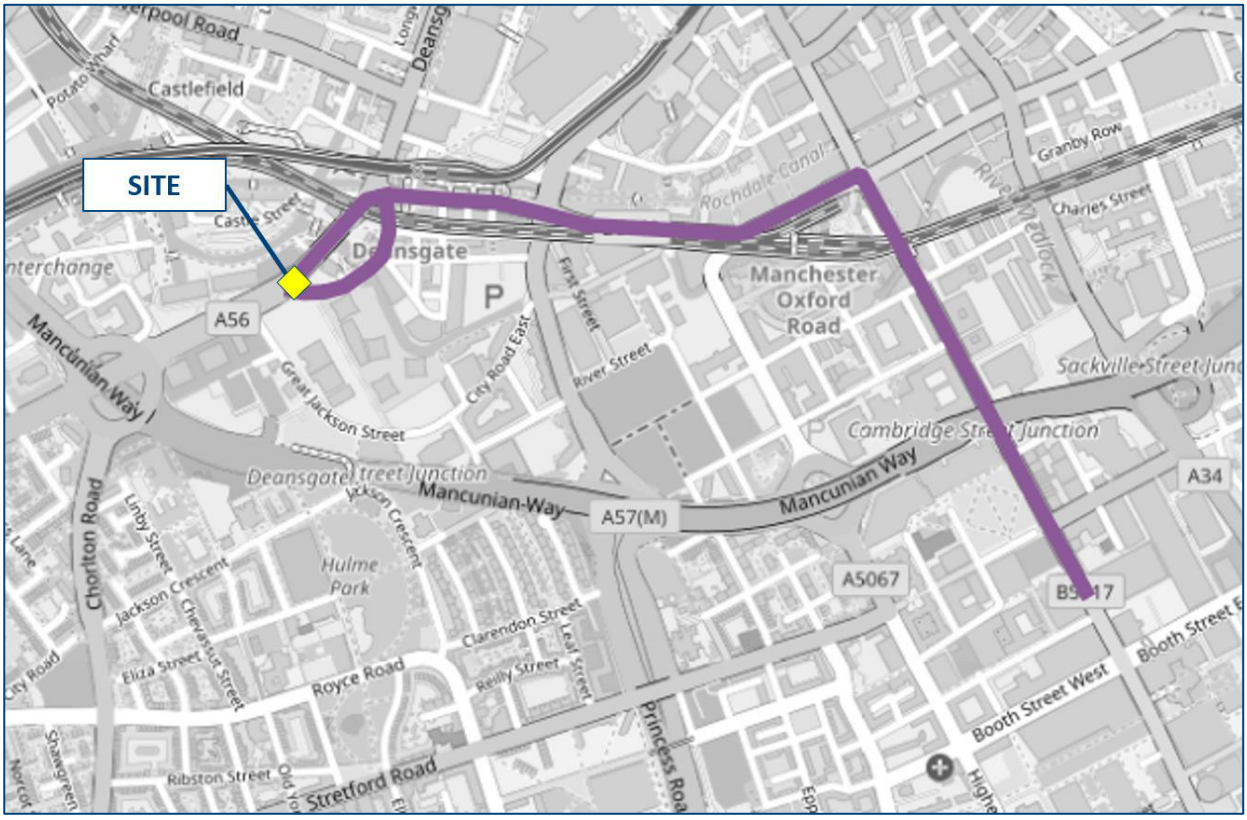
2.1.8 The walking routes are discussed in the following sections.

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	

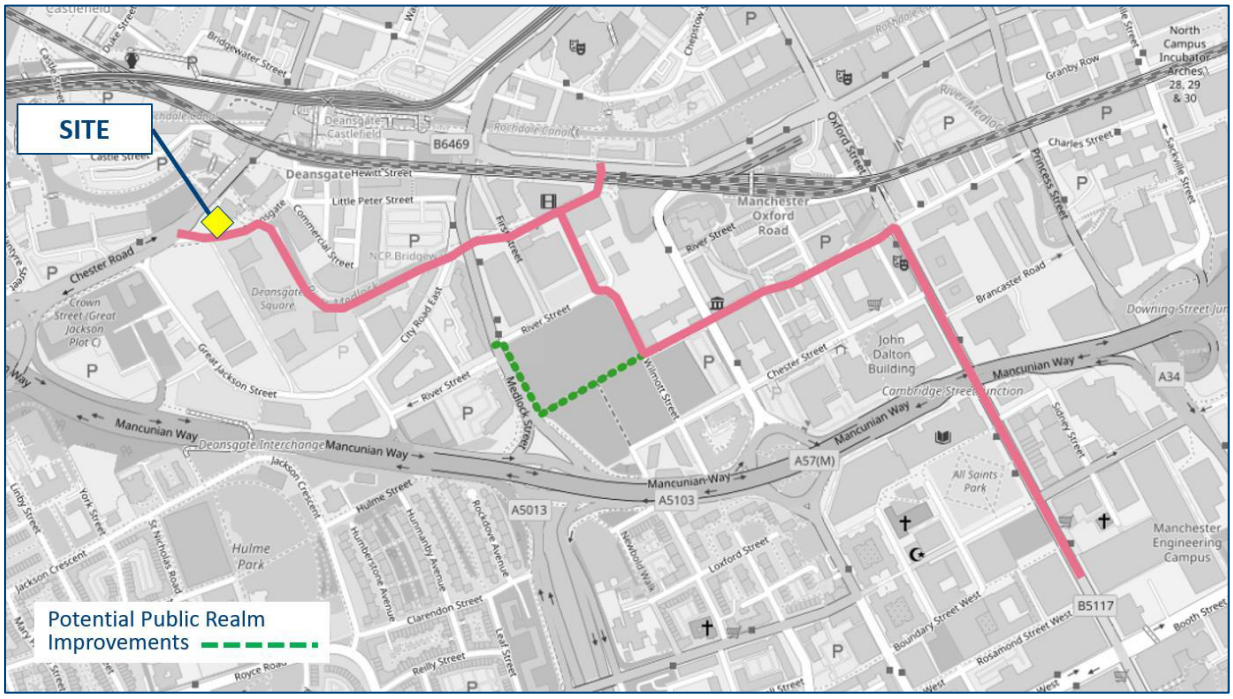
2.2.16 Based on the information provided above, it can therefore be concluded that Walking Route 1B would be a safe and convenient walking route between the proposed development site and the university campuses.

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	

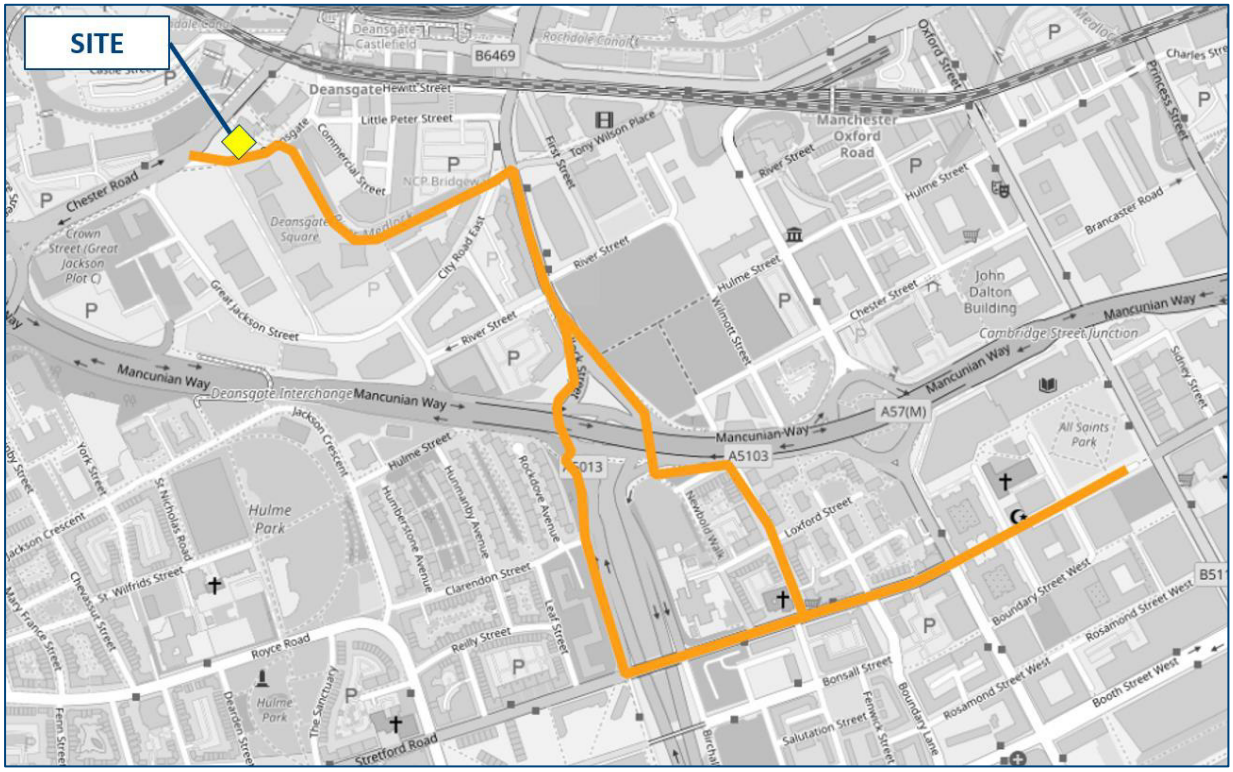
2.3.10 Based on the information provided above, it can therefore be concluded that Walking Route 2 would be a safe and convenient walking route between the proposed development site and the university campuses.

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, dripped 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 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	

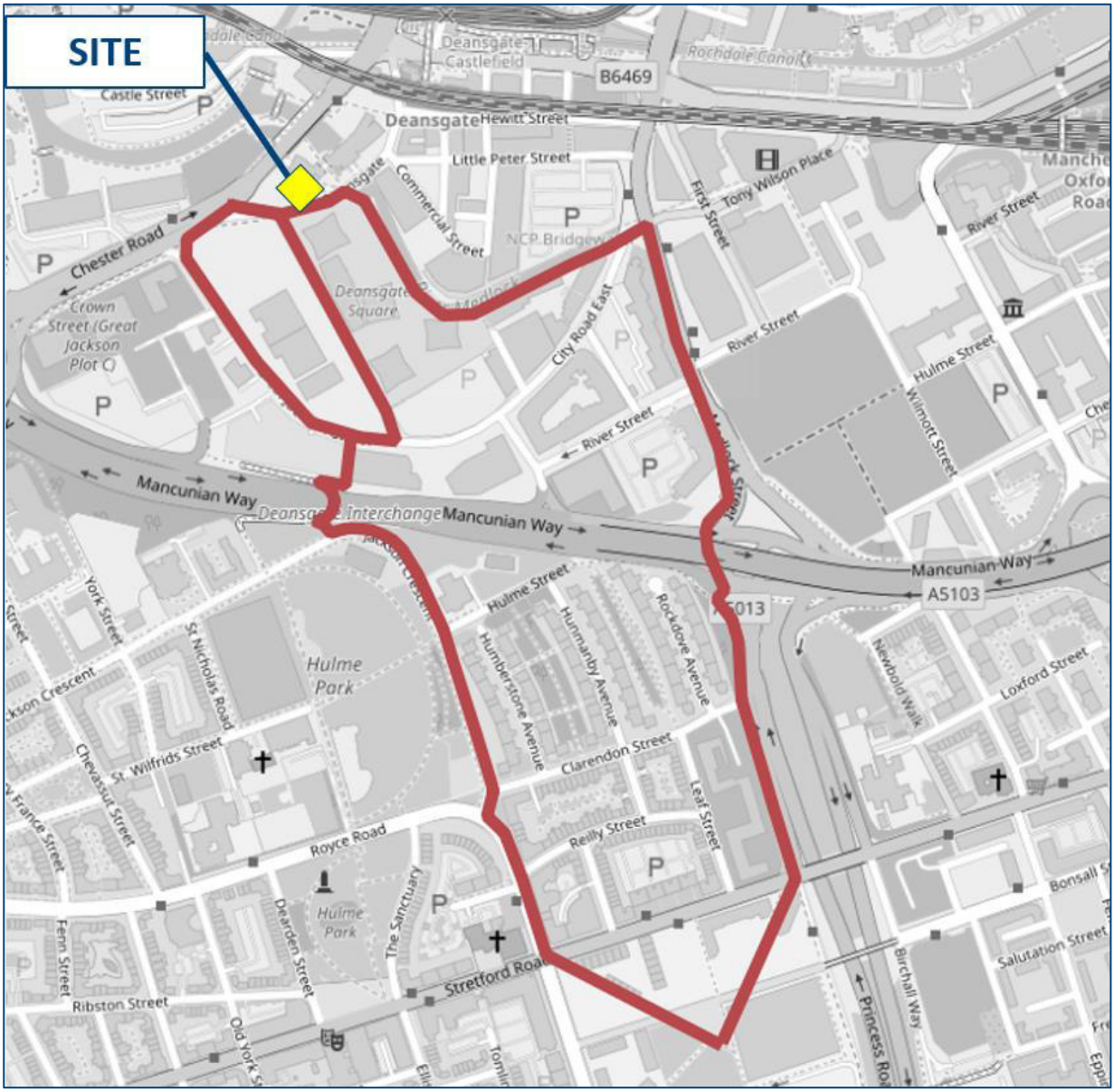
2.4.9 Based on the information provided above, it can therefore be concluded that Walking Route 3 would be a safe and convenient walking route between the proposed development site and the university campuses.

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	

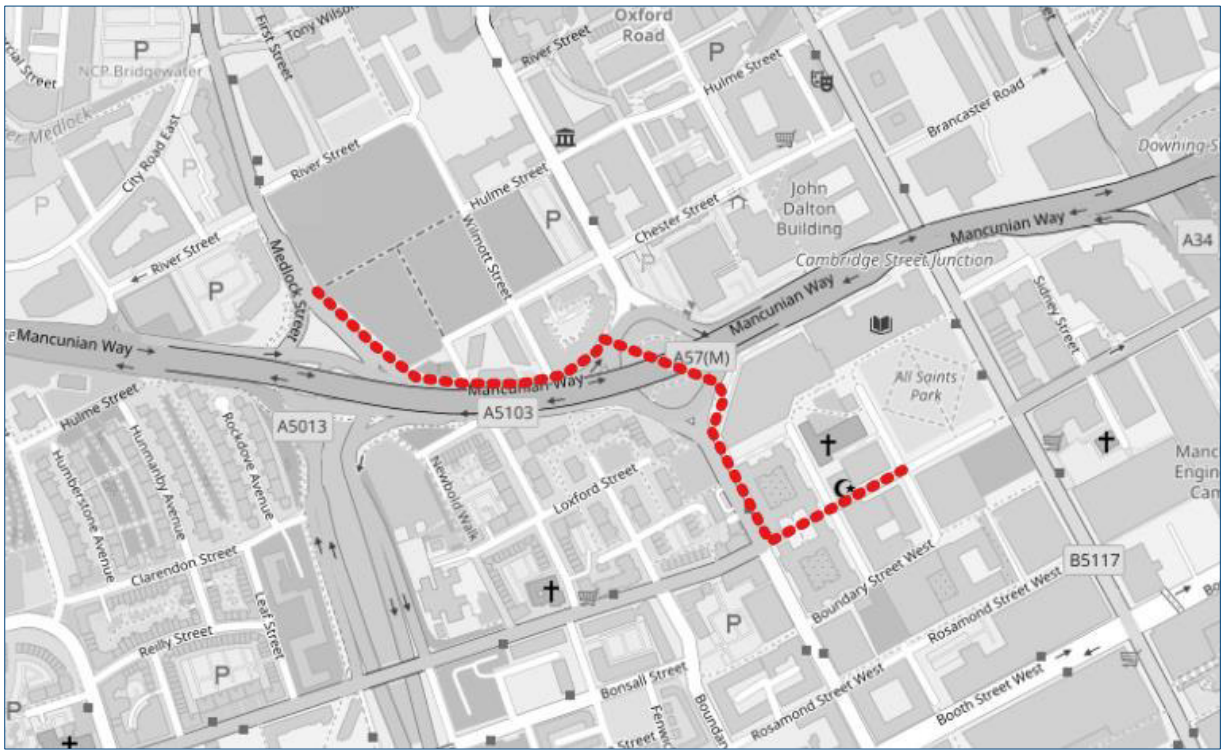
2.5.8 Based on the information provided above, it can therefore be concluded that Walking Route 4 would be a safe and convenient walking route between the proposed development site and the university campuses.

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 walking 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

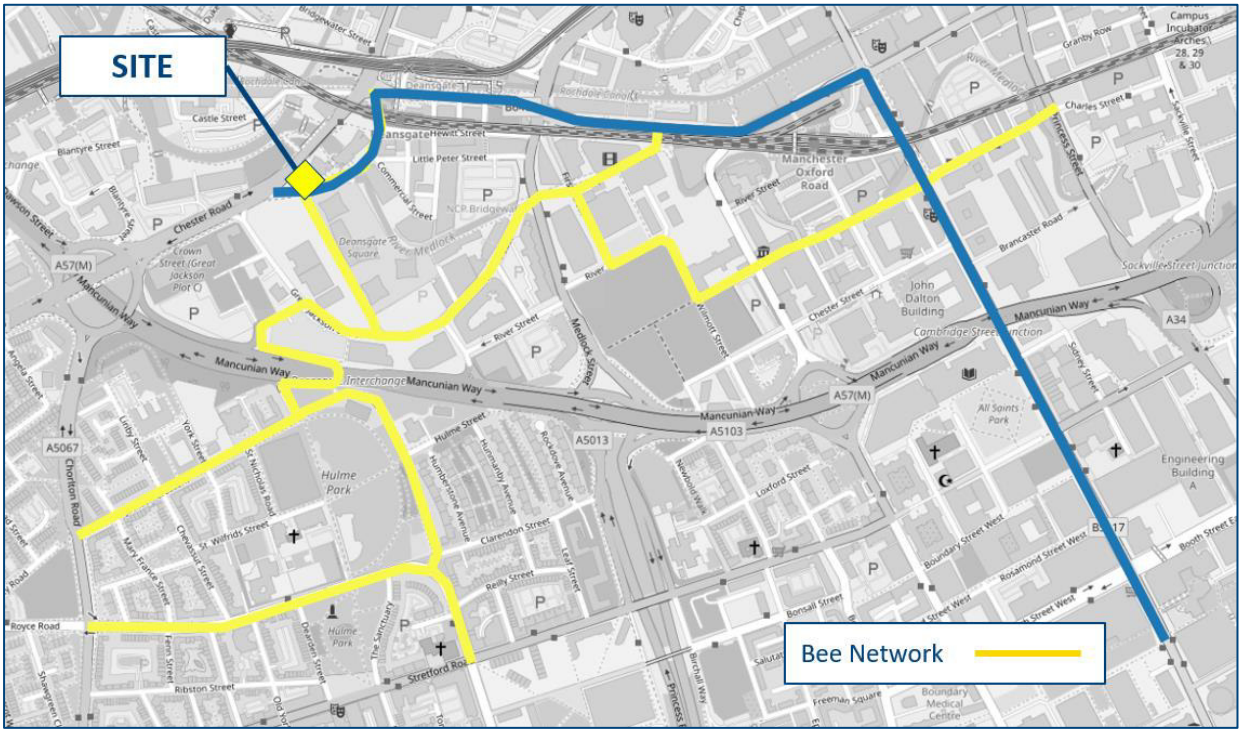
3.1.6 The cycling routes are discussed in the following section.

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	

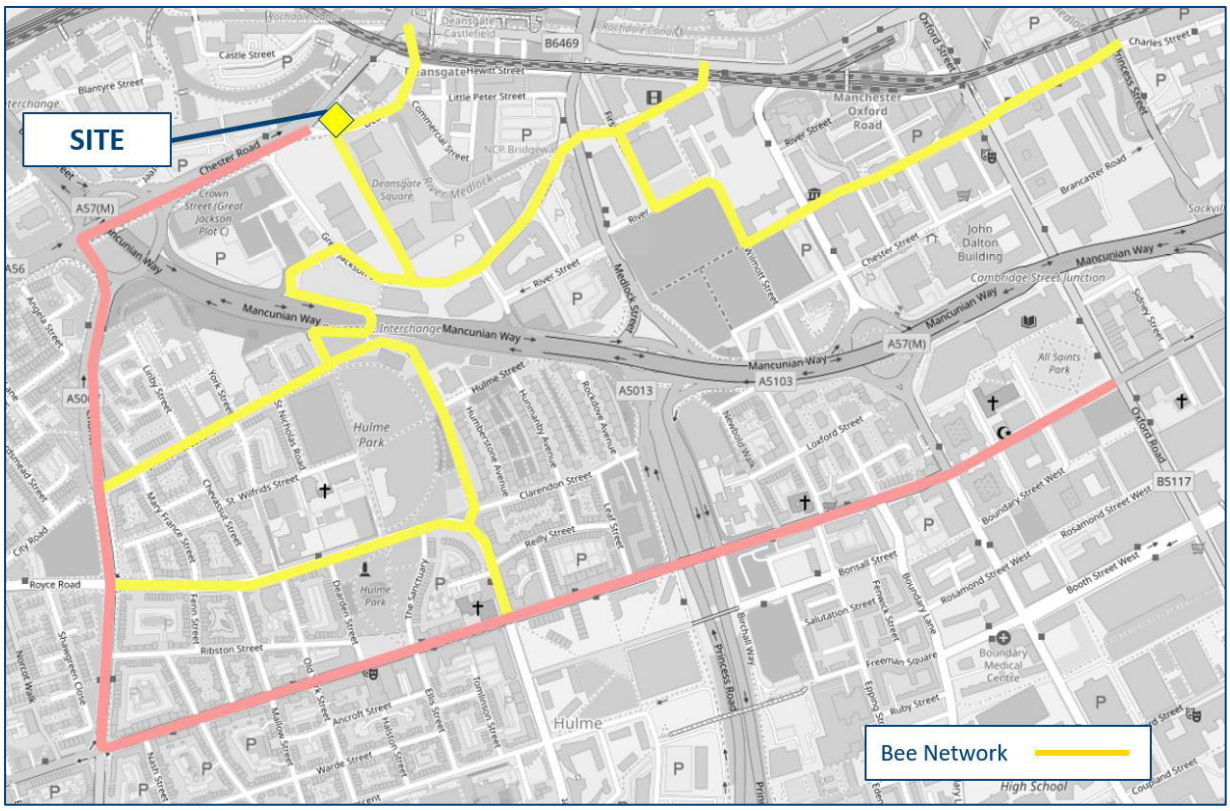
3.2.7 As demonstrated above, Cycle Route 1 is an appropriate and convent route for cyclists.

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	

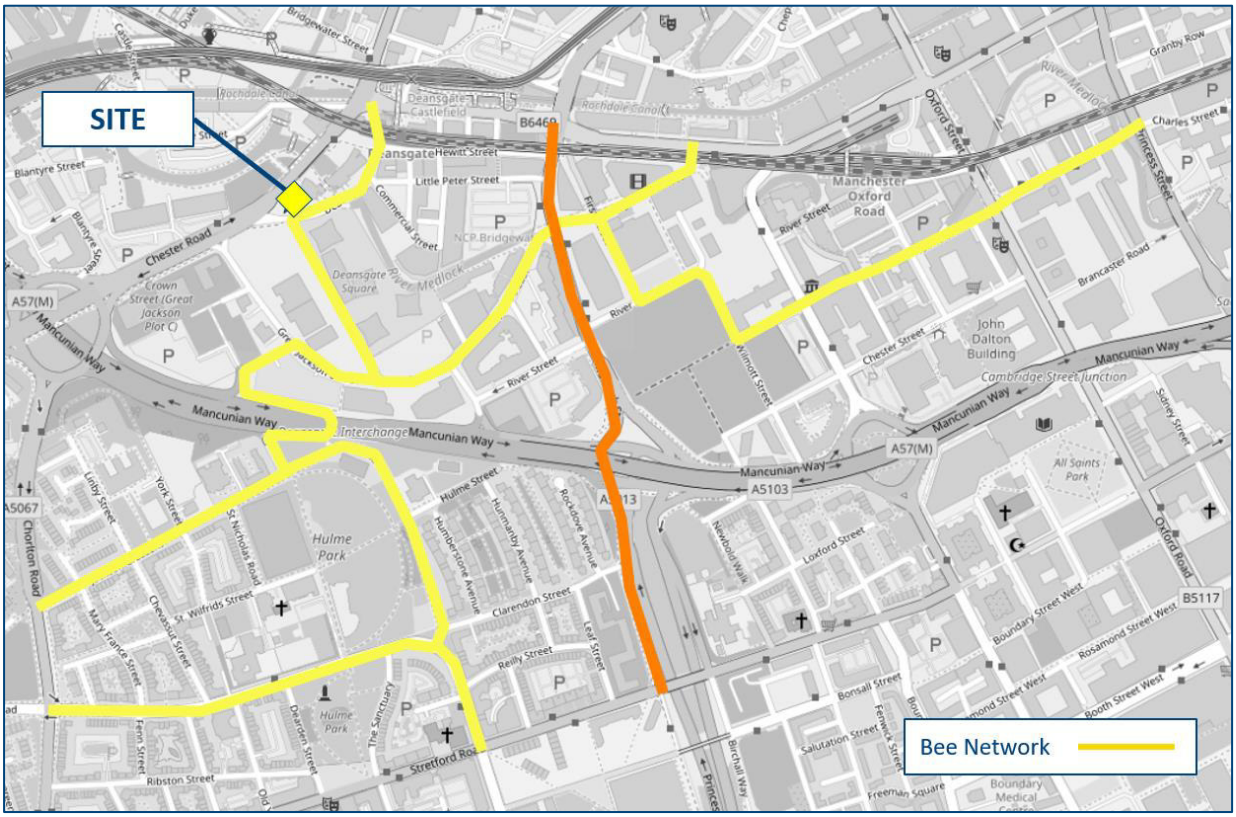
3.3.8 As demonstrated above, Cycle Route 2 is an appropriate and convent route for cyclists.

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 convent 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. SUMMARY AND CONCLUSIONS

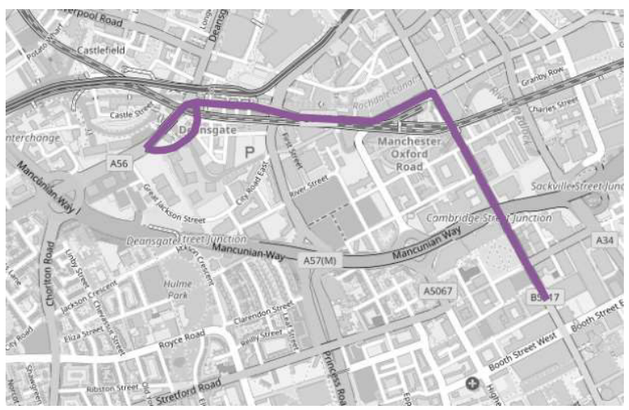
4.1.1 Hydrock have undertaken and walking and cycling audit in support of a proposed student accommodation development on Deansgate.

4.1.2 The audit has identified four primary walking routes and three primary cycling routes between the site and the university campuses.

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	

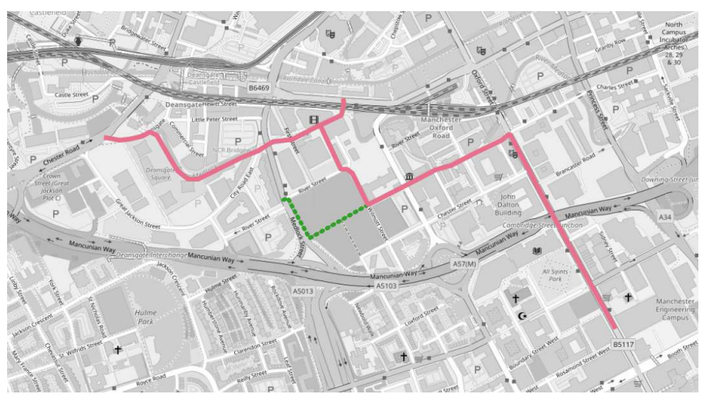


Route 1 b

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	

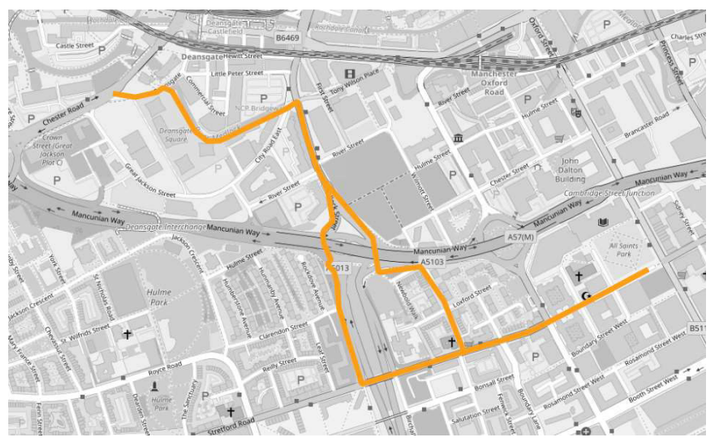
Route 2

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	

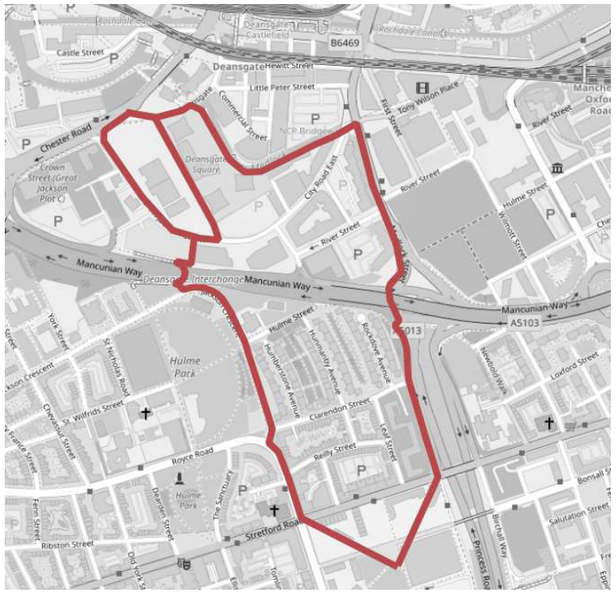


Route 4 a

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

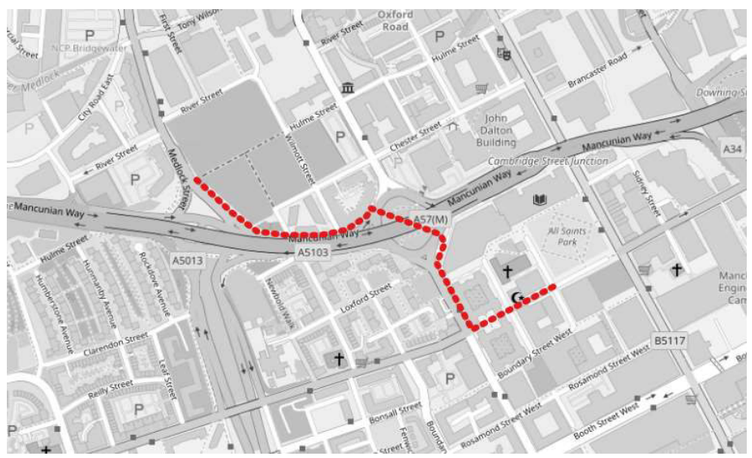
Route 4 B

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 con-trolled 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 surviellance 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 vehciles, 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 con-trolled 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	Moderate volumes of traffic.	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	Lighting is present, as is natural suveillance 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.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2	Footways in good condition.		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 2.0m or greater along the route.		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	Staggered crossings are appropriatly sized.		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	Dedicated disabled bays, pay & display, loading bays and taxi pick up and drop off points.		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 con-trolled 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 are present.	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	Routes are direct and appropriate.		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	Moderate volumes of traffic.	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	Potential for an improved crossing to be provided	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	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 con-trolled 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.	Potential for an improved crossing to be provided	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		Potential for an improved crossing to be provided	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.	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.		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 con-trolled 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 con-trolled 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 effiecient 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 con-trolled 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 con-trolled 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**			**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 con-trolled 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 con-trolled 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 con-trolled 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**			**26**

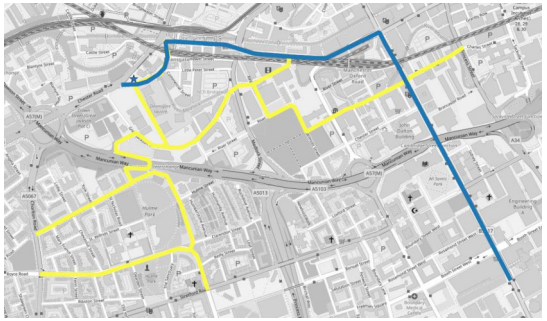
Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling 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 con-trolled 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

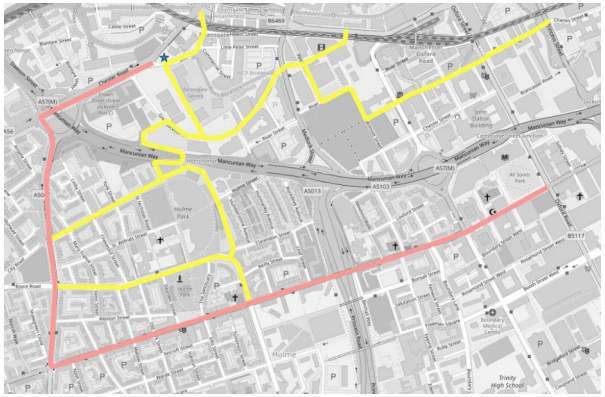
Average	40	42
Rating	Excellent	Excellent
Speed (mins)	8	



Route 2 **Bridgewater Viaduct/ Chrotlon Road/ Stretford Road**

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

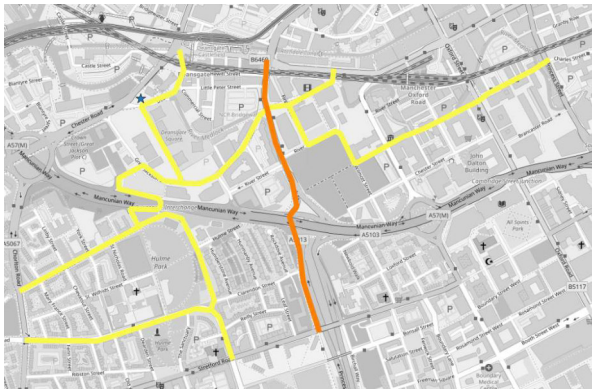
Average	38	40
Rating	Good	Excellent
Speed (mins)	15	



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 I	<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 'asthe-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 that 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 there-fore 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	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 paviours 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 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
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 recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		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 'asthe-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 that 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.	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 there-fore 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 paviours 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 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	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 recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		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	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 'asthe-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 that 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 2-5%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 there-fore 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 paviours 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 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 recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		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			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 'asthe-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 that 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 there-fore 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 paviours 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 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		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 recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		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	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 'asthe-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 that 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 there-fore 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
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 paviours 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 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 recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		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

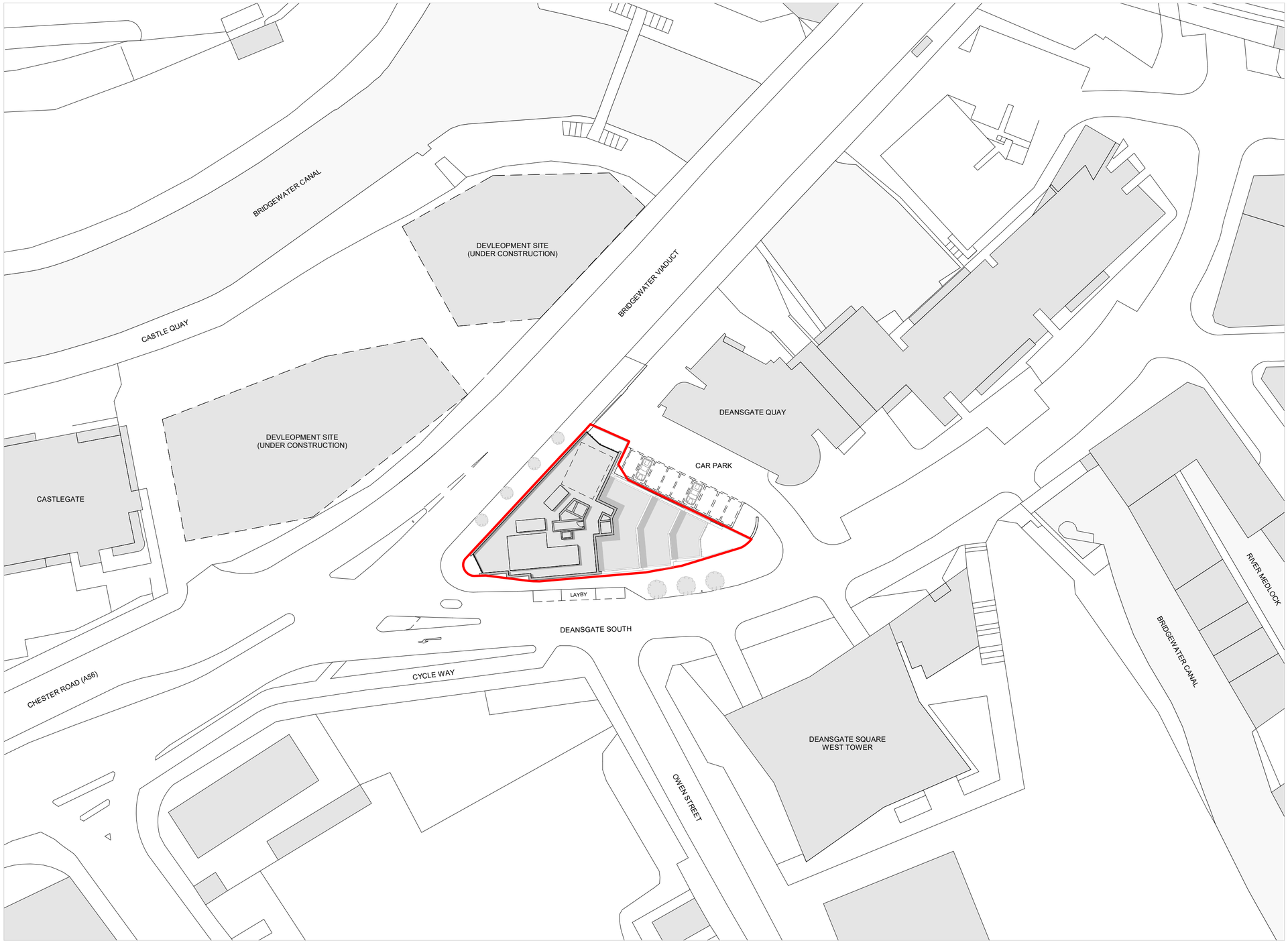
Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the 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 'asthe-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 that 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 there-fore 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
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 paviours 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 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 recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		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 'asthe-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 that 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 there-fore 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
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 paviours 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
	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 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 recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2			2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		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	42			42

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NOTES:



01 Proposed - Site Location Plan
1 : 500

Scale 1:500
10m 0m 10m 20m 30m 40m

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Site Location Plan

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A2	1 : 500@A2	02/12/20

Drawing No.: 20269-0300
Revision: P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:

N

KEY

SITE BOUNDARY

STUDENT ACCOMODATION

SOCIAL SPACE

PLANT/ CYCLES/ BINS

DEVLEOPMENT SITE
(UNDER CONSTRUCTION)

DEVLEOPMENT SITE
(UNDER CONSTRUCTION)

BRIDGEWATER VIADUCT

DEANSGATE QUAY

CAR PARK

Amenity Space

Amenity Space

1:17 Ramp

20

LAYBY

CHESTER ROAD (A56)

DEANSGATE SOUTH

CYCLE WAY

OWEN STREET

DEANSGATE SQUARE
WEST TOWER

01 Proposed - Block Plan
1 : 200

Scale 1:200
10m 0m 10m

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed Block Plan

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 200@A1	02/12/20

Drawing No. 20269-0301
Revision P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:



01 -LG - Lower Ground
1 : 100

Scale 1:100
0 5m 10m

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

Rev	Description	Date	Dr by	App by
P-04	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-03	Updated in line with Transport Consultant comments.	18/08/2021	BH	CMc
P-02	Cycle store provision increased.	25/05/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Lower Ground Floor

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No.: 20269-0310
Revision: P-04

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:

N

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

DEVLEOPMENT SITE
(UNDER CONSTRUCTION)

DEANSGATE QUAY

BRIDGEWATER VIADUCT

CAR PARK

LAYBY

DEANSGATE SOUTH

OWEN STREET

31.11
31.05
PPL 32.56
31.10
26.64
26.74
30.45
+30.850
26.94
27.18
27.23
27.43
27.33
27.76
27.98
28.42
28.34
28.12
28.93
30.86
30.69
1:20
+30.850
Entrance
+30.850
29.74
30.17

Social Game Zone
Lounge
Coffee Point
Reception
Riser
Store
Up
Down
Stair 02
Lift A
ADF
Riser
Down
Up
Stair 01
Wet Riser
Lobby
Lift B
Riser
Comms Riser
Store
R00.005 Office 9.5 m²
R00.006 Mail Room 10.7 m²
R00.007 Store 5.5 m²
R00.008 Acc. Toilet 3.2 m²
R00.010 WC 3.5 m²
R00.001 Amenity Space 292.5 m²
R00.002 Portable Water Tank Room 32.6 m²
R00.003 Comms Room 14.1 m²
R00.004 LV Switch Room 14.1 m²
R00.012 Laundry 32.5 m²
Social Dining

01 00 - Ground Floor
1 : 100

Scale 1:100
0 5m 10m

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Ground Floor

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No.: 20269-0311
Revision: P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:



01 MZ - Mezzanine Level
1 : 100

Scale 1:100
0 5m 10m

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Mezzanine Level

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No.: 20269-0312
Revision: P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:



01 01 - First Floor
1 : 100

Scale 1:100
0 5m 10m

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Typical First to Twenty First

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No. 20269-0313
Revision P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:

N

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

DEVLEOPMENT SITE
(UNDER CONSTRUCTION)

DEANSGATE QUAY

BRIDGEWATER VIADUCT

CAR PARK

LAYBY

DEANSGATE SOUTH

OWEN STREET

R10.001 Kitchen - 3 Bed En-Suite 14.3 m²
R10.002 En-Suite 12.5 m²
R10.003 En-Suite 12.5 m²
R10.004 En-Suite 12.5 m²
R10.005 Studio 18.0 m²
R10.006 Studio 18.0 m²
R10.007 Studio 18.0 m²
R10.008 Studio 18.0 m²
R10.009 One Bed 22.0 m²
R10.010 Mid-Level Plant Room 15.8 m²
R10.011 Twodio 30.0 m²
R10.012 En-Suite 12.5 m²
R10.013 En-Suite 12.5 m²
R10.014 En-Suite 12.5 m²
R10.015 Kitchen - 4 Bed En-Suite 19.8 m²
R10.016 En-Suite 13.0 m²
R10.017 Social Studio 15.0 m²
R10.018 Social Studio 15.0 m²
R10.019 Social Studio 15.0 m²
R10.020 Social Studio 15.0 m²
R10.021 Social Studio 15.0 m²
R10.022 Social Studio 15.0 m²
R10.023 Kitchen - 6 Bed Social Studio 22.9 m²
Riser
Lobby
Comms Riser
Store
Stair 01
Up
Down
Wet Riser
Lift A
Lift B
ADF

01 10 - Tenth Floor
1 : 100

Scale 1:100
0 5m 10m

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Tenth Floor

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No. 20269-0315
Revision P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:



01 22 - Twenty Second Floor
1 : 100

Scale 1:100
0 5m 10m

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Twenty Second Floor

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No. 20269-0316
Revision P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:

N

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

DEVLEOPMENT SITE
(UNDER CONSTRUCTION)

DEANSGATE QUAY

BRIDGEWATER VIADUCT

CAR PARK

LAYBY

DEANSGATE SOUTH

OWEN STREET

R23.001 Kitchen - 3 Bed En-Suite 14.3 m²
R23.002 En-Suite 12.5 m²
R23.003 En-Suite 12.5 m²
R23.004 En-Suite 12.5 m²
R23.005 Studio 18.0 m²
R23.006 Studio 18.0 m²
R23.007 Studio 18.0 m²
R23.008 Studio 18.0 m²
R23.009 One Bed 22.1 m²
R23.010 Studio 18.8 m²
R23.011 Twodio 30.5 m²
R23.012 Accessible One Bed 22.3 m²
R23.013 Twodio 30.5 m²
R23.014 Twodio 30.5 m²
R23.015 Twodio 30.5 m²
R23.016 Twodio 34.4 m²
Lift A
Lift B
ADV
Riser
Riser
Riser
Lobby
Comms Riser
Store
Stair 01
Down
Up
Wet Riser

01 23 - Twenty Third Floor
1 : 100

Scale 1:100
0 5m 10m

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Twenty Third Floor

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No.: 20269-0317
Revision: P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:



01 24 - Twenty Fourth Floor
1 : 100

Scale 1:100
0 5m 10m

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Twenty Fourth Floor

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No. 20269-0318
Revision P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:



01 25 - Twenty Fifth Floor
1 : 100

Scale 1:100
0 5m 10m

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Twenty Fifth Floor

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No. 20269-0319
Revision P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:



01 26 - Twenty Sixth Floor
1 : 100

Scale 1:100
0 5m 10m

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Twenty Sixth Floor

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No. 20269-0320
Revision P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:



01 27 - Twenty Seventh Floor
1 : 100

Scale 1:100
0 5m 10m

N

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Twenty Seventh Floor

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No.: 20269-0321
Revision: P-02

Drawing BIM Name: 12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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NOTES:



01 RF - Roof
1 : 100

Scale 1:100
0 5m 10m

N

KEY

- SITE BOUNDARY

STUDENT ACCOMODATION

- ONE BED 22 SQM
- STUDIO 18 SQM
- SOCIAL STUDIO 15 SQM
- EN-SUITE 12.5 SQM
- TWODIO 30 SQM
- SOCIAL SPACE
- PLANT/ CYCLES/ BINS

Rev	Description	Date	Dr by	App by
P-02	Tree positions updated in line with Transport Consultant's appraisal.	26/10/2021	BH	CMc
P-01	Updated for Planning Issue.	17/12/2020	BH	CMc
P-00	Planning Issue.	04/12/2020	BH	CMc

Project Stage

PLANNING

Client:
Fusion Students

Project:
Deansgate South
Manchester

Drawing Title:
Proposed - Plan - Roof

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	1 : 100@A1	02/12/20

Drawing No. 20269-0322
Revision P-02

Drawing BIM Name:
12345-CW-XX-ZZ-M3-A-XXXX-S1.RVT

CDE Area:	Suitability Code:	BIM Revision:
		P01.04

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