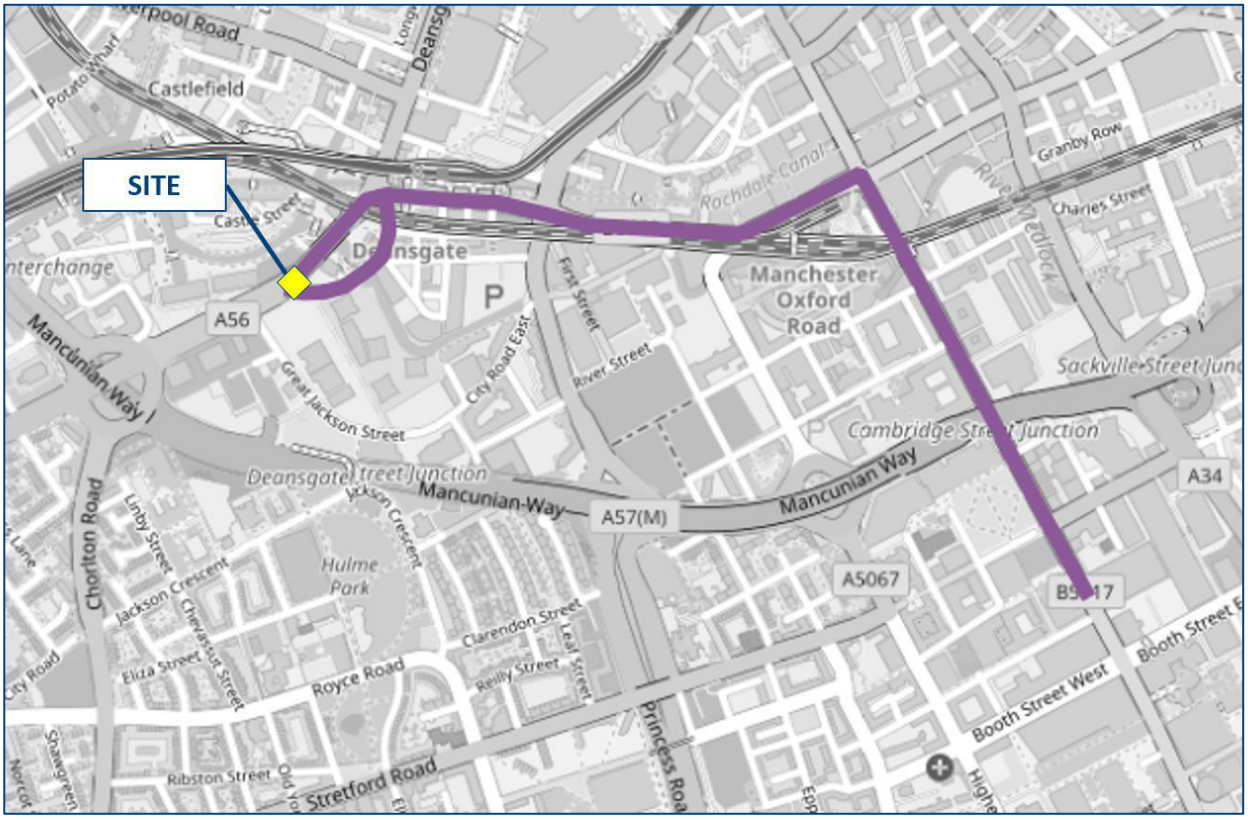
Figure 2.1 Route 1



2.2.3 Upon leaving the proposed development, students can walk along the Bridgewater Viaduct towards Whitworth Street. The Bridgewater Viaduct has 3.0m footways, is well lit and the footways are in good condition.

2.2.4 The proposed development will improve the footways surrounding the site on the Bridgewater Viaduct and will provide street trees as a wind mitigation measure.

2.2.5 Whitworth Street is a primary street in Manchester City Centre which provides access to Deansgate Railway Station, Deansgate-Castlefield Metrolink Stop and bus services, in addition to local amenities and local bars.

2.2.6 The footways are in excess of 3.0m wide, with signalised crossings provided with dropped kerbs and tactile paving, and is also well lit and has natural surveillance.

2.2.7 As part of the City Centre Transport Strategy Whitworth Street will be improved with wider footways, improved pedestrian crossings and cycle facilities. Whitworth Street forms part of an attractive route in the City Centre.

2.2.8 The Oxford Road corridor is also a primary street within Manchester City Centre with footways in excess of 2.0m that are in good condition, are well lit and under natural surveillance. The Oxford Road Corridor is a primary bus route and boasts segregated cycle lanes on either side of the carriageway. Signalised crossing points are provided along the route, with dropped kerbs and tactile paving. A range of services and amenities are also present along Oxford Road.

2.2.9 The Walking Toolkit scores for Walking Route 1a are presented in Table 2.2, the full outputs are presented in Appendix A.

Table 2.2 Walking Route 1a - Scores

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

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

Table 2.3 Walking Route 1a - Ratings

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

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

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

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

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

Table 2.4 Walking Route 1b - Scores

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

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

Table 2.5 Walking Route 1b - Ratings

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

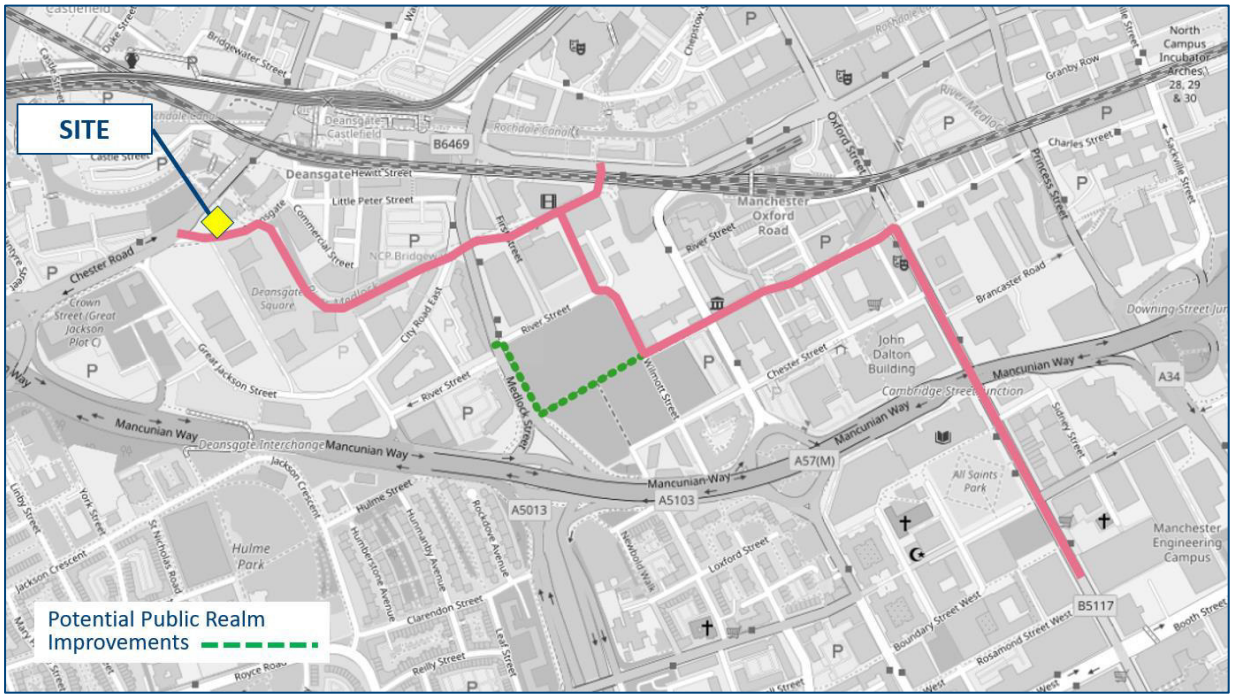
2.2.16 Based on the information provided above, it can therefore be concluded that Walking Route 1B would be a safe and convenient walking route between the proposed development site and the university campuses.

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

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

2.3.2 Route 2 is illustrated in **Figure 2.2**.

Figure 2.2 Walking Route 2



2.3.3 Upon leaving the development, students can cross Deansgate and route through Deansgate Square where level ramped access is provided to accommodate all users through an area of high-quality public realm which is well lit and under natural surveillance. There are parallel routes the students could take such as along Owen Street whereby neighbouring developments that have planning approval will be delivering streetscape and public realm improvements.

2.3.4 After leaving Deansgate Square and crossing Medlock Street students can route through First Street, a pedestrianised area of high-quality public realm and join Whitworth Street or route south and join Hulme Street. First Street is well lit, with active ground floor uses and natural surveillance, Vita Student's accommodation development is also present here. The area around First Street has planning approval for additional residential and co-living developments that will deliver further public realm improvements within the area.

2.3.5 Hulme Street has 2.0m footway with dropped kerbs, tactile paving and is well lit. Whilst there are some vacant development plots between First Street and Hulme Street there is planning approval for significant developments and public realm improvements that will improve the streetscape.

2.3.6 Hulme Street leading to Oxford Road benefits from active frontages and is flanked by residential developments.

2.3.7 The Oxford Road corridor was described within Route 1.

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

Table 2.6 Walking Route 2 - Scores

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

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

Table 2.7 Walking Route 2 - Ratings

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

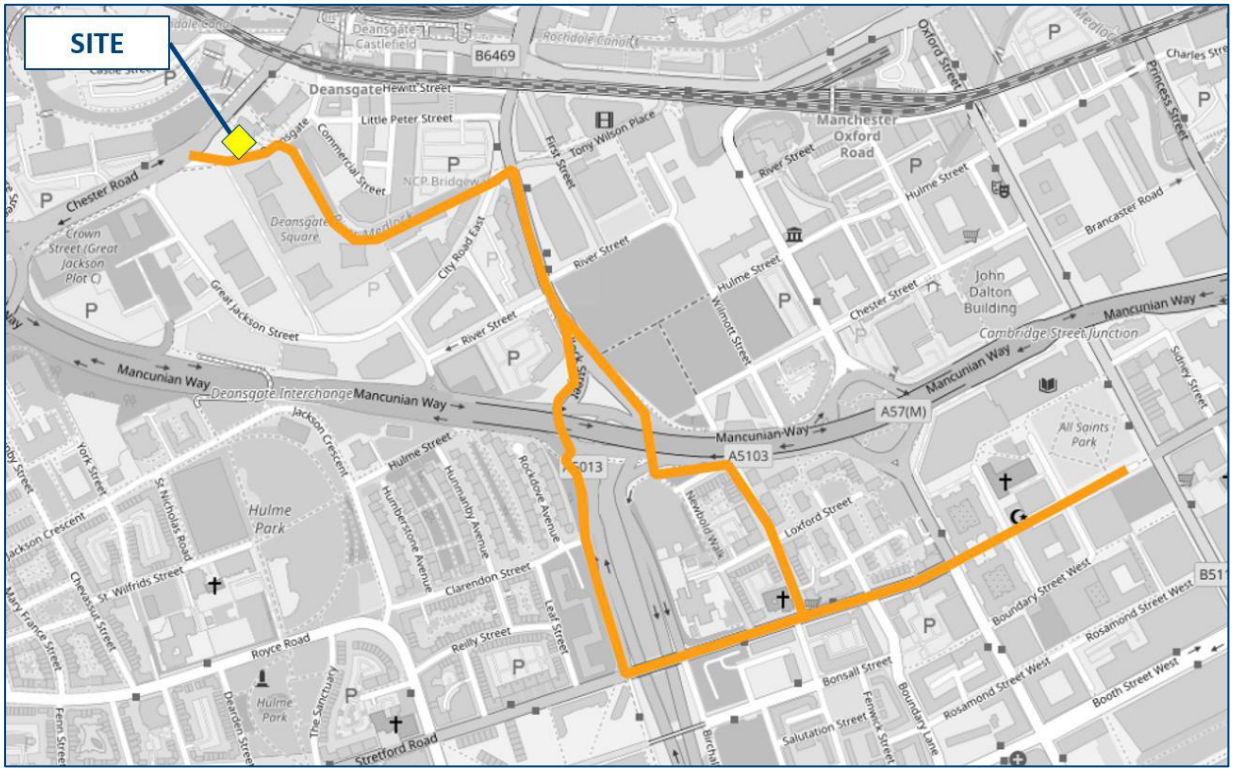
2.3.10 Based on the information provided above, it can therefore be concluded that Walking Route 2 would be a safe and convenient walking route between the proposed development site and the university campuses.

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

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

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

Figure 2.3 Walking Route 3



2.4.3 Walking Route 3 routes through Deansgate Square as previously described onto Medlock Street. Medlock Street benefits from wide footways, dropped kerbs and tactile paving. The junction of Medlock Street and Princess Road has recently been improved to facilitate easier pedestrian and cycling crossings.

2.4.4 Princess Road provides a footway that is segregated from the carriageway that is well lit and under natural surveillance.

2.4.5 Stretford Road has footways in excess of 2.0m, with signalised crossing points, dropped kerbs and tactile paving. Stretford Road is well lit and flanked by residential developments providing natural surveillance. A signalised crossing is provided across Higher Cambridge Street leading into the university campuses.

2.4.6 Once students have crossed Higher Cambridge Street, students can route through the All Saints Campus that provides high quality public realm and leads towards the Oxford Road corridor.

2.4.7 The Walking Toolkit Scores for Walking Route 3 are presented in **Table 2.8**, the full outputs are presented in **Appendix A**.

Table 2.8 Walking Route 3 - Scores

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

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

Table 2.9 Walking Route 3 - Rating

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

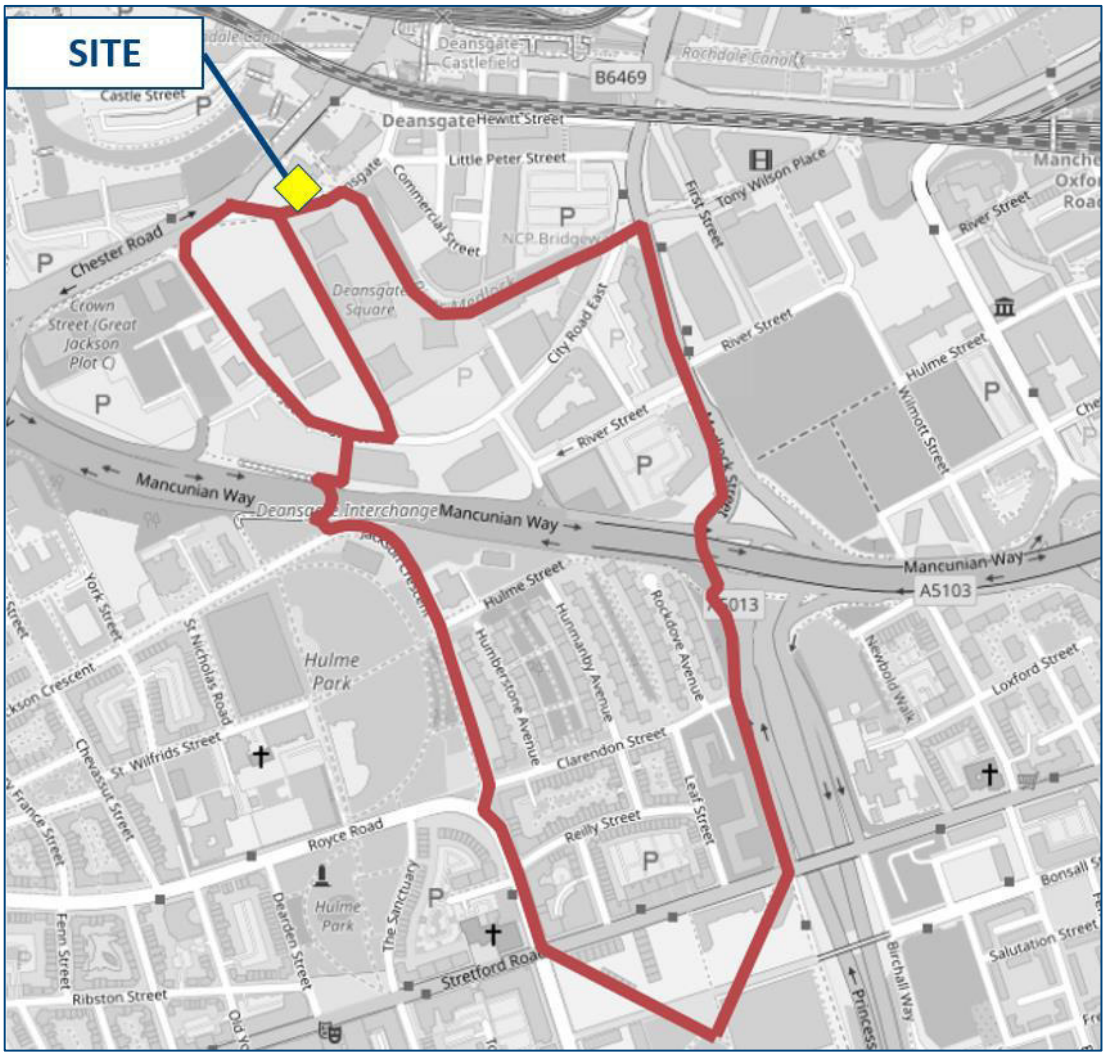
2.4.9 Based on the information provided above, it can therefore be concluded that Walking Route 3 would be a safe and convenient walking route between the proposed development site and the university campuses.

2.5 Route 4 - Birley Fields

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

2.5.2 Route 4 is presented in **Figure 2.4**.

Figure 2.4 Walking Route 4



2.5.3 Route 4 can route through the Great Jackson Street area that will undergo a significant amount of public realm and streetscape improvements within the coming years and route over the Mancunian Way via the existing foot and cycle bridge.

2.5.4 Jackson Crescent is a residential street with footways in excess of 2.0m wide provided, with dropped kerbs and tactile paving at crossing points. The route is well lit and sections of the route benefit from good natural surveillance from the existing residential properties.

2.5.5 Royce Road leads from Jackson Crescent to the Briley Fields campus, this route has footways in excess of 2.0m, with dropped kerbs, street lighting and natural surveillance. A signalised pedestrian crossing is provided from Royce Road into the campus.

2.5.6 The Walking Toolkit Scores for Walking Route 4 are presented in **Table 2.10**, the full outputs are presented in **Appendix A**.

Table 2.10 Walking Route 4 - Scores

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

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

Table 2.11 Walking Route 4 - Ratings

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

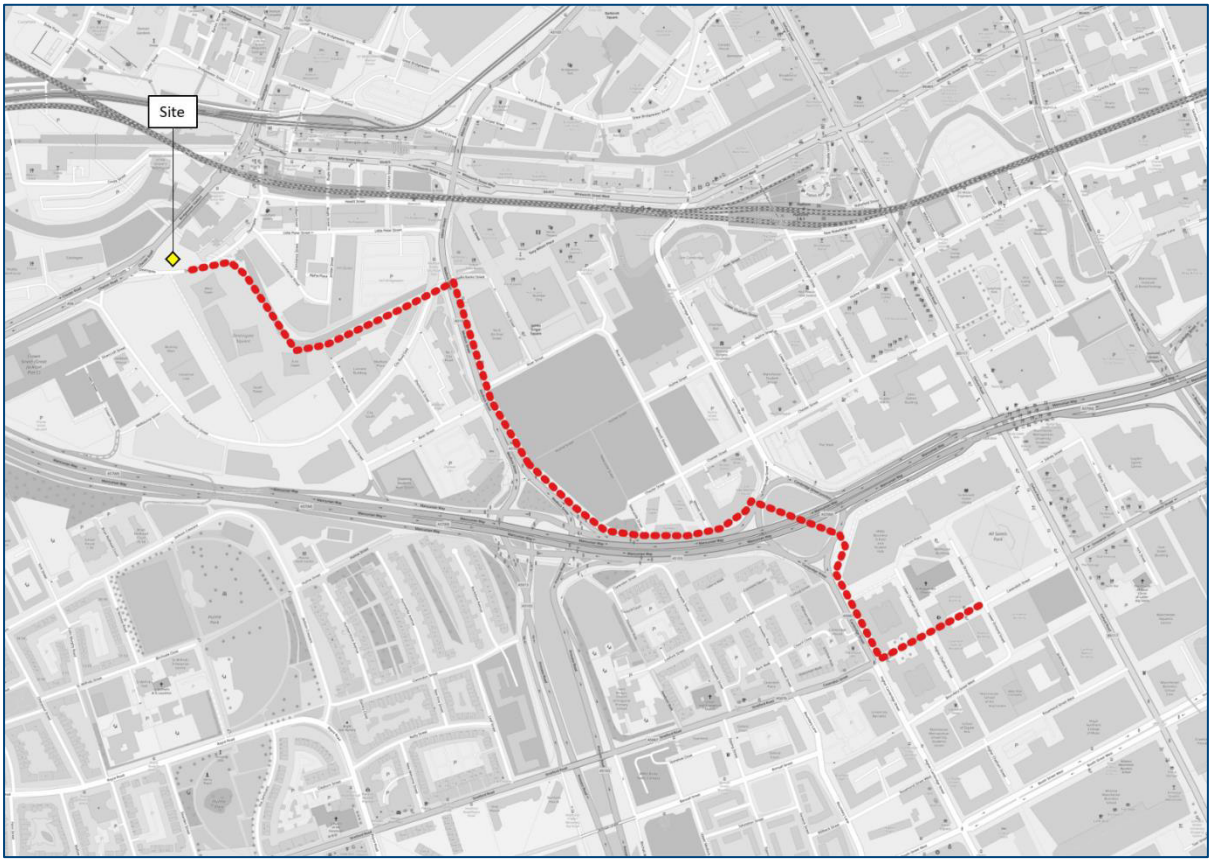
2.5.8 Based on the information provided above, it can therefore be concluded that Walking Route 4 would be a safe and convenient walking route between the proposed development site and the university campuses.

2.6 Route 5 - Cambridge Street Underpass

2.6.1 Walking Route 5 utilises the Cambridge Street underpass leading from Medlock Street to Higher Cambridge Street and into the university campuses.

2.6.2 Route 5 is presented in **Figure 2.5**.

Figure 2.5 Route 5



2.6.3 Walking Route 5 utilises the Cambridge Street underpass that passes beneath the Mancunian Way and has four entry and exit points. The entrances to the subways are partially blocked by low standing railings creating a barrier to cyclists and ambulant users.

2.6.4 The subways themselves show evidence of graffiti and vandalism. Whilst lighting is provided within the subways it is often vandalised or covered in paint. The exits from the subways have blind spots wherein an assailant could hide out of view, as there is a lack of natural surveillance, other than passing traffic this route is not deemed to be appropriate.

2.6.5 The Walking Toolkit Scores for Walking Route 5 are presented in **Table 2.12**, the full outputs are presented in **Appendix A**.

Table 2.12 Walking Route 5 - Scores

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

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

Table 2.13 Walking Route 5 - Rating

Rating	Average
Speed (Minutes)	22

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

2.7 Conclusions

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

3. CYCLE ROUTES

3.1 Introduction

3.1.1 A cycling audit was undertaken in September 2021, three main routes to the universities from the proposed development site were identified.

3.1.2 The cycling routes were scored using the Active Travel Guidance: Cycling Route Audit Toolkit. The toolkit scores the cycling route on a number of factors including the time it takes to travel the route, distance, and surface quality.

3.1.3 The toolkit generates a score out of 50 and takes accounts for recommendations to improve the scoring.

3.1.4 Hydrock have scored the current condition of the cycling routes and the potential condition of the cycling routes taking into consideration improvements such as the City Centre Cycling Triangle as outlined within the City Centre Transport Strategy and the envisaged Bee Network.

3.1.5 The Bee Network is a plan by Greater Manchester Combined Authority in Partnership with Transport for Greater Manchester to revolutionise travel across Greater Manchester, making active travel the number one choice for travelling around the region. The Bee Network hopes to provide fully segregated walking and cycling routes along busy roads, and improved signage and crossings on quieter routes and creating areas where people are prioritised to make streets quieter and safer.

3.1.6 Proposed Bee Network cycling routes are presented in relation to the existing cycling routes between the site and the Universities.

3.1.7 The cycle route ratings are presented in **Table 3.1.**

Table 3.1 Cycle Route Ratings

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

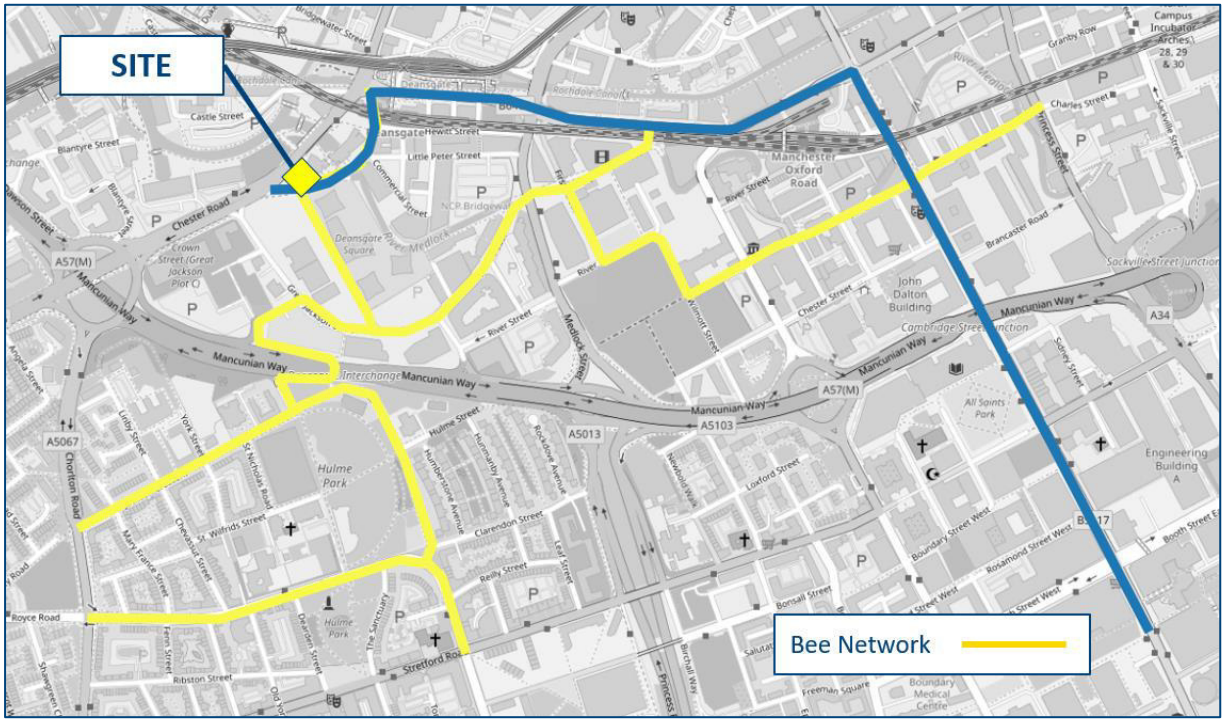
3.1.8 The cycling routes are discussed in the following section.

3.2 Cycling Route 1 - Whitworth Street - Oxford Road

3.2.1 Cycling Route 1 routes from the development site along Deansgate, to Whitworth Street joining the Oxford Road corridor.

3.2.2 Cycling Route 1 is presented in **Figure 3.1** with the latest envisaged Bee Network route plotted.

Figure 3.1 Cycle Route 1



3.2.3 Whitworth Street will form part of the City Centre Cycling Triangle whereby a dedicated cycling route will be provided in addition to improved crossing points. In its current state, un-segregated cycle lanes are intermittently provided along Whitworth Street.

3.2.4 The Oxford Road Corridor is a primary cycle route leading into Manchester City Centre and passes through the university campuses. The Oxford Road Corridor provides high quality cycling infrastructure including segregated cycle lanes and bus bypasses. Oxford Road provides a high quality and safe cycling route to the university campuses.

3.2.5 The Cycling Audit Toolkit scores for Cycling Route 1 are presented in **Table 3.2**, the full outputs are presented in **Appendix B**.

Table 3.2 Cycle Route 1 - Score

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

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

Table 3.3 Cycle Route 1 - Rating

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

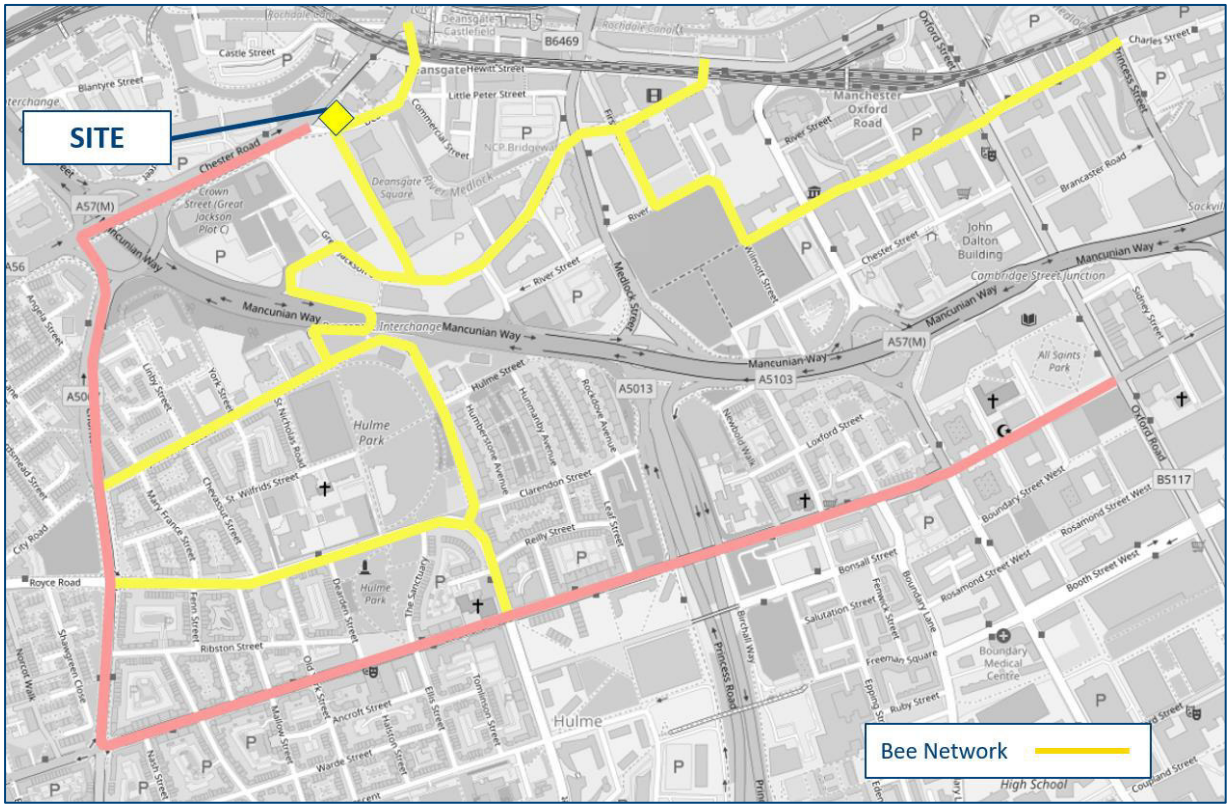
3.2.7 As demonstrated above, Cycle Route 1 is an appropriate and convenient route for cyclists.

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

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

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

Figure 3.2 Cycle Route 2



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

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

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

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

Table 3.4 Cycle Route 2 - Score

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

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

Table 3.5 Cycle Route 2 - Rating

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

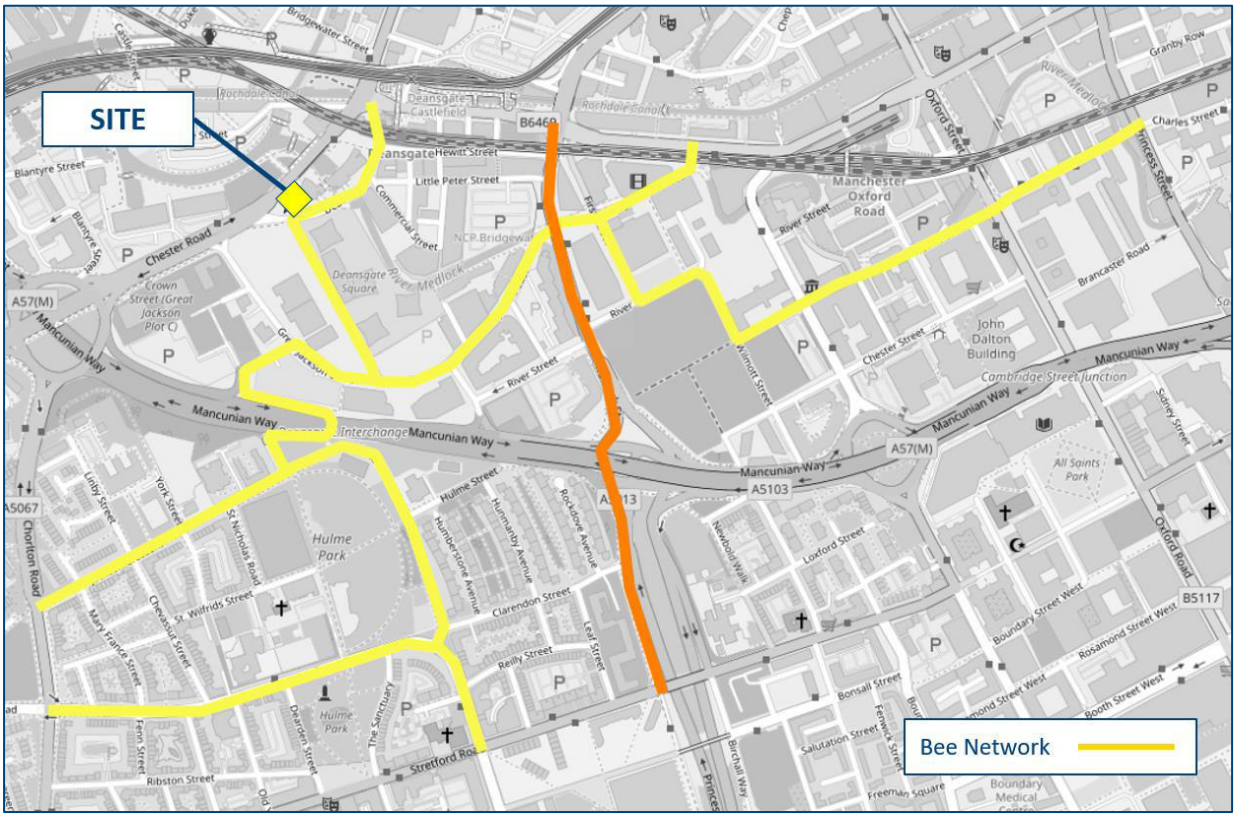
3.3.8 As demonstrated above, Cycle Route 2 is an appropriate and convenient route for cyclists.

3.4 Cycle Route 3 - Medlock Street - Princess Road#

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

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

Figure 3.3 Cycle Route 3



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

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

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

Table 3.6 Cycle Route 3 - Score

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

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

Table 3.7 Cycle Route 3 - Rating

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

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

3.5 Other Cycling Interventions

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

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

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

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

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

3.6 Conclusions

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

4. WAYFINDING AUDIT

4.1 Introduction

4.1.1 The following section presents an audit of the existing wayfinding infrastructure from the proposed development site to the university campuses.

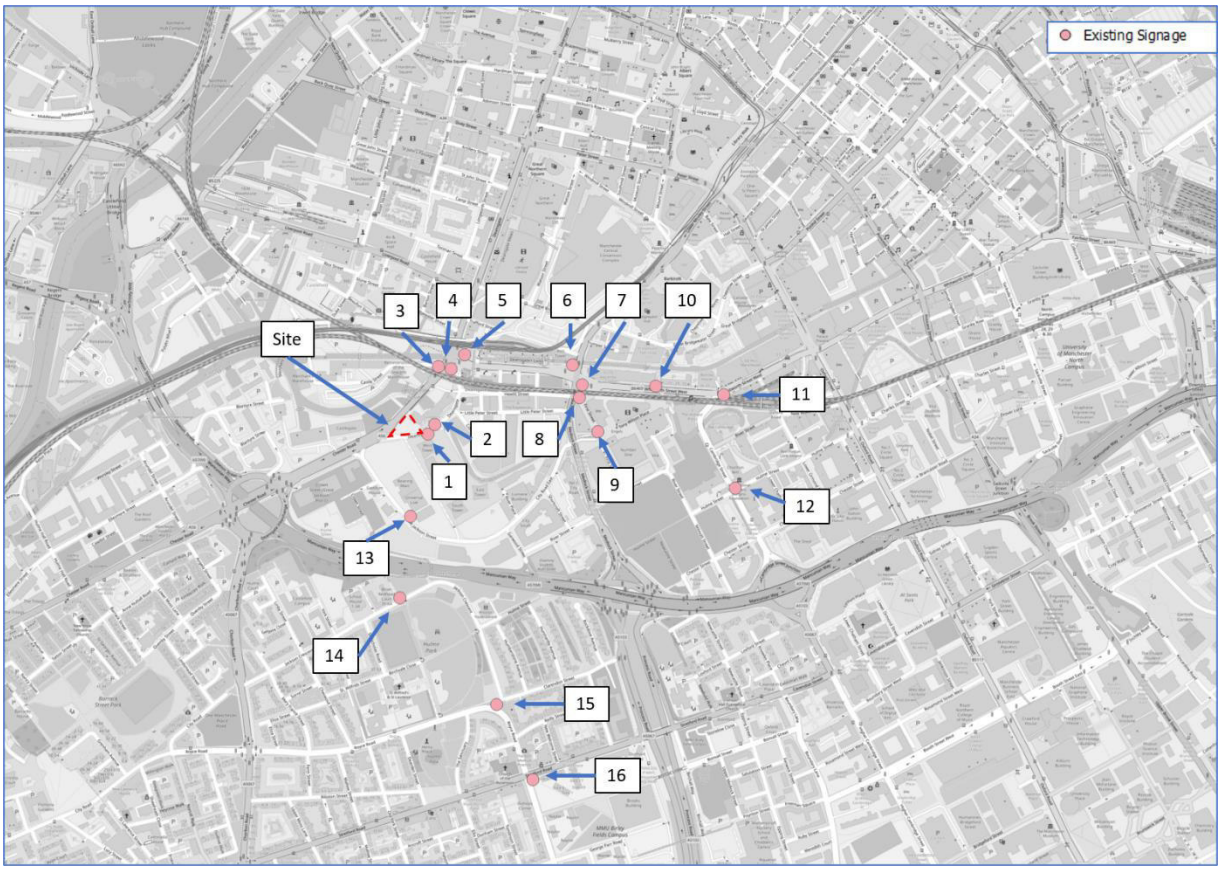
4.1.2 It is however acknowledged that the development will be supported by a Travel Plan which will detail routes from the site to the campuses and that students will likely use digital wayfinding methods to establish their initial walking and cycling routes to their destinations.

4.1.3 Nevertheless, the following section will present an assessment of the current "fingerpost" signage and other physical wayfinding infrastructure in proximity to the site leading to the campuses.

4.2 Fingerpost Signage

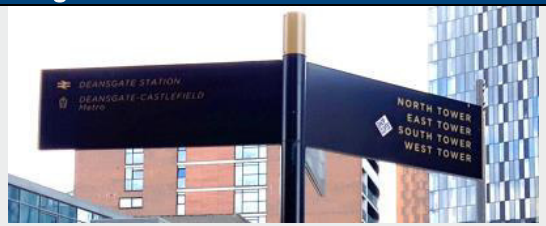
4.2.1 The existing signage within proximity to the proposed development are presented in **Figure 4.1**.

Figure 4.1 Existing Signage

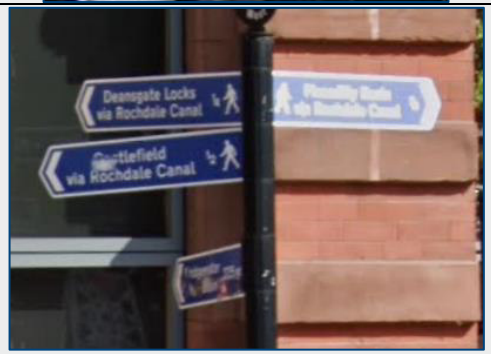


4.2.2 Between the site and the university campuses 16 fingerpost signs and wayfinding totems have been identified, they are individually presented in **Table 4.1**.

Table 4.1 Wayfinding Signage Audit

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

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

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

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

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

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

4.3 Proposed Signage

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

Figure 4.2 Potential Signage Locations



4.3.2 Location 1 in the above figure is directly outside of the proposed entrance to the site. This could take the form of a fingerpost sign or a public realm feature such as a painted art installation on the footway directing students to the appropriate campus.

4.3.3 Location 2 is on Medlock Street close to the exit from the riverside walk provided through the Deansgate Square development. This location would help orientate potential students along Whitworth Street, the Princess Street/ Medlock Street junction or through First Street to get to their destination.

4.4 Wayfinding Summary

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

4.4.2 It should also be noted that students will be provided with a Welcome Pack once they have arrived at the proposed site which will provide routes to the University campuses in addition to other amenities. Furthermore, it is highly likely that students would use digital tools such as phone applications to help them navigate on their first days in Manchester.

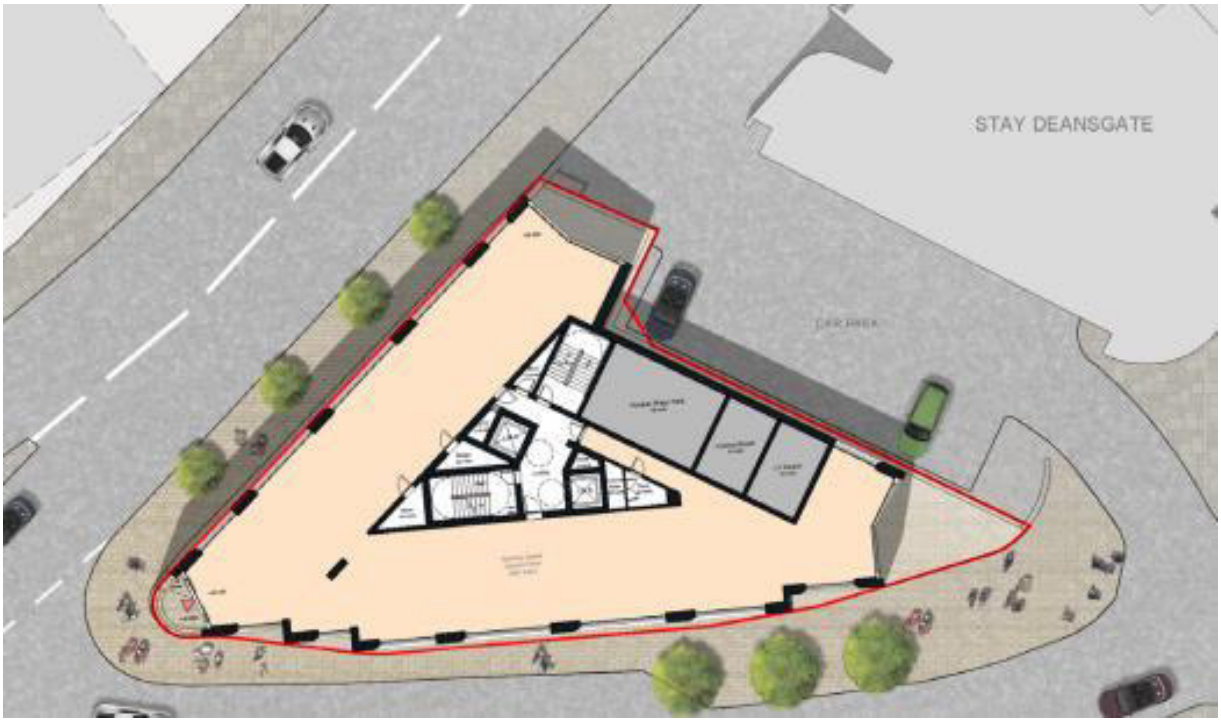
4.4.3 The site is located within a legible area of the city surrounded by landmark buildings such as Deansgate Square, the proposed site is unique in its architecture and itself will become an instantly recognised building, as such it is not envisaged that students would face much difficulty navigating to and from the site.

5. FOOTWAY CONDITION AUDIT

5.1 Footway Improvements

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

Figure 5.1 Proposed Landscaping Improvements



5.1.2 The improvements to the immediate public realm include the reinstatement of footway for the two redundant vehicles accesses, one on Deansgate and one on the Bridgewater Viaduct. The improvements will also relocate some poor-quality existing street trees to provide in excess of 2.0m footways without obstacles in addition to high quality materials, marking a gateway into the City Centre.

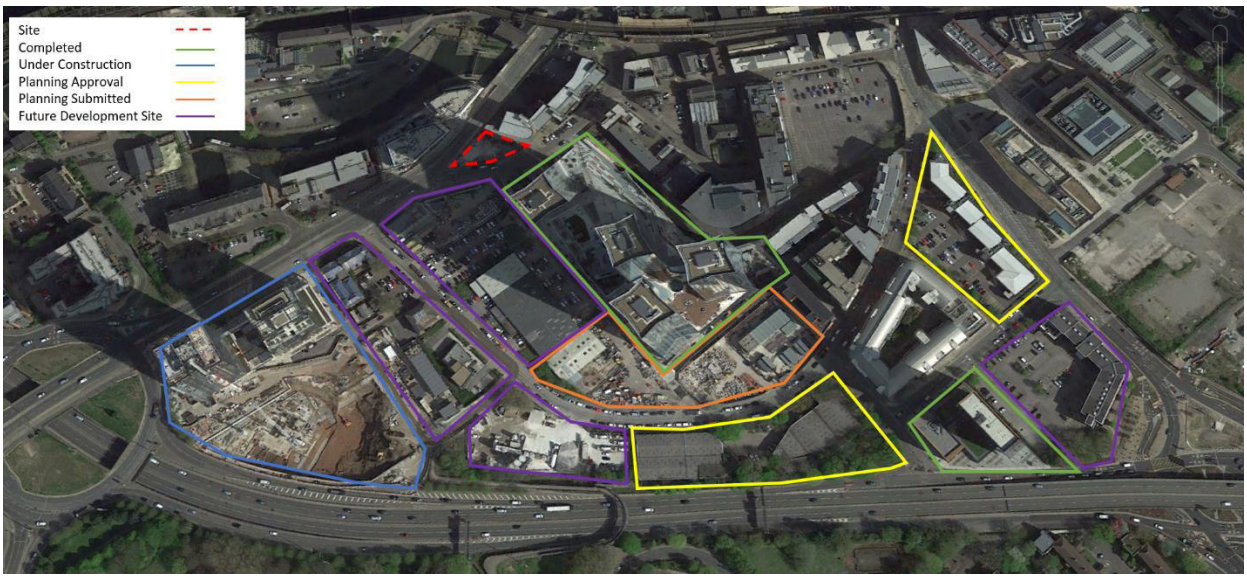
5.1.3 The adjacent Deansgate Square development has improved the footways on the southern side of Deansgate and provides a new and attractive route from Deansgate through the Medlock Street following the River Medlock.

5.1.4 The area surrounding the site is a hive of development activity. Deansgate Square has recently completed providing 1,508 dwellings over four towers. Victoria Residences to the east has also recently completed providing 664 dwellings, whilst two more towers the Blade and the Cylinder and under construction and will provide 855 dwellings and a single form primary school in addition to public realm improvements.

5.1.5 Planning approval has been granted for a further 1,037 dwellings split over two towers to the south of Great Jackson Street, whilst a planning application has been submitted for a further 988 dwelling to the north of Great Jackson Street in proximity to the Deansgate Square development.

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

Figure 5.2 Adjacent Developments



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

5.2 Condition Survey

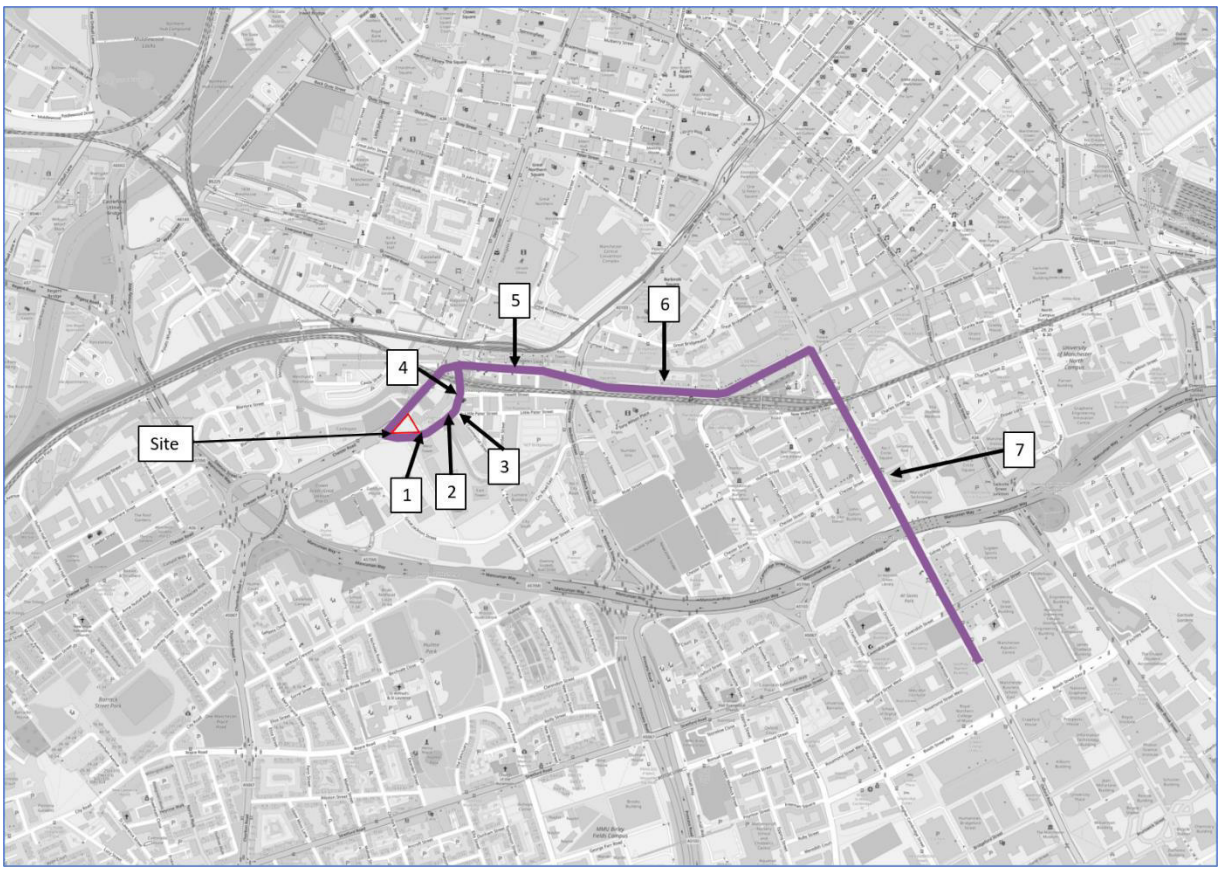
Walking Route 1

5.2.1 As discussed above, Deansgate will benefit from additional public realm and footway improvements provided by the proposed development. The existing footways leading from the site underneath the railway arches towards Whitworth Street are in good condition, well lit, and have dropped kerbs at crossing points. There are some paving stones that are missing or cracked and tactile paving is not present at crossing points. This could be easily amended and improved through an appropriate agreement.

5.2.2 Whitworth Street in proximity to Deansgate Station will benefit from public realm improvements delivered by two consented planning applications on the southern side of Whitworth Street in addition to cycle way and footway improvements proposed to be provided by the City Centre Transport Strategy.

5.2.3 A plan detailing potential improvements along Walking Route 1 is presented in **Figure 5.3**.

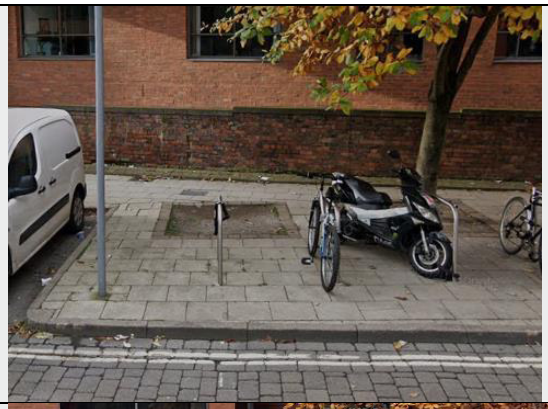
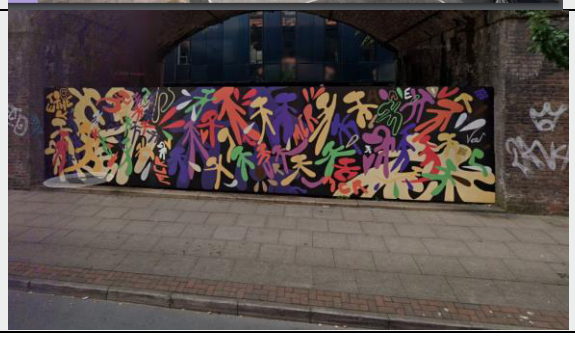
Figure 5.3 Walking Route 1 - Potential Improvements



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

Table 5.1 Walking Route 1 - Condition Audit

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

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

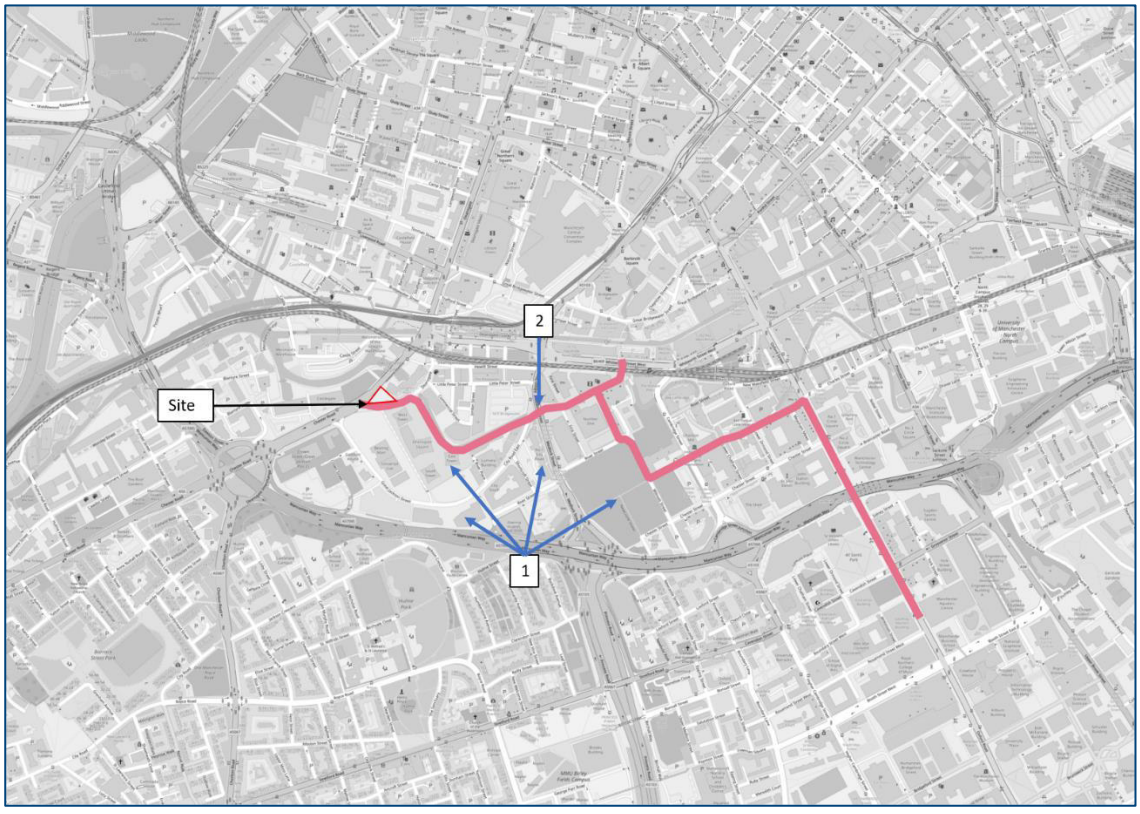
7		Oxford Road Corridor is well maintained, no improvements are required here.

5.2.5 As presented in Table 5.1, there are a number of small improvements that could be made to the footways leading from the site to Whitworth Street. They include, the replacement of lost trees or removal of redundant tree pits that pose as a tripping hazard, the replacement of missing paving stones and the installation of tactile paving at crossing points.

Walking Route 2

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

Figure 5.4 Walking Route 2 - Audit



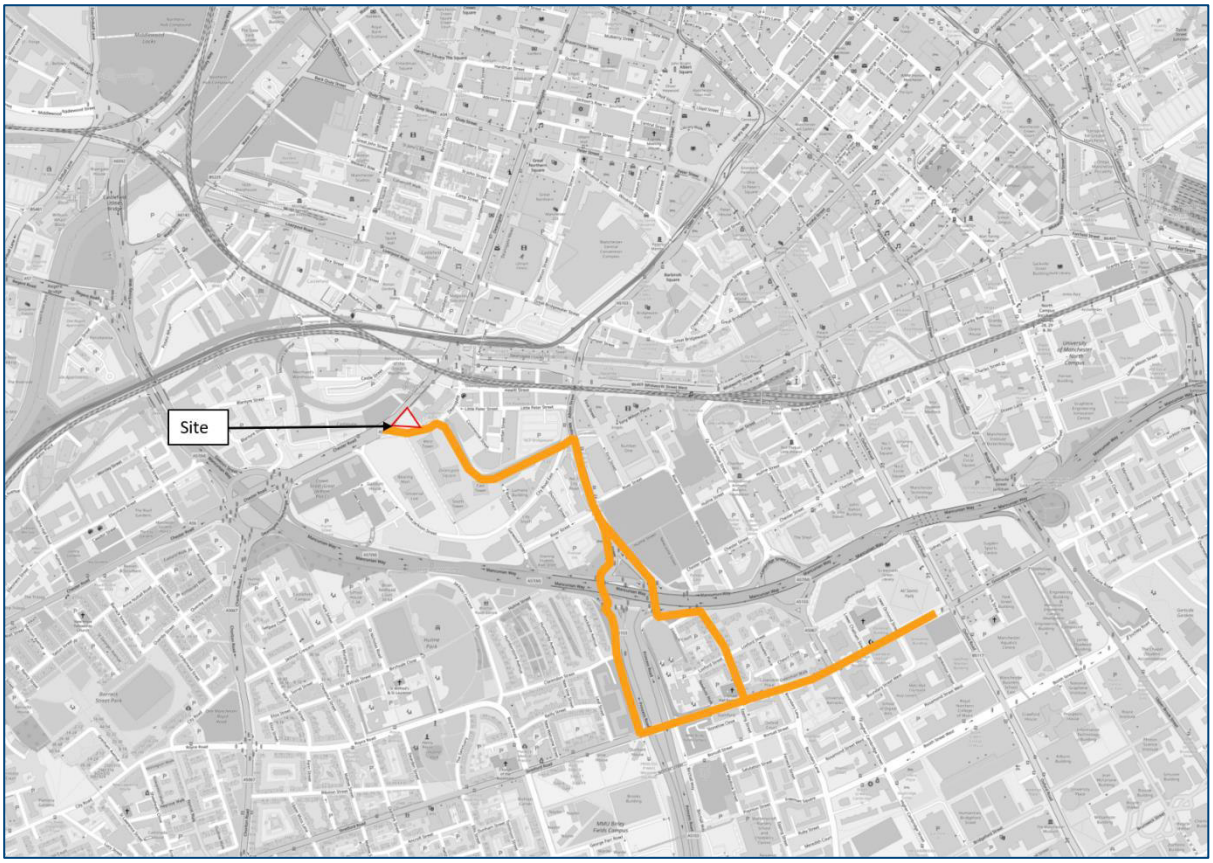
5.2.7 The pedestrian environment for Walking Route 2 leads through areas of high-quality public realm which will be enhanced further by planning applications currently submitted or approved within the locality, these areas are highlighted by Reference 1 in the above figure.

5.2.8 There is the potential for an improved pedestrian crossing over Medlock Street, this is presented in Reference 2 in the above figure.

Walking Route 3

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

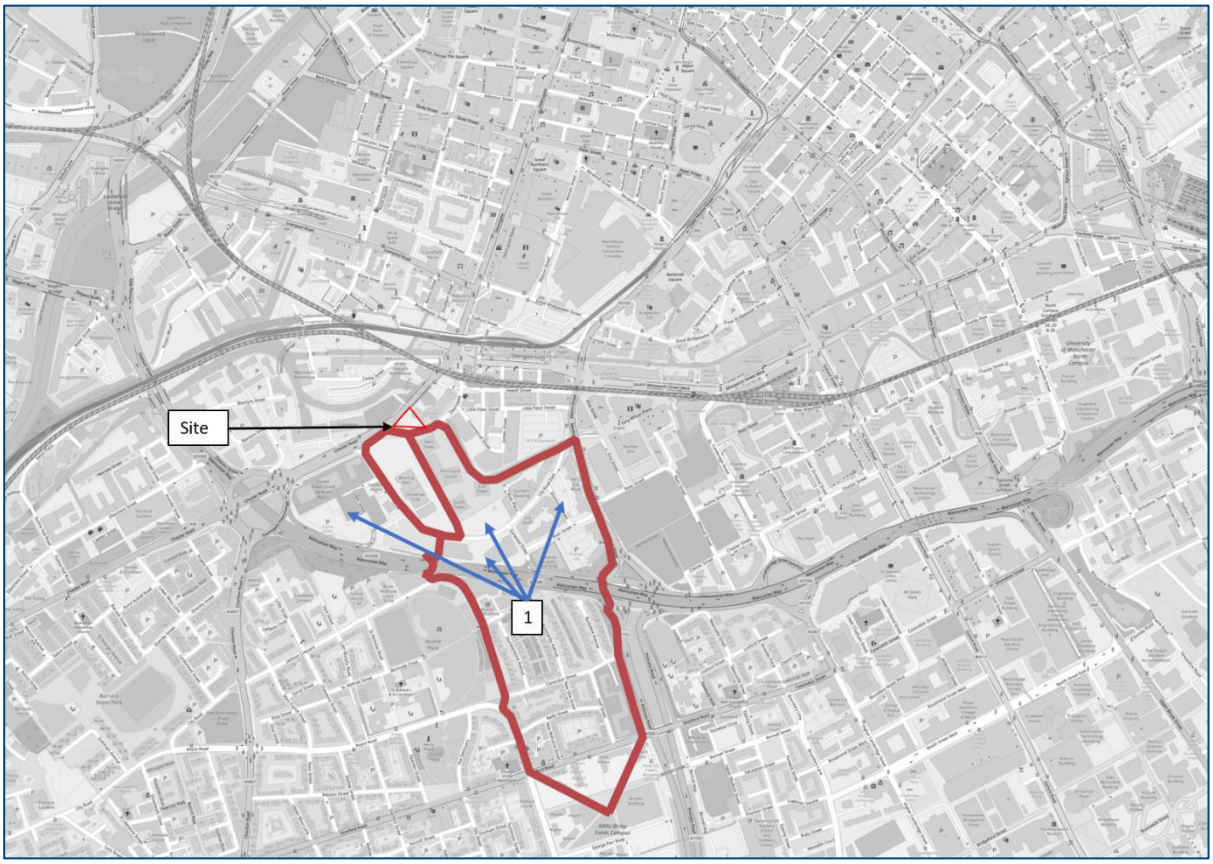
Figure 5.5 Walking Route 3



Walking Route 4

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

Figure 5.6 Walking Route 4 - Audit



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

5.3 Summary

5.3.1 In summary, the development site is situated in an area of high development activity, with public realm improvements being delivered by developers of the adjacent plots in addition to Manchester City Council's walking and cycling ambitions. There are some minor improvements that can be delivered on Deansgate that would improve the pedestrian environment and ensure legible routes to the university campuses.

5.3.2 Fusion Students have also proposed to pay for additional public realm improvements within the vicinity of the site up to the value of £50,000. This amount of funding could be used on Deansgate to rectify any existing defects and provide improvements for new and existing residents.

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

6. SUMMARY AND CONCLUSIONS

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

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

6.1.3 A wayfinding and signage audit has also been undertaken. The audit has identified a number of existing signs that could be improved to direct students to the university campuses and presented two locations where additional signage could be installed. Nevertheless, the development itself will also provide Welcome Packs and advice on the appropriate routes to the campuses whilst it is also highly likely that the students will use digital means of wayfinding rather than being reliant upon signage. The development is also in a landmark area of the city centre that is easily navigable.

6.1.4 The audit has also presented a condition survey of the key routes from the site to the campuses. The majority of routes are in a good condition due to being established routes for the existing community. There are some minor defects on Deansgate that can be rectified and Fusion Students has offered up to £50,000 to improve the area beyond the redline boundary.

6.1.5 Fusion Students are also willing to provide up to £75,000 towards the provision of a new signalised crossing on Medlock Street to provide a safer crossing along a proposed desire between the site and the university campuses on Oxford Road.

Appendix A Walking Audit

Route 1 a

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

Route 1 b

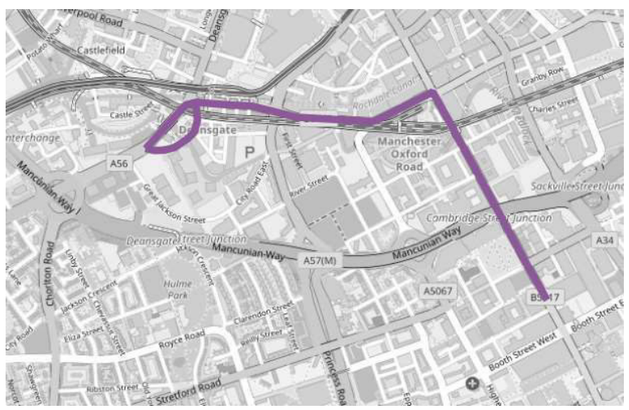
Road Name	Score	Potential Score
Deansgate	33	40
Whitworth Street	37	38
Oxford Road Corridor	39	40
Average	36	39
Rating	Excellent	
Speed (mins)	21	

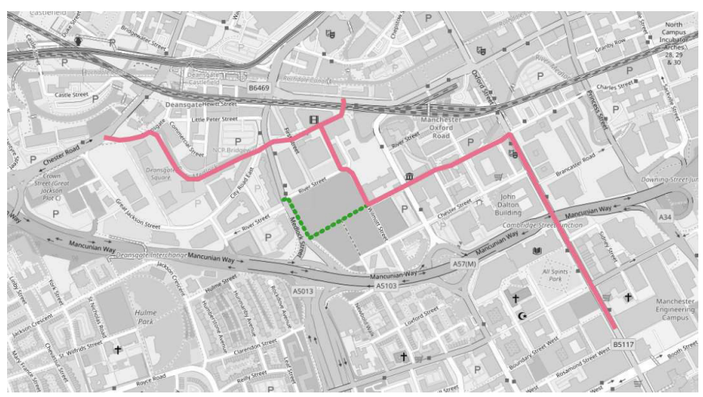
Route 2

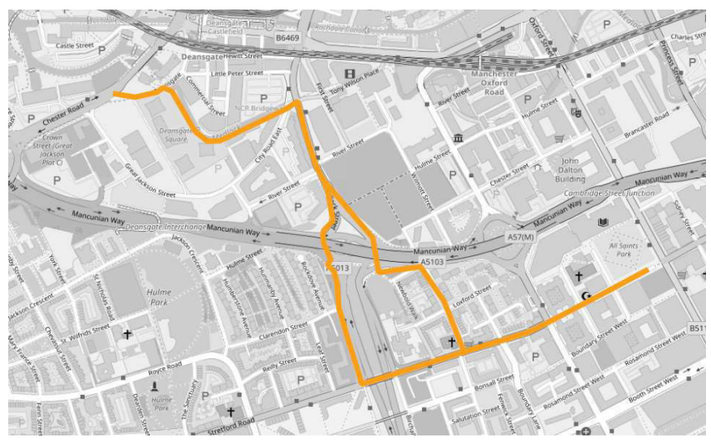
Road Name	Score	Potential Score
Deansgate/ Deansgate Sq	33	40
Medlock Street	31	34
First Street	39	40
Hulme Street	38	40
Oxford Road Corridor	39	40
Average	36	39
Rating	Excellent	
Speed (mins)	20	

Route 3

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





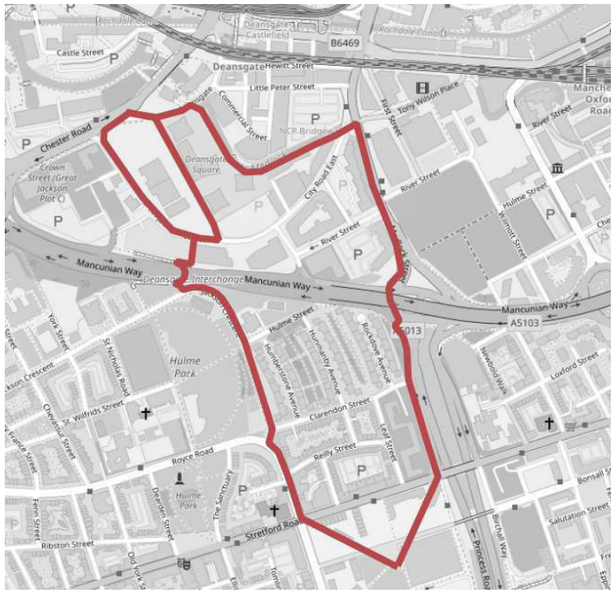


Route 4 a

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

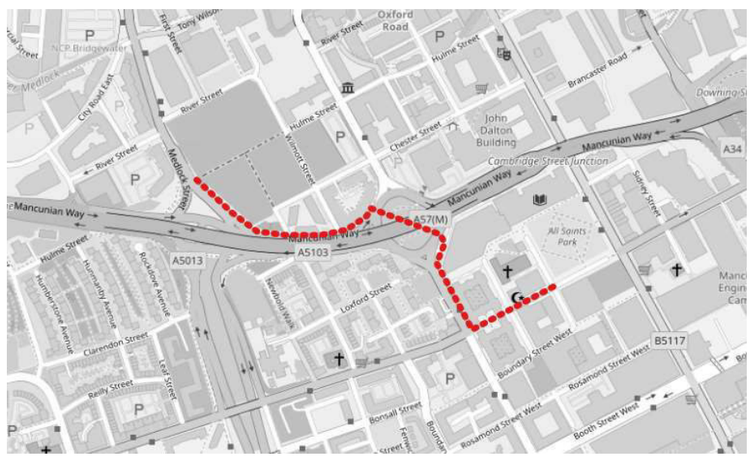
Route 4 B

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



Route 5 - Discounted

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



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

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2			2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		2			2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		0	Bridgewater Viaduct is an arterial route into the City Centre.	Some amendments will be made through the City Centre Transport Strategy.	0
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2	Lighting is present, no obstructions noted.		2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		2			2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		2			2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2			2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2			2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2			2
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				1	Advertising sign and bus shelter narrows the footway slightly.		1
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2			2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2			2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of 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