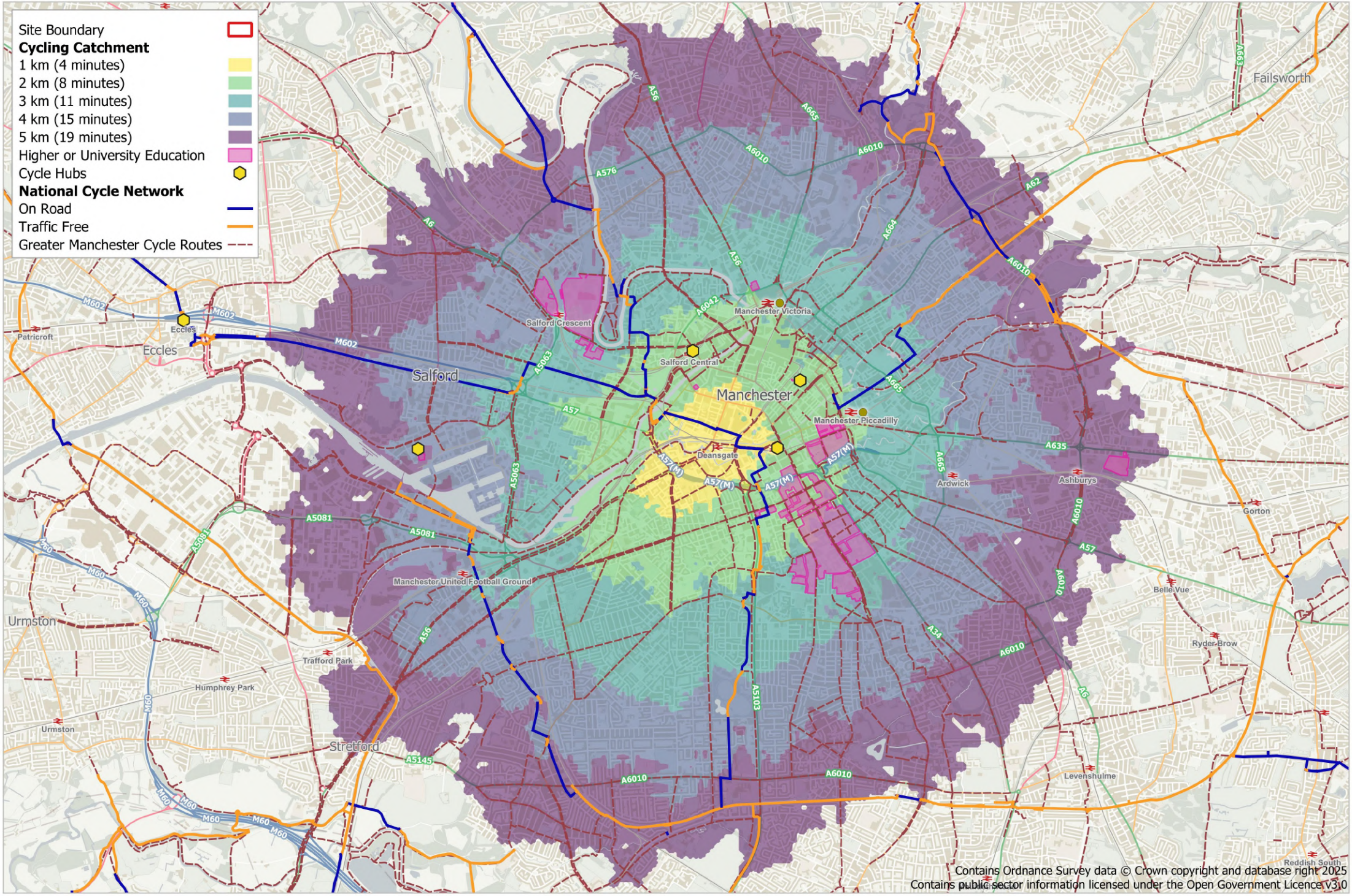
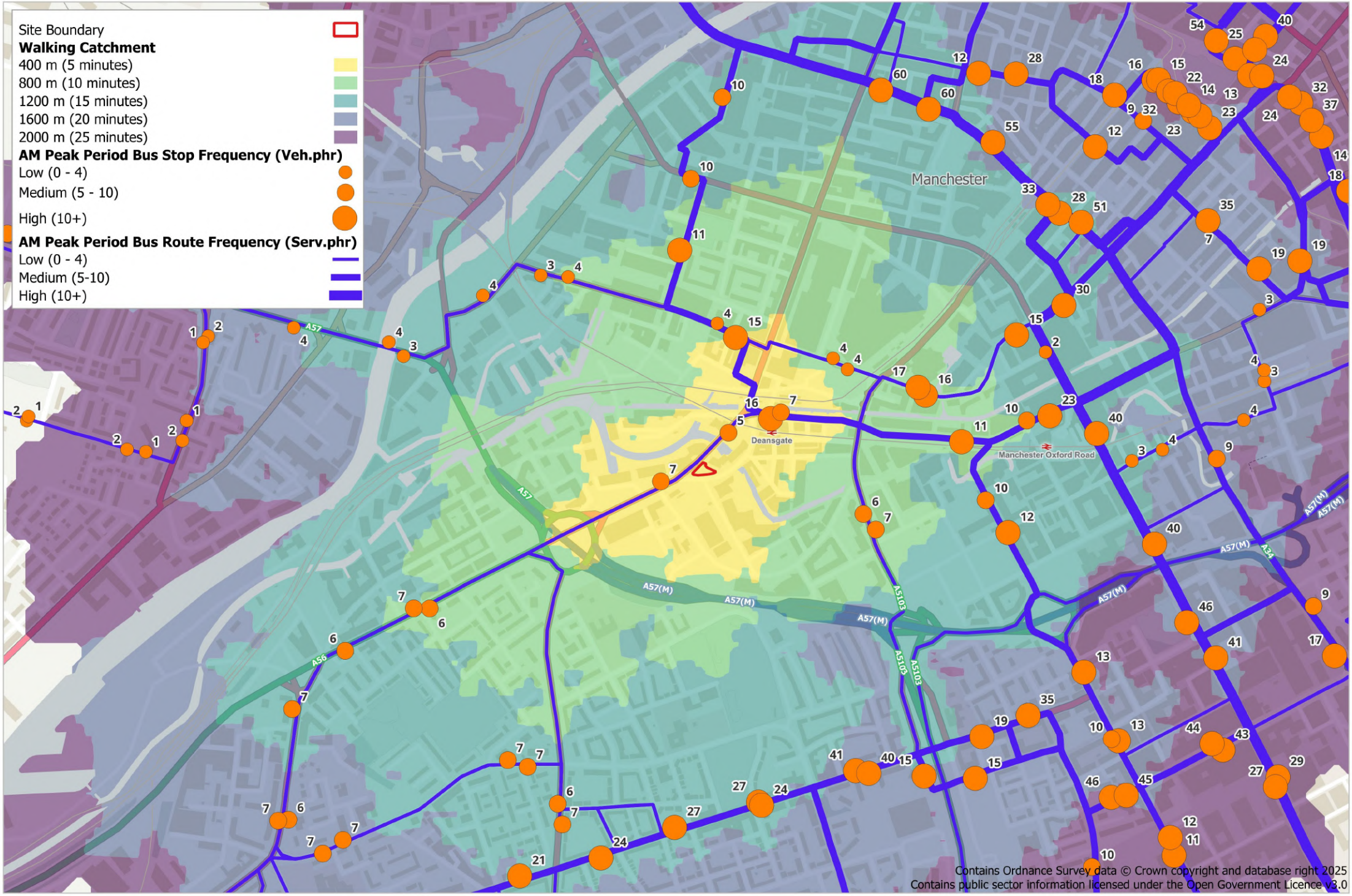


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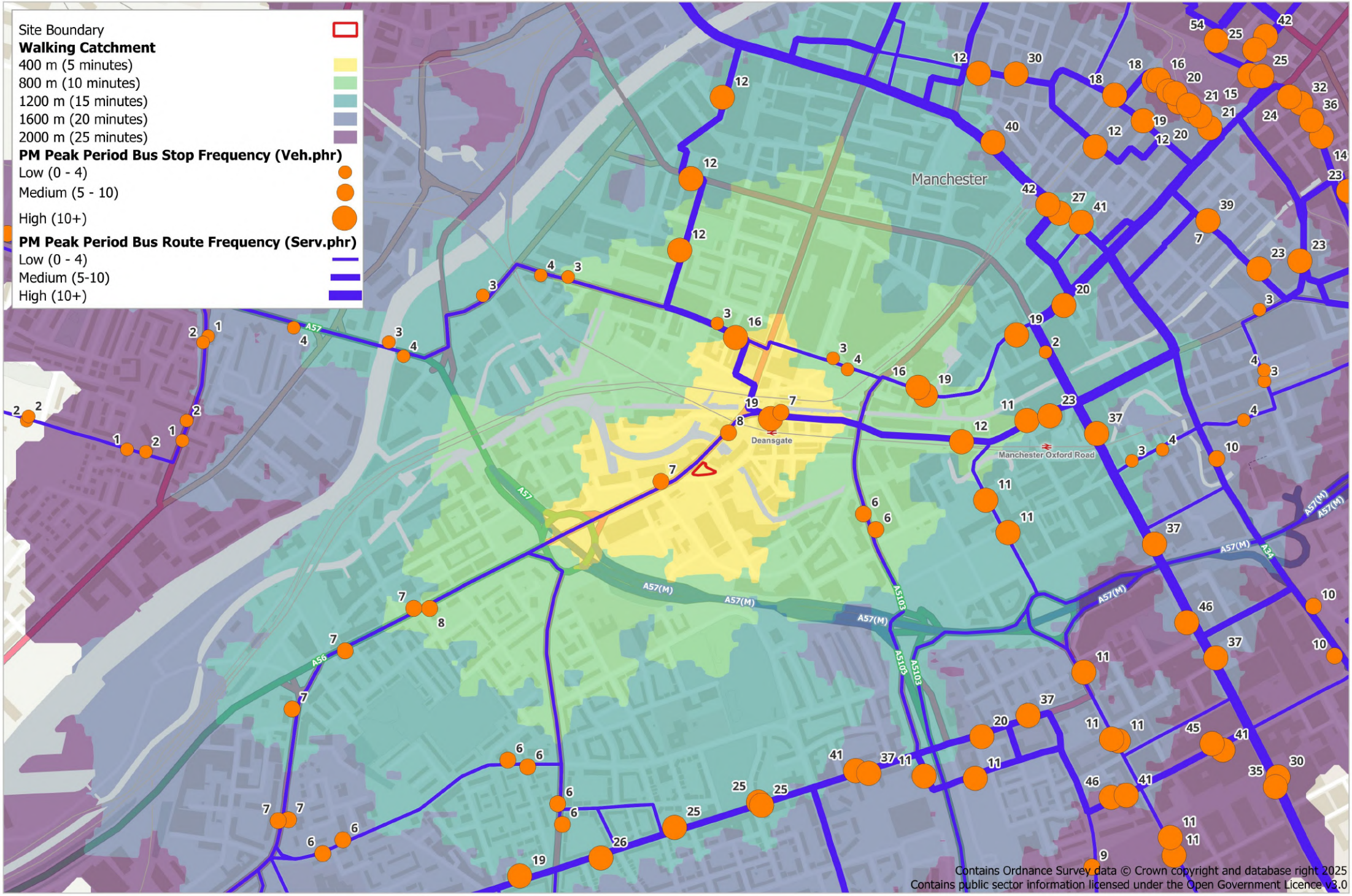
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20-376 - Deansgate, Manchester
Cycling Catchment



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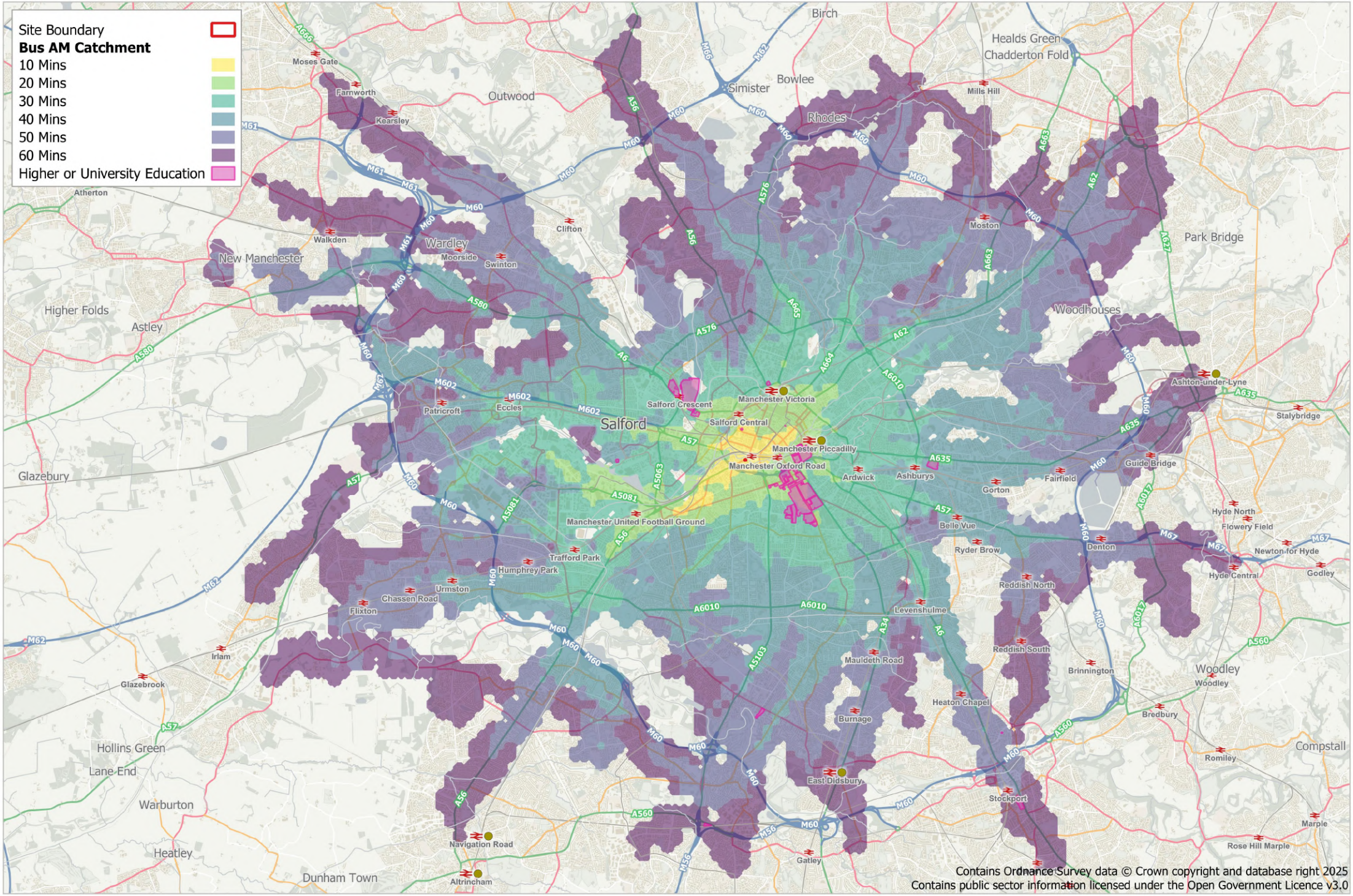
20-376 - Deansgate, Manchester
AM Peak Bus/Route Frequency



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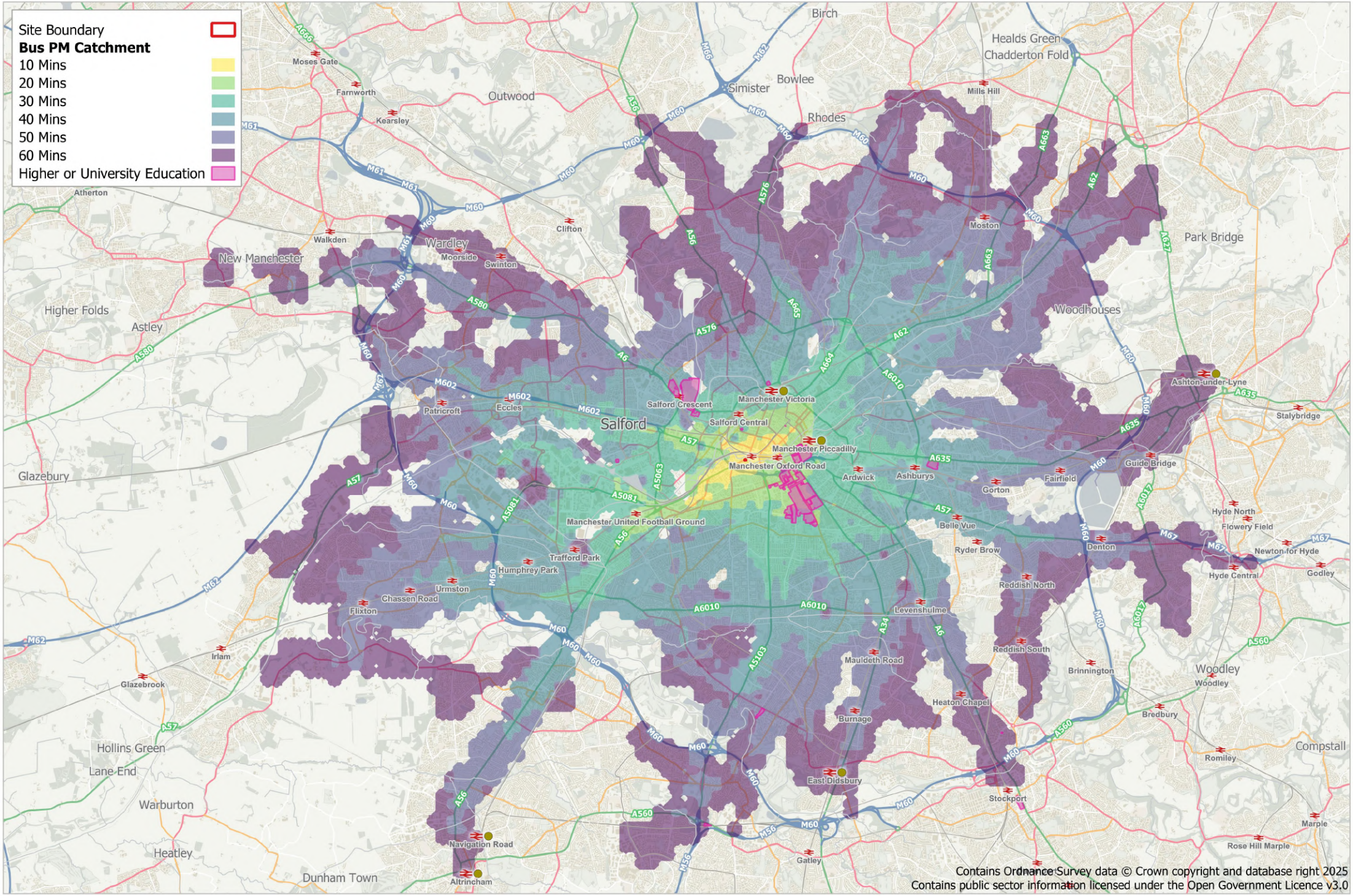
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20-376 - Deansgate, Manchester
PM Peak Bus/Route Frequency



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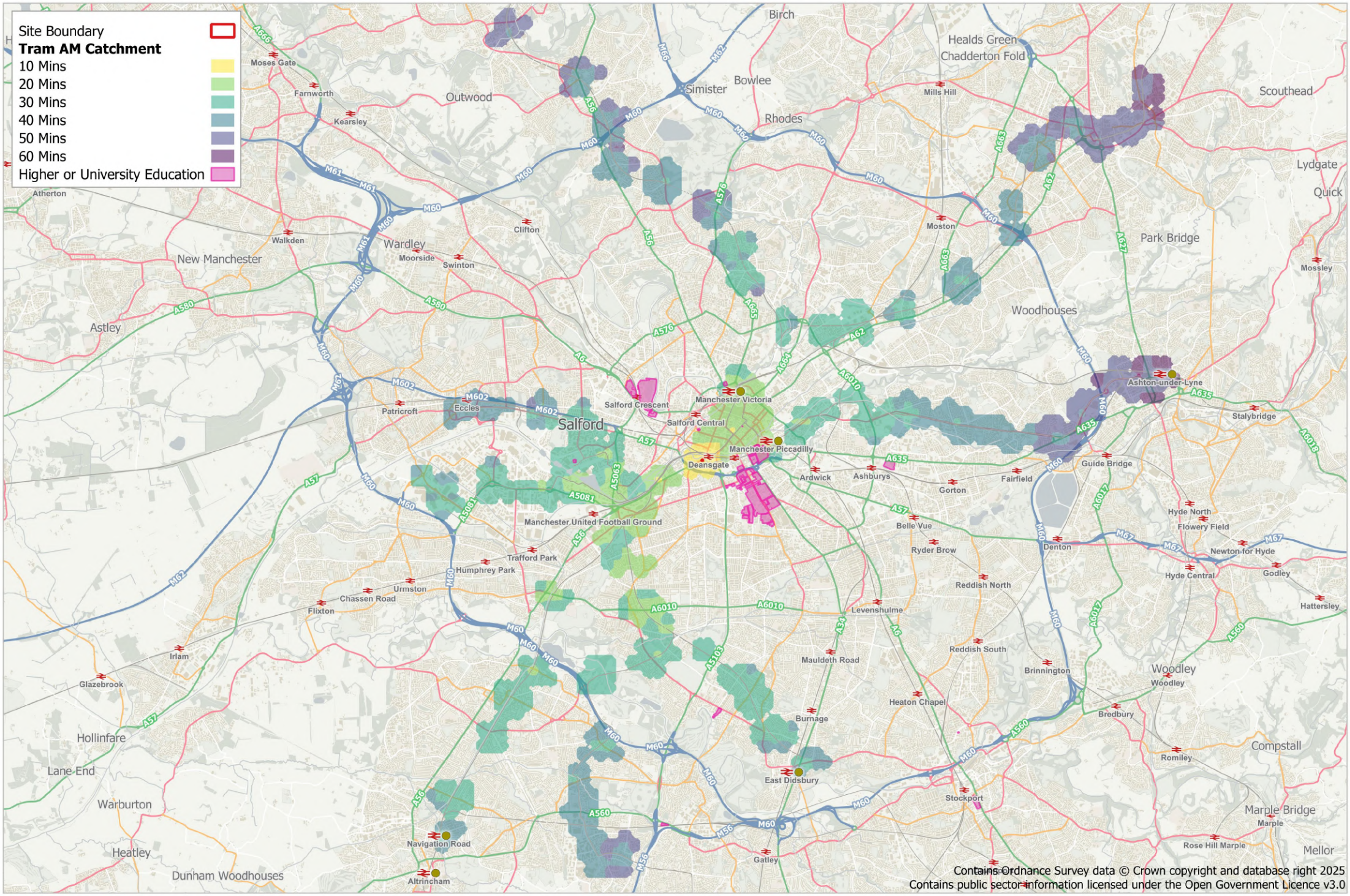
20-376 - Deansgate, Manchester
AM Peak Bus Catchment



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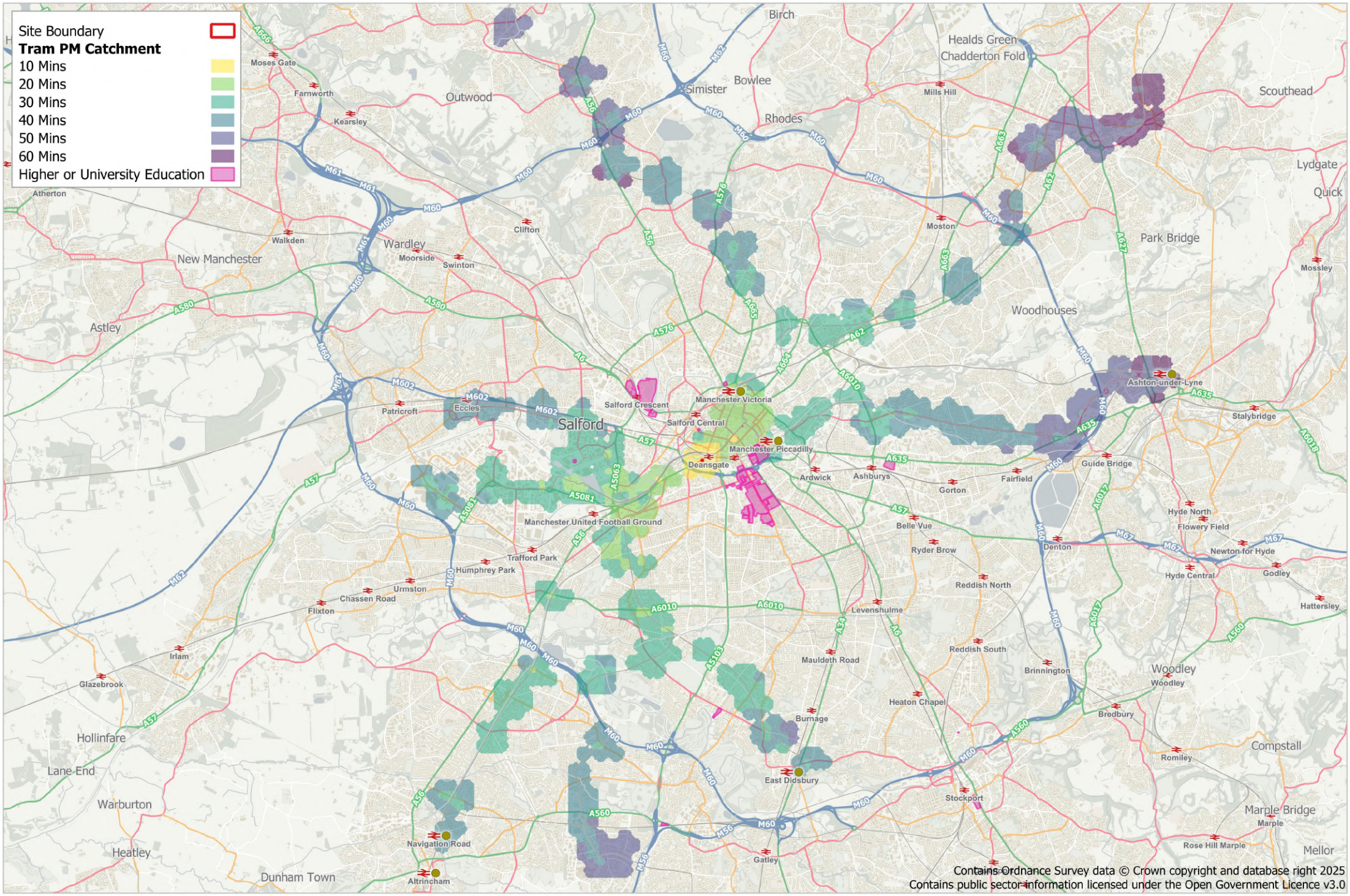
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20-376 - Deansgate, Manchester
PM Peak Bus Catchment



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20-376 - Deansgate, Manchester
AM Peak Tram Catchment



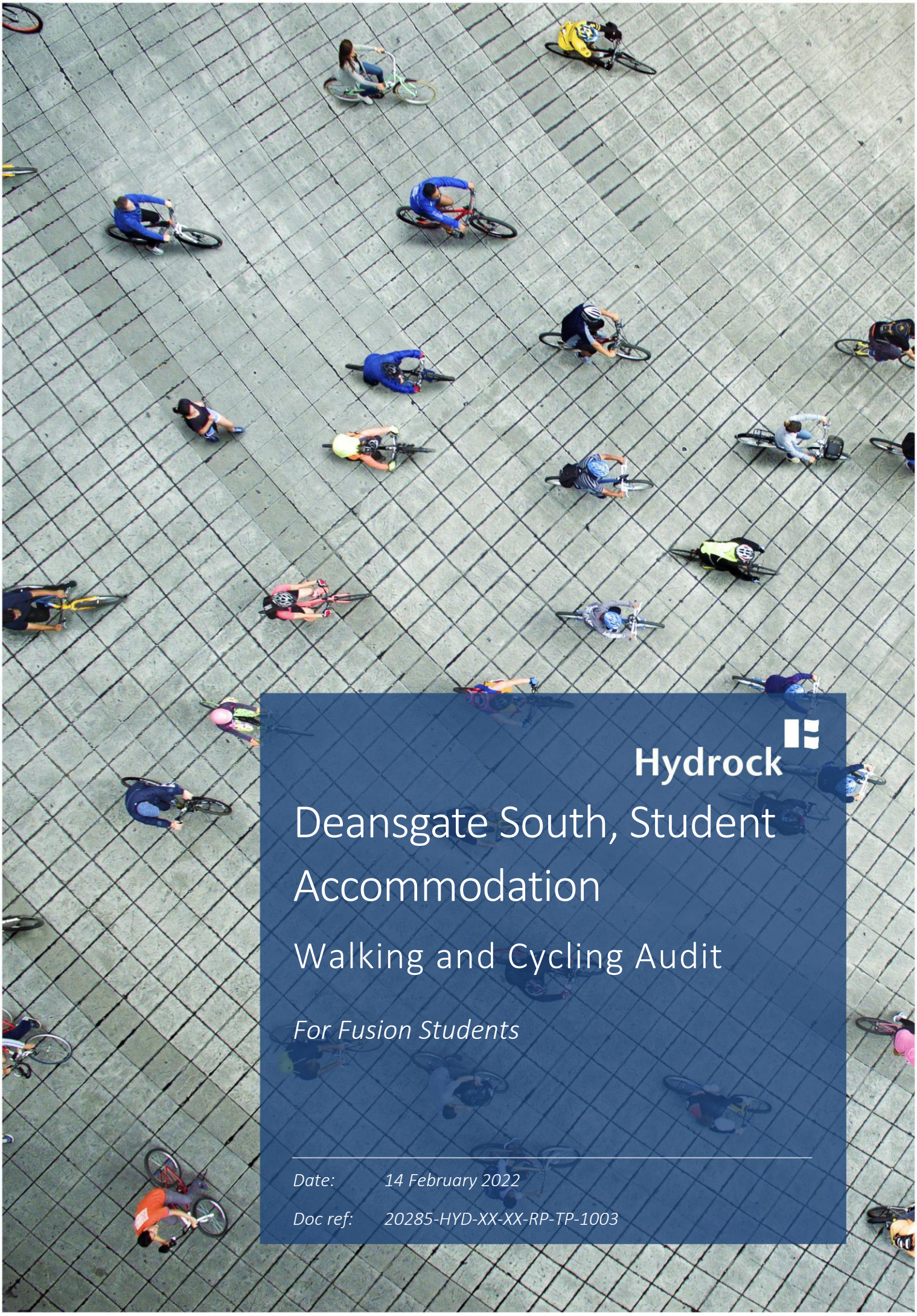
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20-376 - Deansgate, Manchester
PM Peak Tram Catchment

APPENDIX E

Walking & Cycling Audit



Hydrock

Deansgate South, Student Accommodation

Walking and Cycling Audit

For Fusion Students

Date: *14 February 2022*

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

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3

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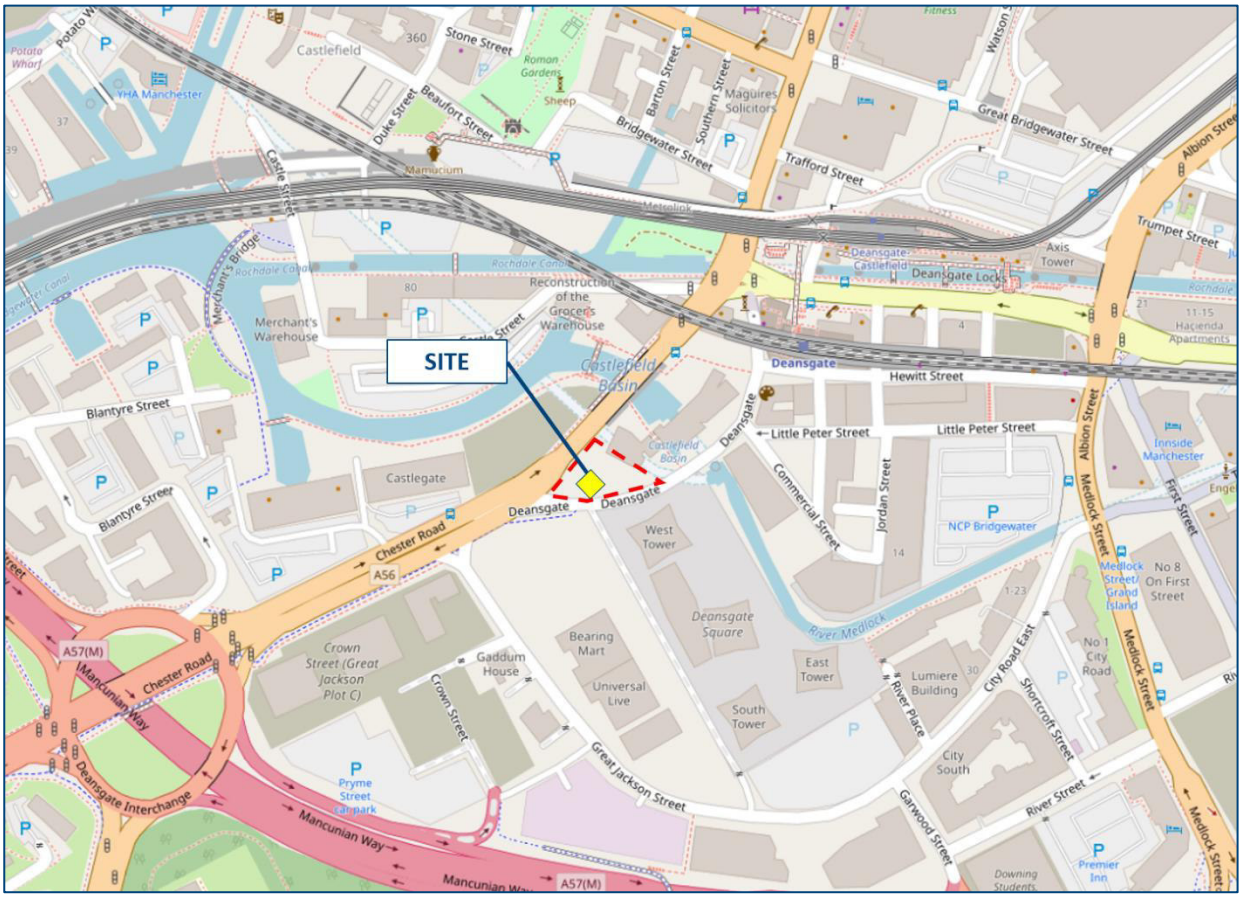
Appendix A Walking Audit

Appendix B Cycling Audit

1. INTRODUCTION

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

Figure 1.1 Site Location



1.1.2 Hydrock has undertaken a walking and cycling audit for the primary routes between the proposed development site and the university campuses at Briley Fields and the Oxford Road corridor.

1.1.3 The site is located on Deansgate in Manchester City Centre, the site is bounded by other high density residential developments, with other student accommodation providers such as Downing Students' River Street Tower and Vita Students' First Street development within close proximity to the proposed development site.

2. WALKING AND CYCLING ROUTES

2.1 Introduction

2.1.1 The walking assessment was undertaken in September 2021, a similar time as to when prospective students would be moving into the proposed development.

2.1.2 Five main walking routes were identified from the site to the main university campuses at Briley Fields and the Oxford Road Corridor. The walking times presented within the assessment are to a central point within campuses, as such the walking times represent a robust approach.

2.1.3 The walking routes identified were scored using Local Cycling and Walking Infrastructure Plans [LCWIP] Technical Guidance published in April 2017 which provides The Walking Route Audit Toolkit. The toolkit scores the routes on a number of factors such as traffic volume, footway width & condition, pollution, noise and air quality.

2.1.4 The toolkit generates a score out of 40 and takes account for recommendations to improve the scoring. The scores are based on a Red Amber Green [RAG] rating, wherein Red criteria would score 0 points, Amber 1 point and Green 2 points.

2.1.5 Hydrock have scored the current condition of the walking route and the potential condition of the walking route taking into consideration improvements and proposed developments within the area that would likely be delivered by the time the site is occupied.

2.1.6 The walking audit identified five primary routes to the universities, four of which are rated good or excellent, and one has been discounted.

2.1.7 The walking route ratings are presented in **Table 2.1**.

Table 2.1 Walking Route Ratings

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

2.1.8 The walking routes are discussed in the following sections.

2.2 Walking Route 1 - Whitworth Street - Oxford Road

2.2.1 Walking Route 1 is split into two routes, Route 1a accounts for pedestrians leaving the proposed development site and routeing along the Bridgewater Viaduct and along Whitworth Street to Oxford Road.

2.2.2 Route 1b routes along Deansgate to join Whitworth Street before routeing towards the Oxford Road corridor. The routes are presented in **Figure 2.1**.