Active Travel England

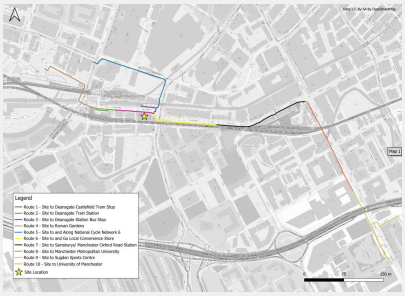
# Route Check

## Results Summary

## 1. Summary of Scheme

| | |
|---|---|
| Scheme Name | 10-12 Whitworth Street West, Manchester |
| Scheme Reference | 330910224 |
| Local Authority | Manchester City Council |
| Design Stage | Preliminary |
| Route Length Assessed in this File (km) | 0.2 |

### Network Map



| Overview | Complete | Remaining Issues for review | Next steps | Review statement |
|---|---|---|---|---|
| Policy Conflicts | Yes | 0 | No further action | Route 4 initially follows the same route as Routes 1, 2 and 3 along Whitworth Street before continuing via Deansgate and accessing Bridgewater Street. While the initial section provides a generally safe and attractive environment for pedestrians and cyclists, Bridgewater Street offers a less practical connection towards the Roman Gardens due to its comparatively constrained and less direct nature. Nevertheless, the route remains usable and provides access to the surrounding pedestrian and cycle network. |
| Critical Issues | Yes | 0 | No further action | |
| | | Net difference | | |
| Safety Check | Yes | 0% | The proposed design will likely reduce safety | |
| Street Check | Yes | 0% | The proposed design will likely reduce the route quality | |
| Street Placemaking | Yes | 4% | The proposed design will likely improve the quality of place | |
| Path Check | N/A | N/A | N/A | |
| Path Placemaking | N/A | N/A | N/A | |
| Junction Assessment Tool Check | No | N/A | N/A | |

Active Travel England

# Route Check

## Results Summary

## 2. Policy Check Results (Policy Conflicts Only)

| Policy Conflicts | Existing Route | Designed Route | Removed | Introduced | Remaining |
|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 |

| Remaining Policy Conflicts | Policy Conflict ID | Policy Conflict | Latitude and Longitude | Location Name | Commentary & Feedback |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

Active Travel England

# Route Check

## Results Summary

### 3. Safety Check Results (Critical Issues Only)

| Critical Issues | Existing Route | Designed Route | Removed | Introduced | Remaining |
|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 |

| Remaining Critical Issues | Critical ID | Critical Issue | Latitude and Longitude | Location Name | Commentary & Feedback |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

Active Travel England

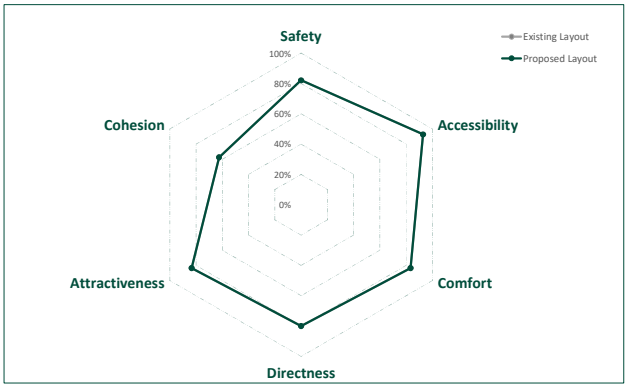
# Route Check

## Results Summary

## 4. Street Check Results

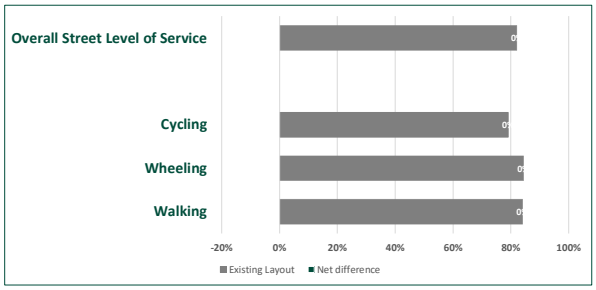
### Street Level of Service

| Categories | Existing Layout | Proposed Layout | Net difference |
|---|---|---|---|
| Safety | 82% | 82% | 0% |
| Accessibility | 93% | 93% | 0% |
| Comfort | 83% | 83% | 0% |
| Directness | 80% | 80% | 0% |
| Attractiveness | 83% | 83% | 0% |
| Cohesion | 63% | 63% | 0% |
| **Overall Street Level of Service** | **82%** | **82%** | 0% |



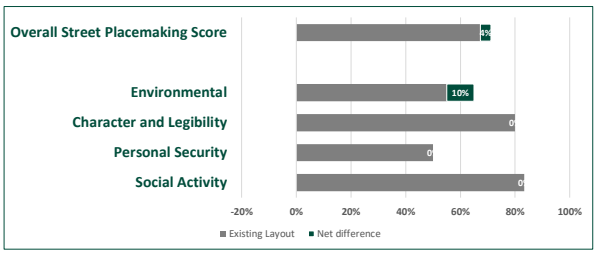

### Street Level of Service by Transport Mode

| Mode | Existing Layout | Proposed Layout | Net difference |
|---|---|---|---|
| Walking | 84% | 84% | 0% |
| Wheeling | 84% | 84% | 0% |
| Cycling | 79% | 79% | 0% |
| **Overall Street Level of Service** | **82%** | **82%** | 0% |




### Street Placemaking

| Categories | Existing Layout | Proposed Layout | Net difference |
|---|---|---|---|
| Social Activity | 83% | 83% | 0% |
| Personal Security | 50% | 50% | 0% |
| Character and Legibility | 80% | 80% | 0% |
| Environmental | 55% | 65% | 10% |
| **Overall Street Placemaking Score** | **67%** | **71%** | 4% |



Active Travel England

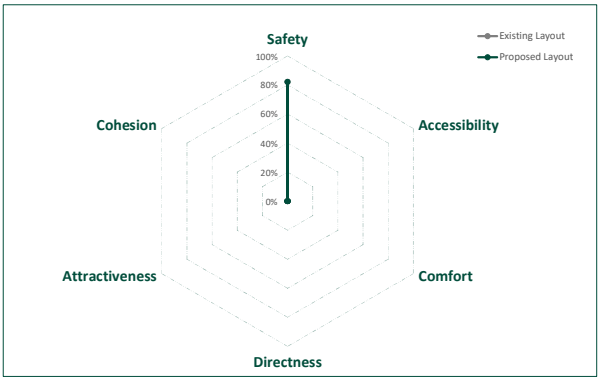
# Route Check

## Results Summary

## 5. Path Check Results

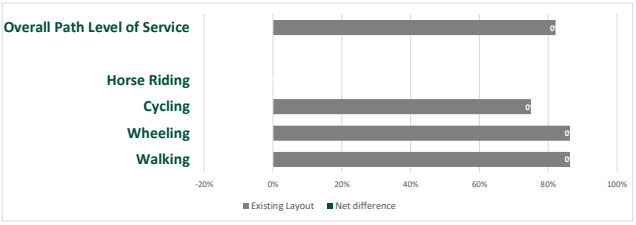
### Path Level of Service

| Categories | Existing Layout | Proposed Layout | Net difference |
|---|---|---|---|
| Safety | 82% | 82% | 0% |
| Accessibility | | | |
| Comfort | | | |
| Directness | | | |
| Attractiveness | | | |
| Cohesion | | | |
| **Overall Path Level of Service** | 82% | 82% | 0% |



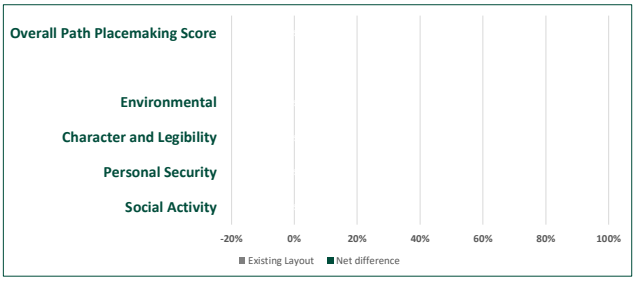

### Path Level of Service by Transport Mode

| Mode | Existing Layout | Proposed Layout | Net difference |
|---|---|---|---|
| Walking | 86% | 86% | 0% |
| Wheeling | 86% | 86% | 0% |
| Cycling | 75% | 75% | 0% |
| Horse Riding | N/A | N/A | N/A |
| **Overall Path Level of Service** | **82%** | **82%** | 0% |




### Path Placemaking

| Categories | Existing Layout | Proposed Layout | Net difference |
|---|---|---|---|
| Social Activity | | | |
| Personal Security | | | |
| Character and Legibility | | | |
| Environmental | | | |
| **Overall Path Placemaking Score** | | | |




## 6. Junction Assessment Tool Check

### Junction Level of Service

| Junction Name | Modes | Existing Layout | Proposed Layout | Net difference |
|---|---|---|---|---|
| Whitworth Street/ Albion Street | Walking & Wheeling | 100% | 100% | 0% |
| | Cycling | 50% | 50% | 0% |
| | **All** | 63% | 63% | 0% |
| Whitworth Street/Deansgate | Walking & Wheeling | 100% | 100% | 0% |
| | Cycling | 50% | 50% | 0% |
| | **All** | 67% | 67% | 0% |
| | Walking & Wheeling | | | |
| | Cycling | | | |
| | **All** | | | |
| | Walking & Wheeling | | | |
| | Cycling | | | |
| | **All** | | | |
| | Walking & Wheeling | | | |
| | Cycling | | | |
| | **All** | | | |
| | | | | |
| **Overall** | **Walking & Wheeling** | **100%** | **100%** | 0% |
| | **Cycling** | **50%** | **50%** | 0% |
| | **All** | **65%** | **65%** | 0% |