
Job Title
Jersey Street Bridge Removal

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Faithful & Gould

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Transport Statement

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Transport Statement

Prepared by	Michael Cameron
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<i>Reviewed by</i>	<i>Keith York</i>
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1. Introduction

Jersey Street in Ancoats will be required to close for a period of around 4 months to enable the removal of a former bridge. The closure will have a temporary effect upon pedestrian movement as well as vehicular movement.

The purpose of the proposal to remove the bridge is in order to achieve a flattening of this section of Jersey Street which in turn will allow a more straightforward development of the plots of land either side of the street. The section of the street that will need to close lies to the east of Poland Street where the bridge once spanned an arm of the Rochdale Canal. The arm of the canal has since been filled in and the land is available for repurposing as an active travel corridor to compliment the planned new development in the area..

This report will look at the existing conditions, the proposals for the road closure, and the diversions that will need to be in place for the duration of the works.

2. Existing conditions

The footway on the northern side of Jersey Street is wide on the approach to the bridge (around 4m) where it then narrows (to around 1.8m) for the rest of its length. The condition of the footways on both sides of the street is fair, on the southern side of the street there is some evidence of vegetation growing over the footway obstructing some of the available width (see Figure 2) and there are some places where the ground is uneven. There are dropped kerbs at junctions or site entrances.



Figure 1: Looking east from Poland Street (source: google streetview)



Figure 2: Structure to be removed and road flattened (source: google streetview)



Figure 3: Jersey Street looking west (source: google streetview)

3. Proposal

Bridge Removal

The proposal is to temporarily close the section of Jersey Street to the east of Poland Street to allow for the bridge removal. During this time, it will not be possible to maintain vehicle or pedestrian access and diversions will need to be put in place (see Section 4). The removal of the bridge will allow the development of the plots on either side of Jersey Street, known as Eliza Yard (north of Jersey Street) and Jersey Wharf (south of Jersey Street). The plots will be more accessible when Jersey Street is level along its length.

4. Diversions

The pedestrian diversions that will be required are shown in Figure 4. To walk along Jersey Street from Radium Street to Rodney Street is roughly a 400m walk. There are two diversion routes available, via Radium Street and Oldham Road or New Union Street, St Vincent Street, and the Rochdale Canal towpath, also shown in Figure 4.

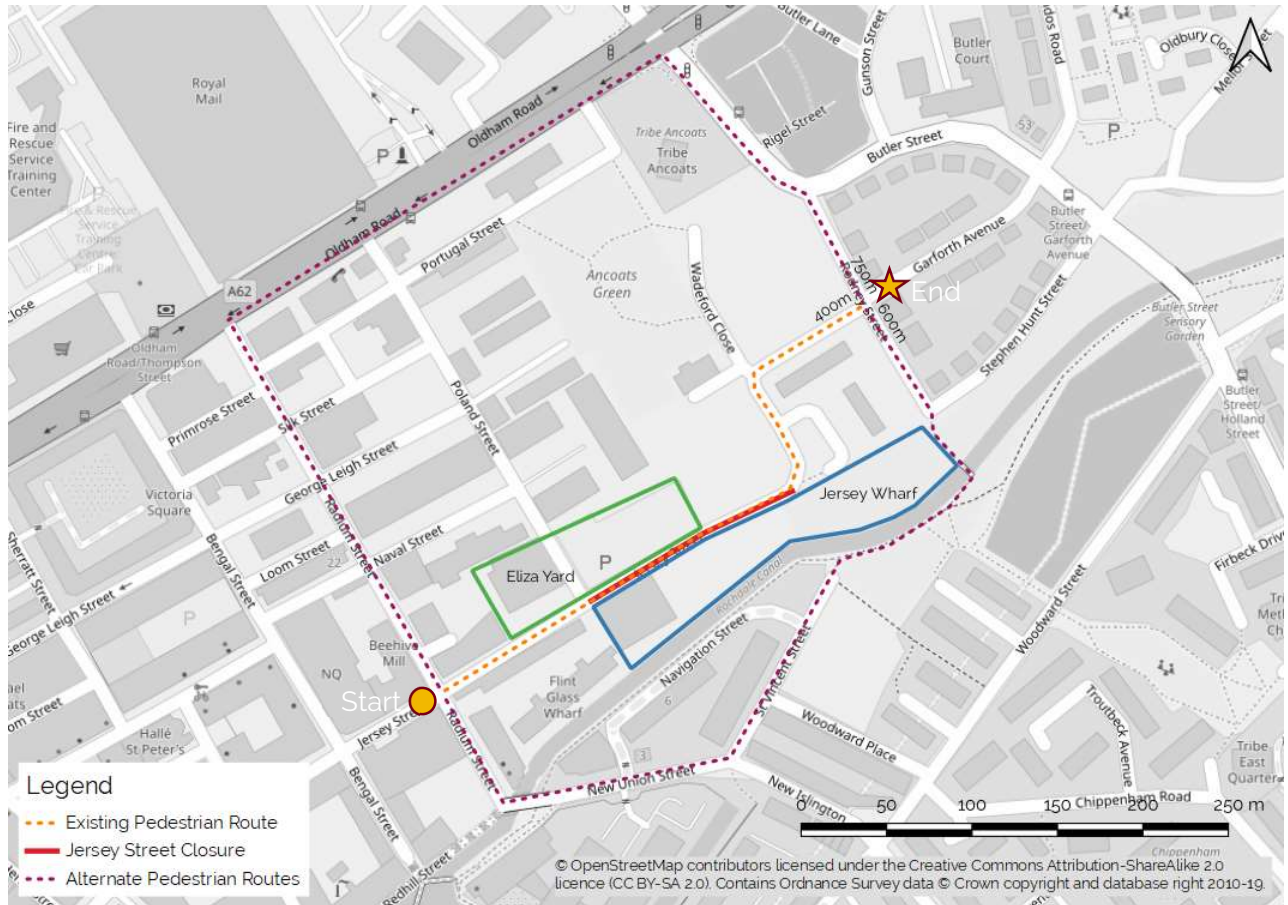


Figure 4: Pedestrian diversions

The route via Radium Street is around 750m long. Along Radium Street the footways are narrow and there are not dropped kerbs at all the junctions. This route may be unsuitable for those with limited mobility. The alternative route, via New Union Street, is step free with wider footways and dropped kerbs at junctions, this route is also the shorter of the two diversions at around 600m. Evidence of some instances of pavement parking may disrupt these routes intermittently and so there may be a potential need for temporary Traffic Regulation Orders (TROs) to protect the routes, should it be felt necessary.

The diversions will need to be in place for the entire period while the bridge is being removed and a re-levelled carriageway is put in its place, this process is expected to last approximately four months. After this time the redevelopment of the area will proceed in phases. Including improvements to the public realm, so the existing route will be improved once it reopens, whilst further temporary road closures may be sought by the developers of the sites mentioned in this note.

The diversion routes for vehicles will be via Radium Street and Oldham Road, or New Union Street, Woodward Street and Butler Street. These diversionary routes are considered to be reasonable and commodious and are only expected to add no more than two minutes to existing journey times.

Poland Street Zone Public Realm Strategy

There is a separate but related exercise being undertaken by Manchester City Council (with Civic Engineers appointed to the design team) to propose a public realm strategy within an area described as the Poland Street Zone which includes the section of Jersey Street that is subject to this planning application for the bridge removal.

The current undulation in the road level created by the bridge is seen as some as a traffic-calming feature which, when removed may encourage increases in vehicle speeds. However, there is a package of proposed interventions along Jersey Street and other nearby roads such as Poland Street, Naval Street and Radium Street which will introduce green areas within the highway, narrowing sections of those streets. These interventions will deter through traffic and reduce vehicle speeds, encouraging active travel and creating a hierarchy on the streets where pedestrians and cyclists will feel prioritised ahead of vehicles.

Manchester

Carver's Warehouse
77 Dale Street
Manchester M1 2HG
+44 (0)161 228 6757

London

Lloyds Wharf
2 Mill Street
London SE1 2BD
+44 (0)20 7253 2977

Leeds

Unit 02/01 Tower Works
Globe Road
Leeds LS11 5QG
+44 (0)113 2025 130

Glasgow

35 Virginia Street
Glasgow G1 1TN
+44 (0)141 370 1829