

Apex.
Manchester

RIBA Stage 1
Road Junction Analysis & Proposals
July 2021



Contents

1. Introduction	3
Site Location	3
Site Photos	4
2. Analysis	5
Road & Rail Network	5
Bus Routes	6
Cycle Network	7
Constraints	8
Pedestrian Flow	9
Cyclist Flow	10
Vehicular Flow	11
Allocation of Space	12
The Edge	13
Street Clutter / Pedestrian Obstacles	14
Opportunities	15
Analysis Conclusions	16
3. Precedent	17
Precedent Images	17
4. Design Ideas	18
Option 1	18
Option 2	19

1. Introduction

Site Location

Site Location

The Apex site is located on the southern edge of Manchester city centre on the corner of Albion Street and Great Bridgewater Street.

It's a well connected location, only a short walk from both Deansgate tram stop and train station. The Mancunian Way is accessible via Albion Street to the south of the site and the retail city centre is a short walk north.

Layer.studio have been appointed to create a concept design for the crossroad junction that the Apex site is adjacent to.

Key

- Landscape Intervention Boundary
- Apex Application Boundary

3D Site Plan



1. Introduction

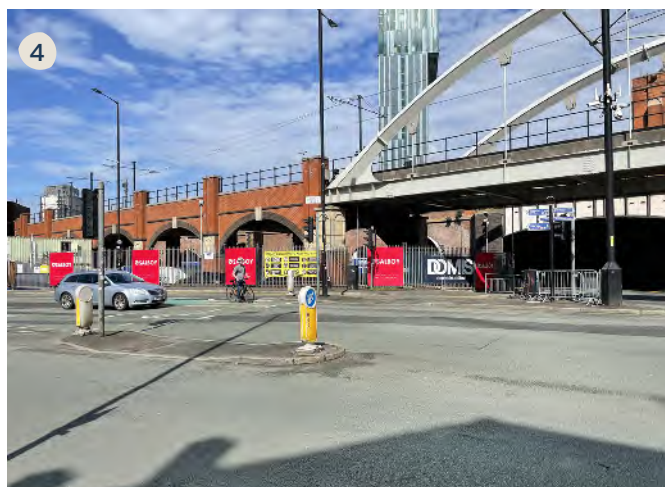
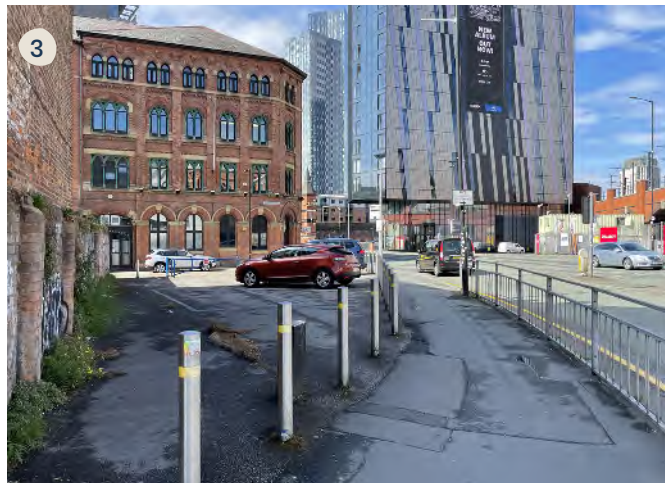
Site Photos

Site Description

The junction is a busy intersection comprising of four arms of traffic with a number of filter lanes.

The carriageway and footway surfacing is predominantly made from tarmacadam with some yorkstone footway paving to the north.

There is little ground floor building activity to help animate the footways - it is a loud and transient landscape where people, cars and cyclists move through at pace. The noise generated from the overhead tramlines further ameliorates this.

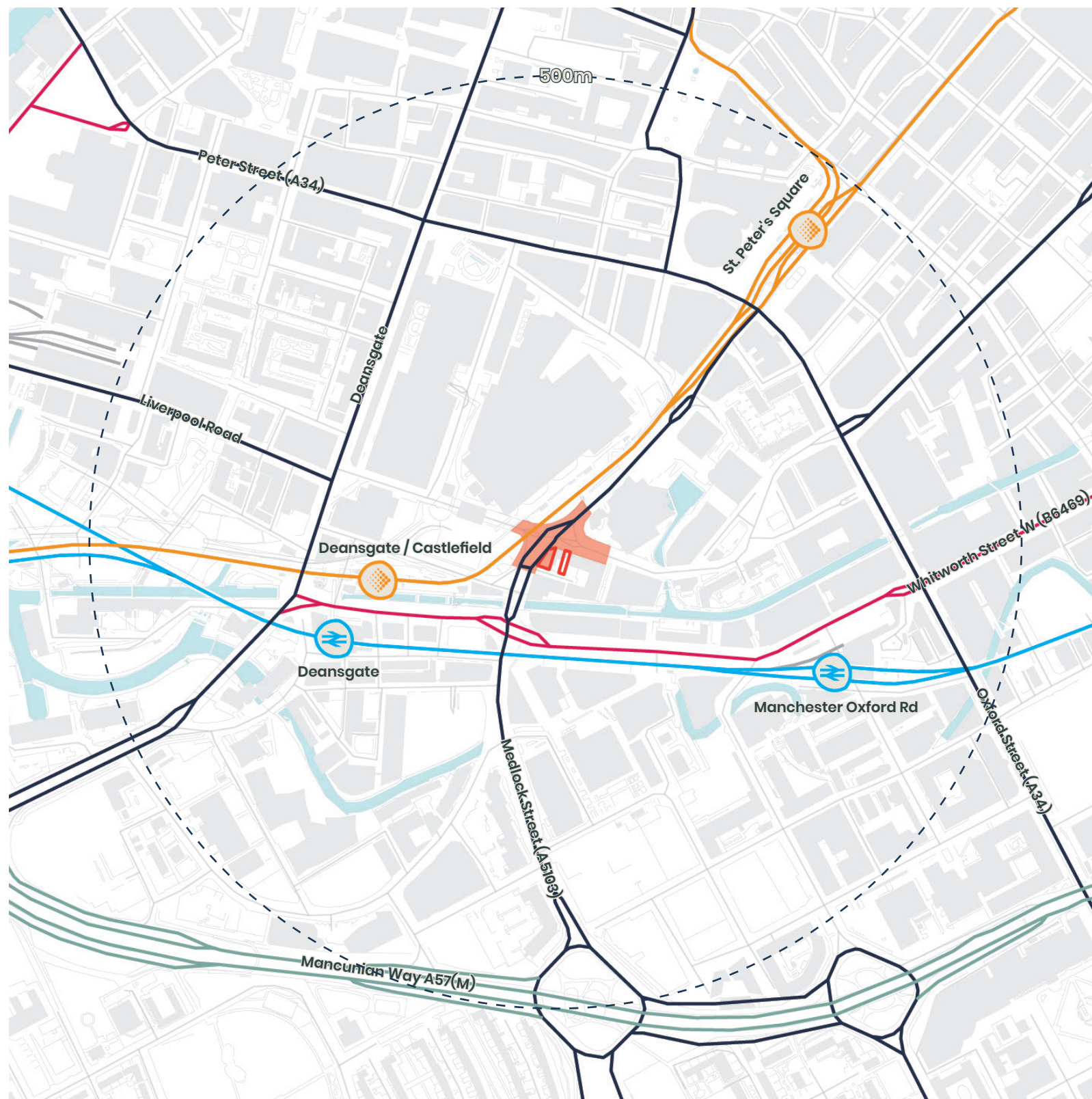


Location Plan



2. Analysis

Road & Rail Network



Road

The Mancunian Way A57 (M) is located to the south of the site feeding traffic through Medlock Street (A5103). Whitworth Street W (B6469) runs laterally across the southern fringe of the site. The confluence of nearby major roads causes the junction to become especially busy with cars.

Rail

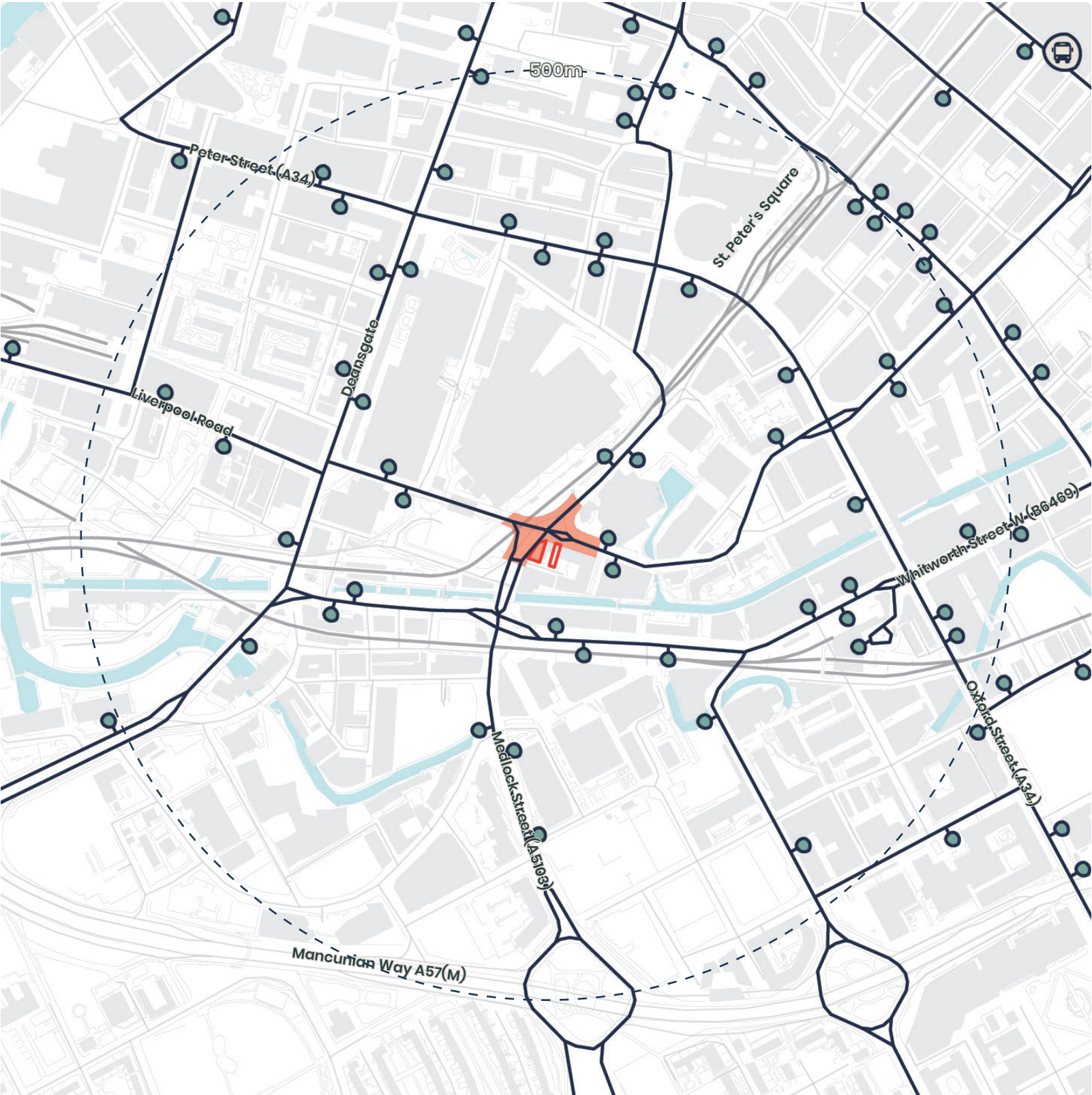
The site is less than a 5 minute walk from two major tram stations and a train station as well as a 10 minute walk from Oxford Road Station – making the site very well connected.

Key

- Landscape Intervention Boundary
- Apex Application Boundary
- Motorway
- A Road
- B Road
- Railway
- Tramlines
- Railway Station
- Tram Station

2. Analysis

Bus Routes



Bus Routes

The intersection is heavily used by buses with various bus routes running through the site as well as number of bus stops close by on Lower Mosley Street to the North and Great Bridgewater Street to the East.

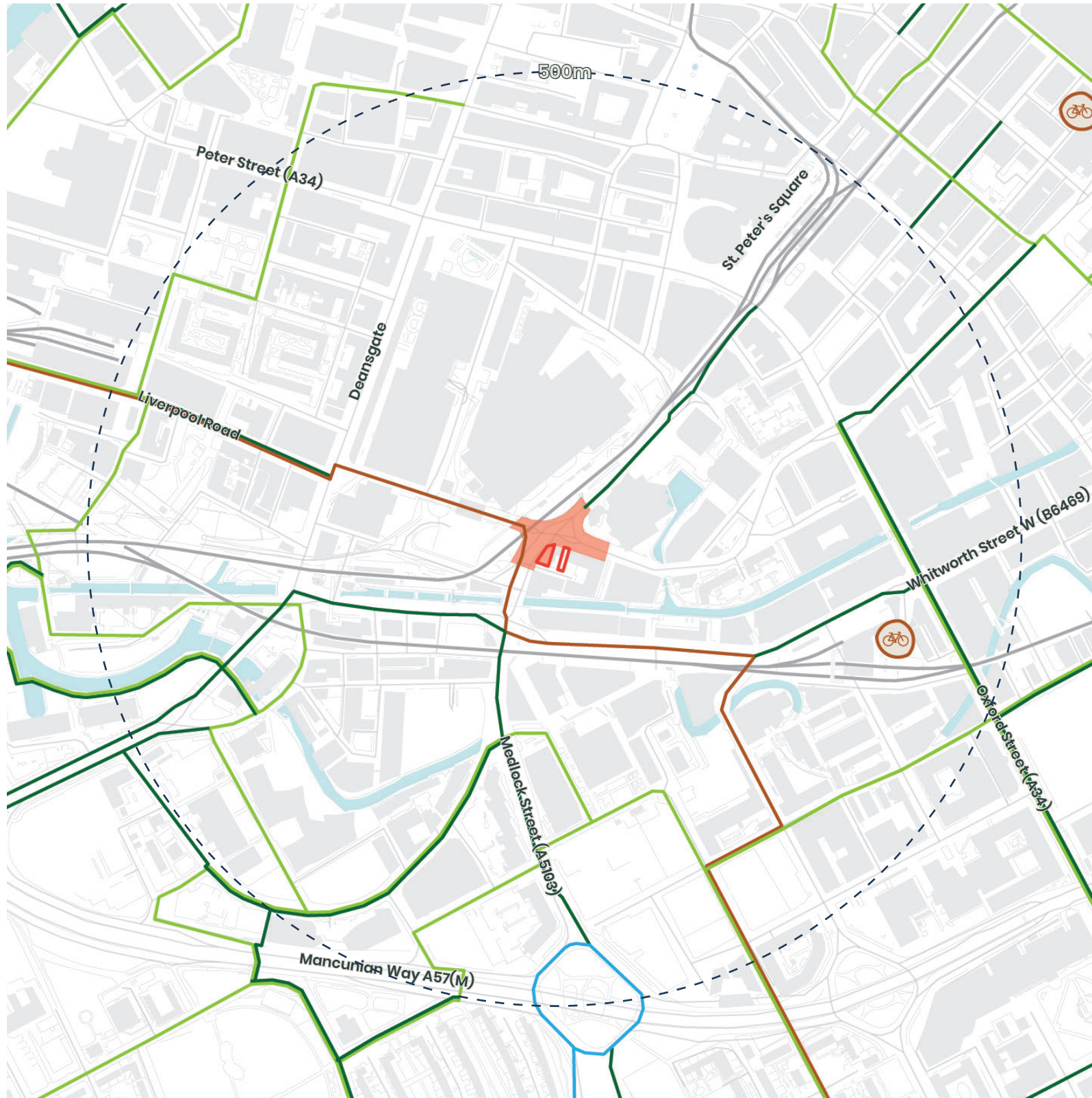
Swept path analysis of buses needs to be carefully considered during proposals.

Key

- Landscape Intervention Boundary
- Apex Application Boundary
- Bus Route
- Bus Stop
- Bus Station

2. Analysis

Cycle Network



Cycling

National Cycle Route 6 runs east across the site from Whitworth Street West to Great Bridgewater Street – stretches of the fragmented TFGM Cycle Network are located north and south of the site on Lower Mosely Street and Medlock Street.

The newly developed Cyclops roundabout sits underneath the Mancunian Way creating direct cycle connections to the site from large parts of the south.

Key

- Landscape Intervention Boundary
- Apex Application Boundary
- NCN 6
- Beeway
- TFGM Cycle Network
- Cycle Hub
- Cyclops Junction

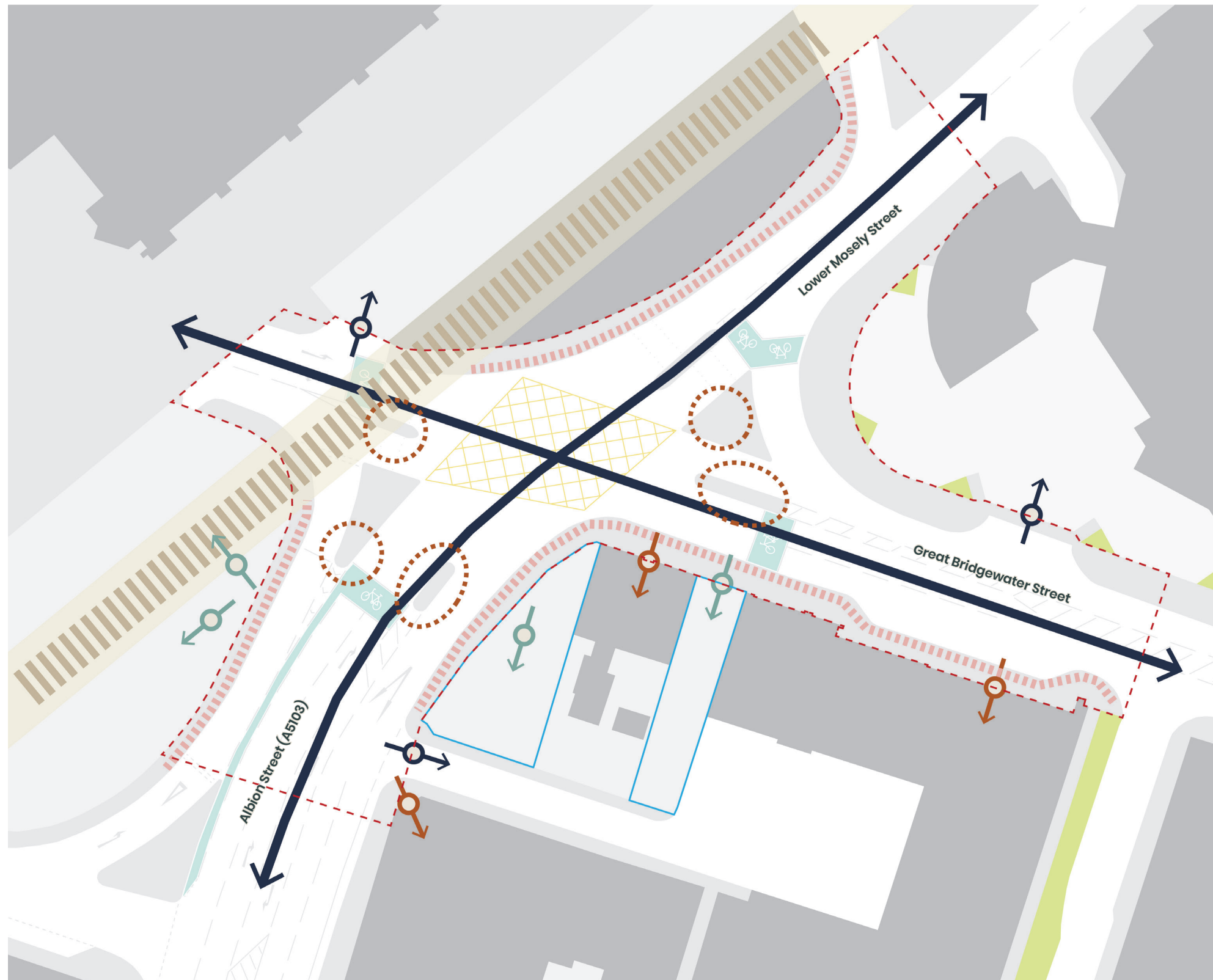
2. Analysis

Constraints

Constraints

The primary flow of traffic is fixed and bound by surrounding infrastructure and proposed development. Narrow footways create a very car dominant environment - pedestrian holding central reservations are cluttered.

Many different existing and proposed entrances to be taken into consideration for new proposals as well as the overhead tramline bridge.



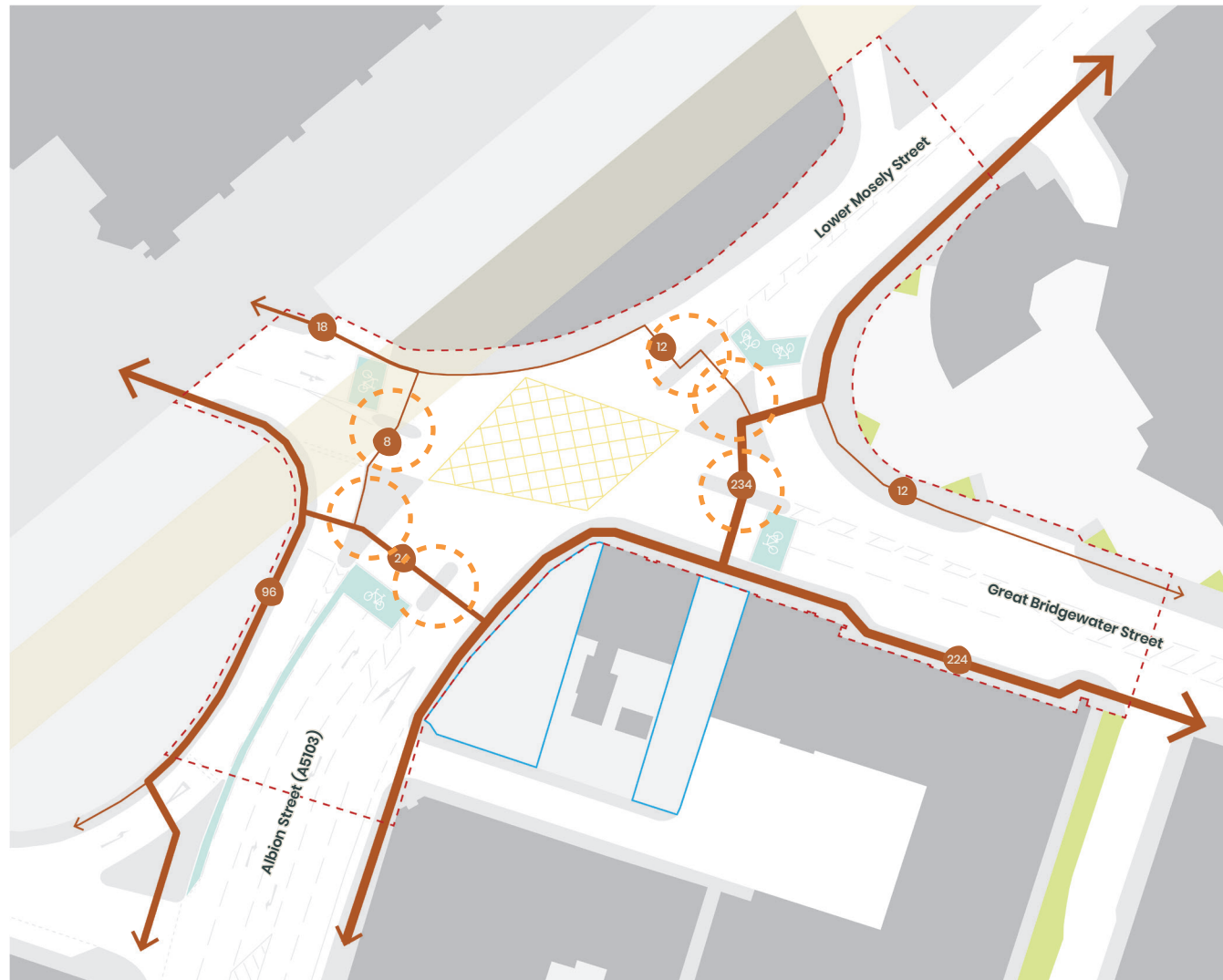
Key

- Landscape Intervention Boundary
- Apex Application Boundary
- Flow of Traffic
- Existing Building Entrances
- Proposed Building Entrances
- Service Entrance
- ▨ Overhead Tramline
- ▨ Narrow Footways
- ⊙ Existing Street Clutter

2. Analysis

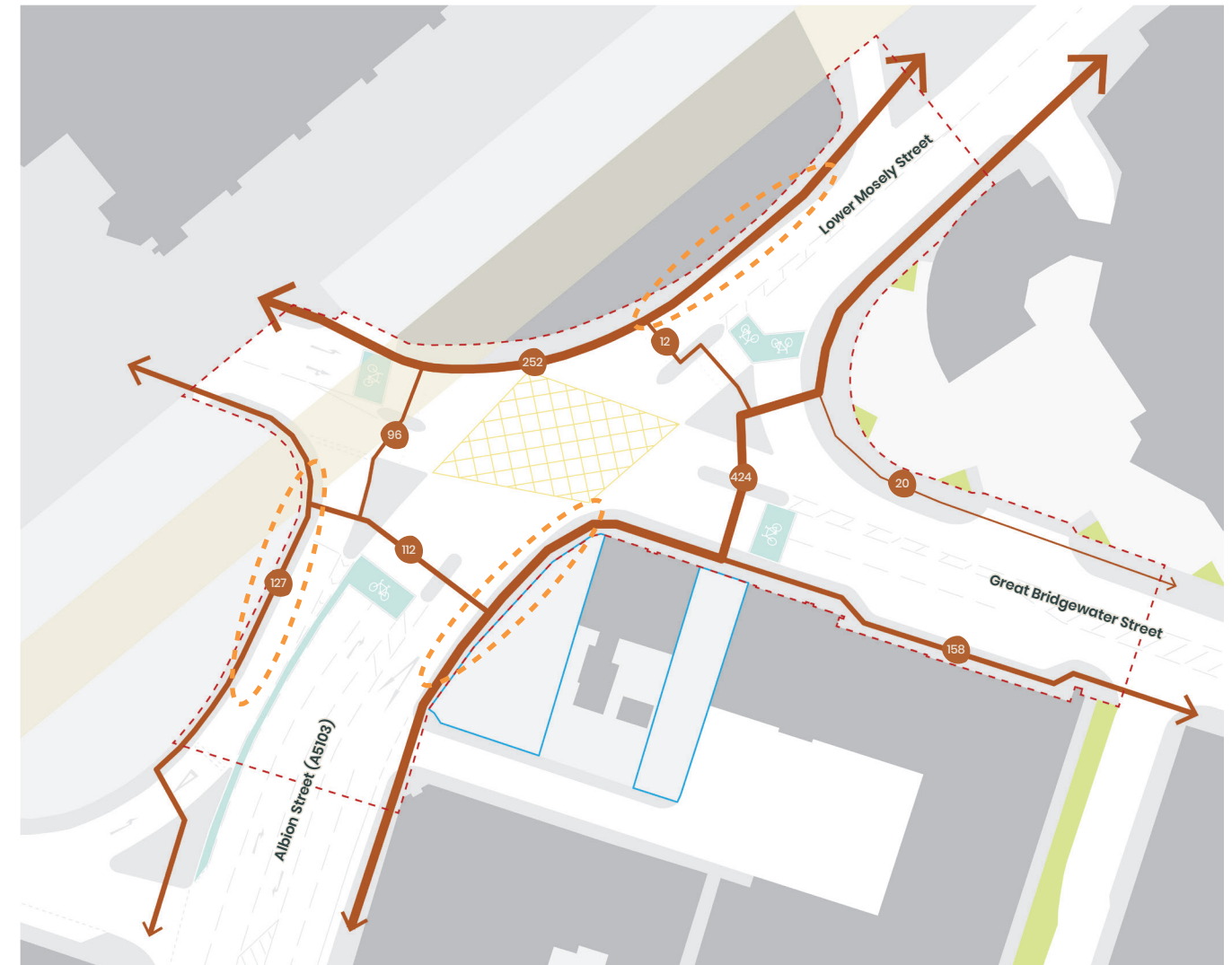
Pedestrian Flow

Pedestrian Flow | 8:00 – 10:00 | 30/06/21



- Primary flow of movement for pedestrians is from Albion Street moving northwards onto Lower Mosely Street and eastwards onto Great Bridgewater Street, into central Manchester
- Crossing points are not clearly marked and when traffic is busy vehicles stop in the line of pedestrian movement causing users to take indirect routes across the road
- Pedestrian holding areas at crossings are not an adequate size to accommodate the current flow of users - 'clutter' compromises space

Pedestrian Flow | 16:00 – 18:00 | 15/07/21

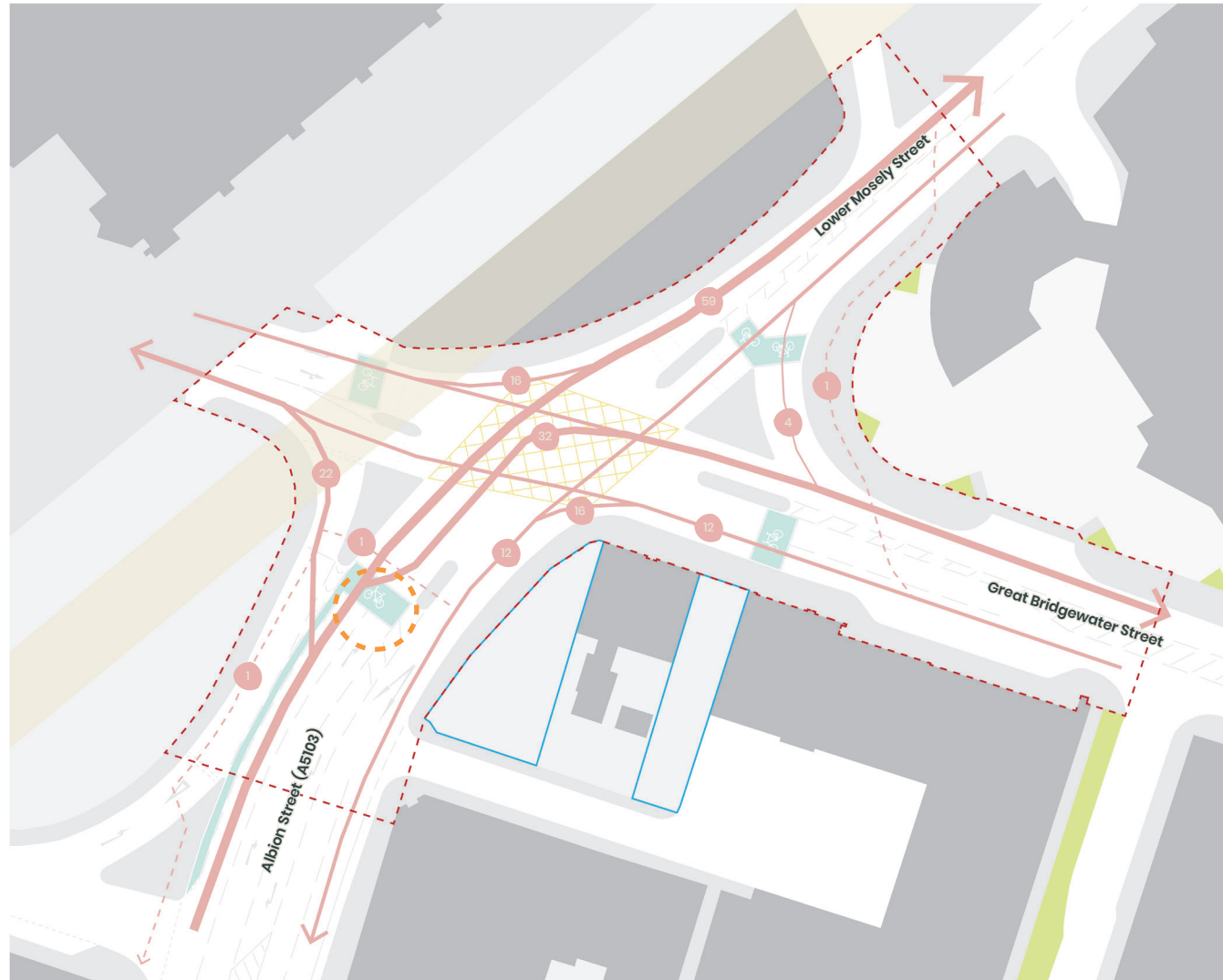


- During the evening rush hour the same route along Lower Mosely Street has the most footfall, however this is now in southerly fashion as people leave the city after having finished work
- There is also increased movement in a westerly direction along all routes out of Manchester
- Footways are narrow in comparison to the dominant carriageway for vehicles - during the busier evening rush hour people are squeezed together at pinch points

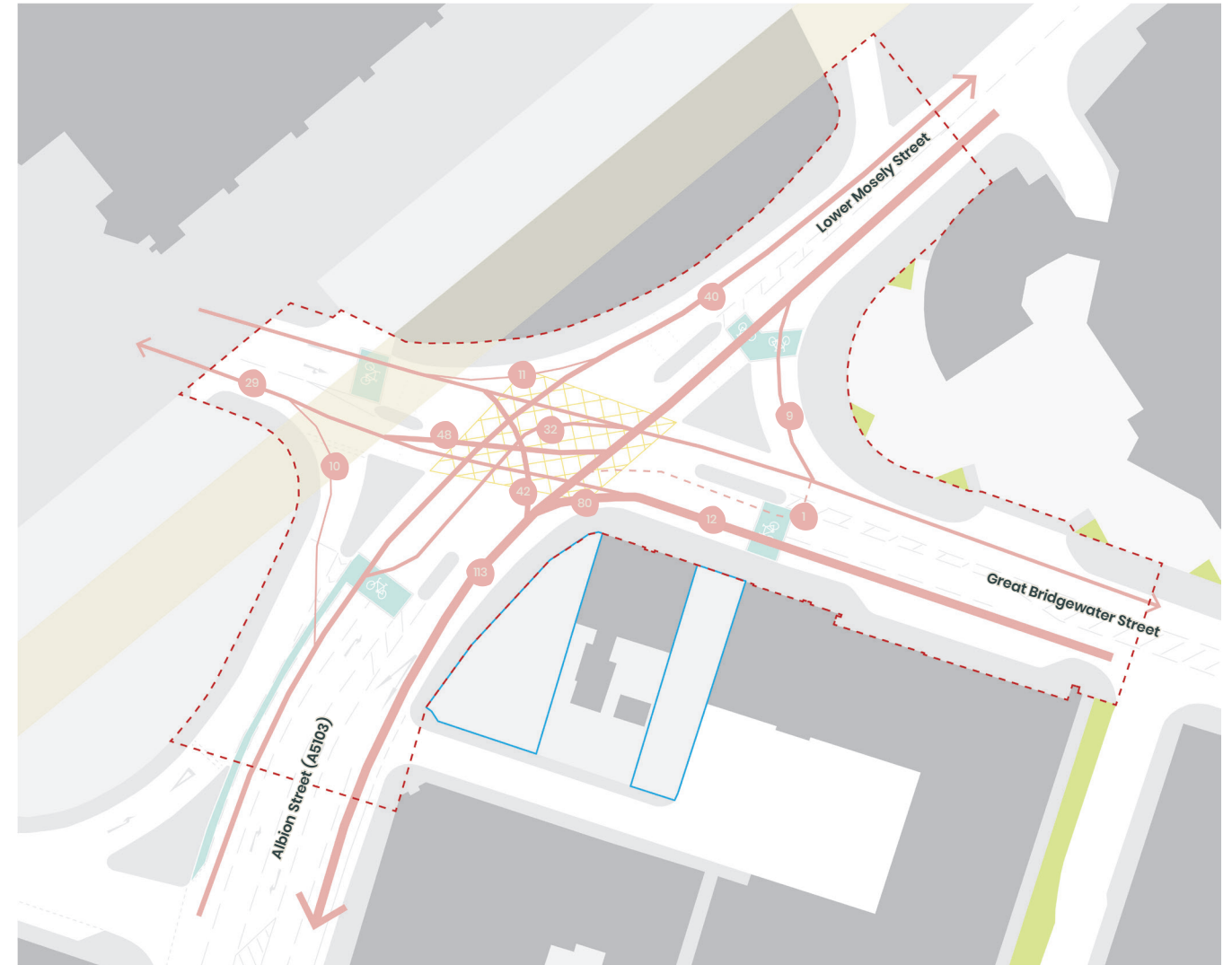
2. Analysis

Cyclist Flow

Cyclist Flow | 8:00 – 10:00 | 30/06/21



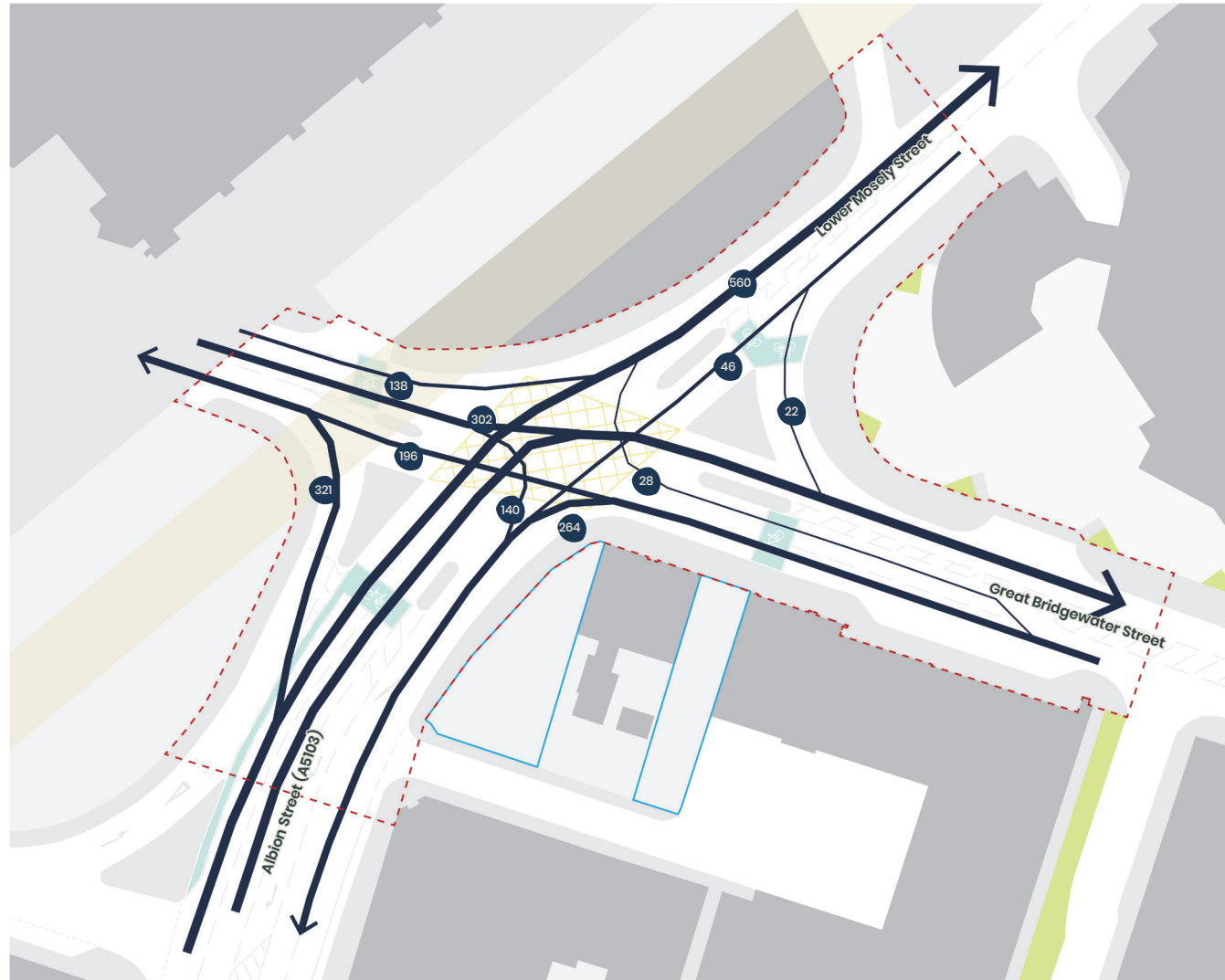
Cyclist Flow | 16:00 – 18:00 | 15/07/21



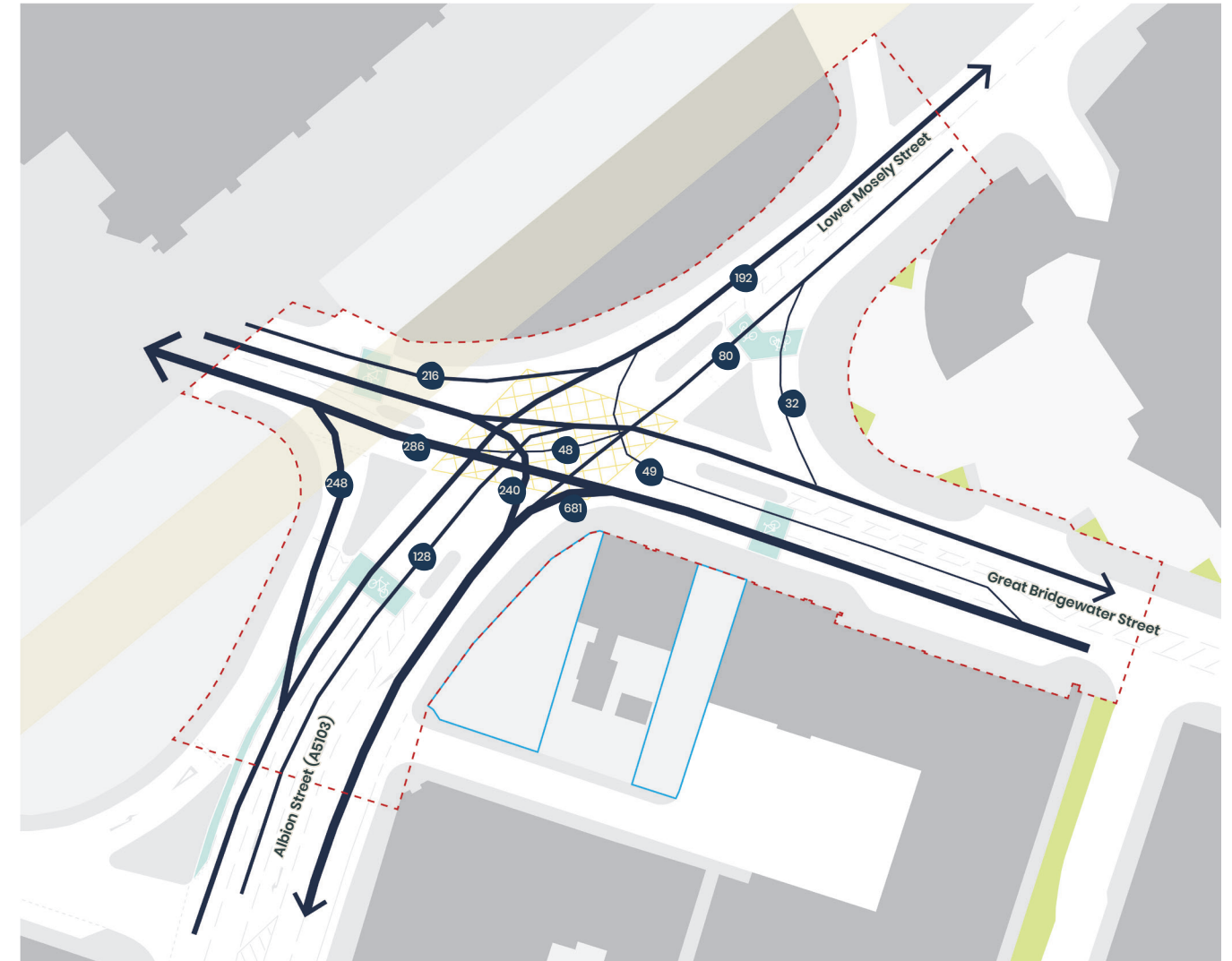
2. Analysis

Vehicular Flow

Vehicular Flow | 8:00 – 1:00 | 30/06/21



Vehicular | 16:00 – 18:00 | 15/07/21

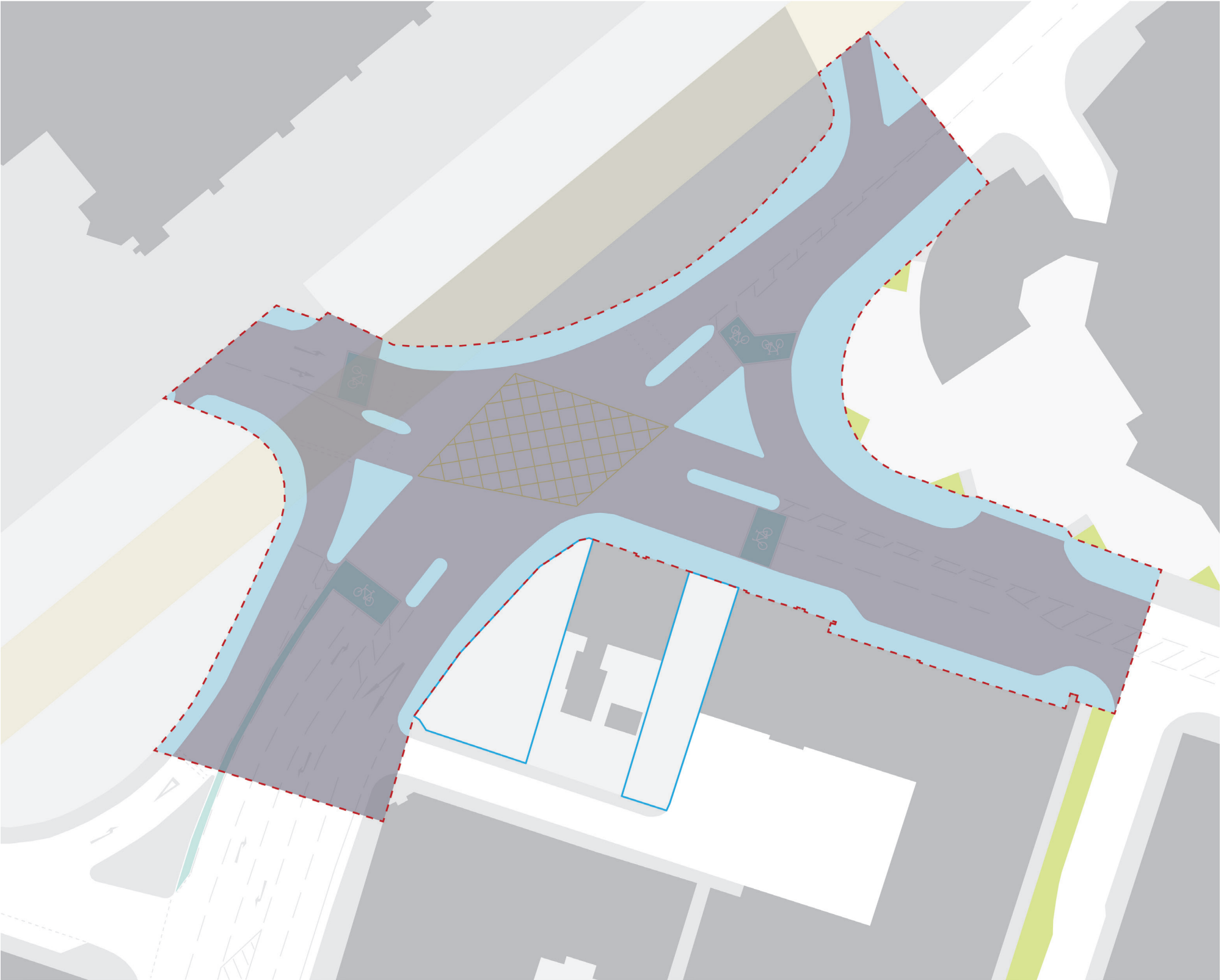


2. Analysis

Allocation of Space

Existing

Looking at the existing landscape it is very car dominant with almost 3/4 of the entire junction being used by vehicles. The pedestrian footways are narrow and poor quality as well as crossing points being not sufficiently sized or clearly marked.



Key

- Landscape Intervention Boundary
- Apex Application Boundary
- Highway (73%)
- Pedestrian Footway (27%)

2. Analysis

The Edge

Assessing the Edge

Jan Gehl

Using Gehl's five-step scale from 'Cities for People' to assess the quality of existing ground floor building edges, it is apparent the quality of edges is poor with many being 'Boring' and 'Inactive'.

The Britons Protection public house front elevation onto Great Bridgwater Street provides the only real attractive transitional edge.



Key

- Landscape Intervention Boundary
- Apex Application Boundary
- A - Active
- B - Friendly
- C - Mixture
- D - Boring
- E - Inactive

*Categorisation of edges taken from Jan Gehl's 'Cities for People' (2011)

2. Analysis

Street Clutter / Pedestrian Obstacles



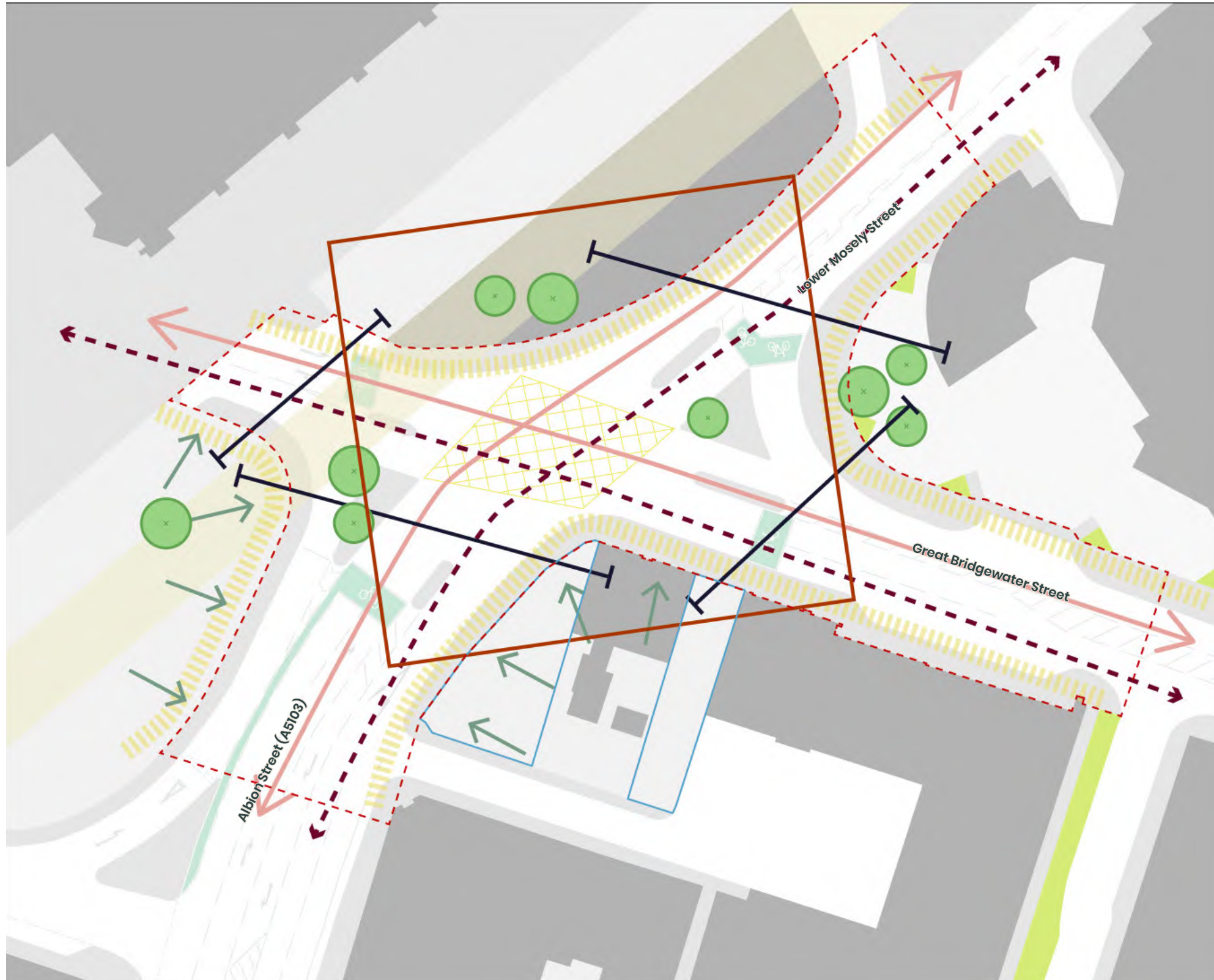
Pedestrian Experience

Some footways and pedestrian crossing areas are impeded by various vertical elements of signage / hoarding / vehicle warnings that make the pedestrian experience less enjoyable.

Location Plan



2. Analysis Opportunities



Key

- Landscape Intervention Boundary
- Apex Application Boundary
- Spill Out Opportunity
- Reduced Car Speeds
- Cycleway Improvements
- Improved Pedestrian Experience
- More Trees
- New Public Square
- Improved Crossing Points

3. Precedent

National Examples

Leonard Square, Shoreditch, London



Poynton Roundabout, Poynton, Cheshire



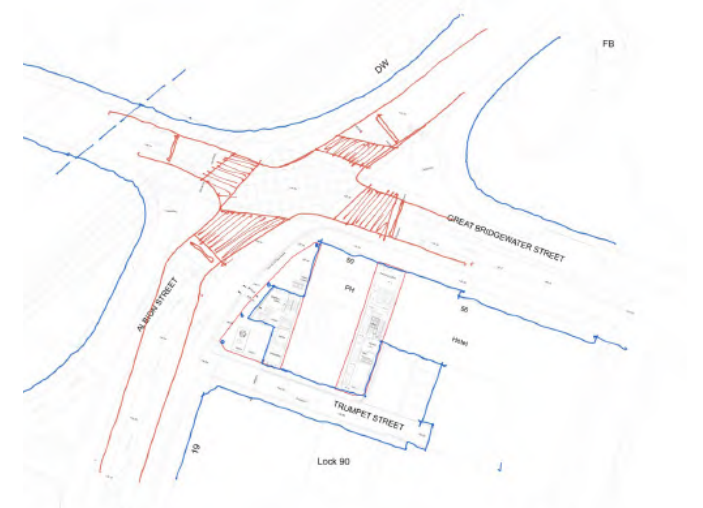
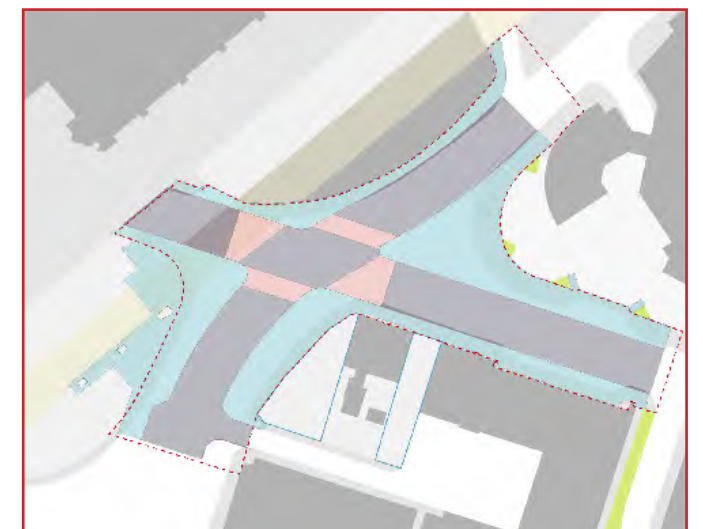
4. Design Ideas

Option 1



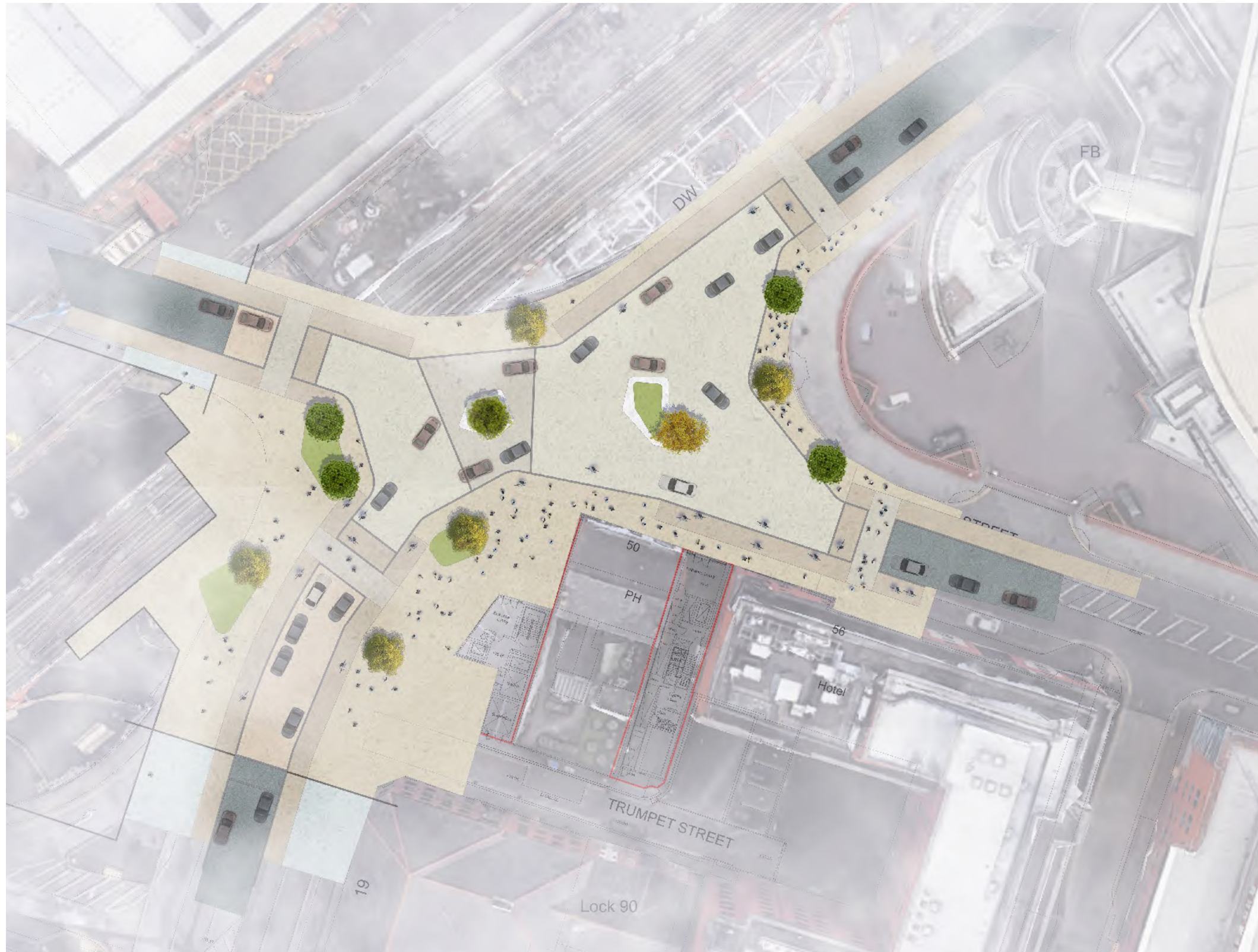
Key

- Landscape Intervention Boundary
- Apex Application Boundary
- Highway (4%)
- Pedestrian Footway (5%)
- Shared Surface (8%)



4. Design Ideas

Option 2



Key

- Landscape Intervention Boundary
- Apex Application Boundary
- Highway (37%)
- Pedestrian Footway (55%)
- Shared Surface (8%)

