

Tan Yard Brow, Tannery Way and Fallowfield Loop Line (Yellow Brick Road) Footpath and Cycle Improvements

DESIGN AND ACCESS STATEMENT

210208H/001

JANUARY 2021



REVISION SCHEDULE

REV	DATE	DETAILS	PREPARED BY	REVIEWED BY	APPROVED BY
1.0	29/1/2021	Planning Submission	Mike Peet	Trudy Dunne	Nichola McHale

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1.0 Introduction to the scheme

1.0 Introduction

This Design and Access Statement (DAS) has been prepared as part of a Full Planning Application (FPA) on behalf of Manchester City Council (MCC) (the Applicant) for:

Provision of new cycle and pedestrian facilities to enable a cycle connection with Hyde Road, consisting of the raising of bridge parapets at Gore Brook Bridge and improving the gradient of the existing ramp at Stockport Branch Canal (Yellow Brick Road).

MCC is the Highway Authority for the development of the scheme along Tan Yard Brow and Tannery Lane. MCC has entered into a memorandum of understanding with Railway Paths Ltd to develop the scheme at the Fallowfield Loop Line and along the Stockport Branch Canal (also known as the Yellow Brick Road).

1.1 Scheme description

Background

The Fallowfield Loop Line is part of the National Cycle 60 which provides a segregated route for cyclists and pedestrians to link to the northern parts (Harpurhey) and to the east (Reddish) of Manchester. NC60 enables access to a number of local rail stations including Gorton, Fairfield and Belle Vue (via part of the route on residential streets).

NC60 also facilitates access to other cycle routes including those around Gorton Lower Reservoir and other cycle routes including NC6, which enables east-west travel between Reddish and Chorlton-cum-Hardy.

The section of the National Cycle Route N60 covered by the scheme proposals commences at Bridge Number 6 on the Fallowfield Loop Line and ends at the junction of the Stockport Branch Canal (Yellow Brick Road) with Alston Road. This section of the Stockport Branch Canal has road hump features located along its length which are not conducive to an easy cycle ride. At the northerly end of the scheme, at the connection to the Yellow Brick Road with Alston Road, the vertical alignment is too steep to allow access for wheelchairs.

The nearest access onto this section of the Stockport Branch Canal is from Tannery Way. The path from Tannery Way has a barrier installed which restricts access along the path and to the wider Fallowfield Loop Line / National Cycle Route N60 from this existing access.

Access to Tannery Way is achieved via Tan Yard Brow. Tan Yard Brow crosses Gore Brook by the Gore Brook Bridge. This bridge only allows single file traffic southbound with a one-way order in place. The existing bridge parapets do not meet current design standards for cycle safety. There are no cycle facilities along Tan Yard Brow although the road is subject to a 20mph speed limit which is recognised as being compatible for encouraging cycle use.

1.0 Introduction to the scheme

GM 2040 Strategy

'Developing a Comprehensive Walking and Cycling Network

Our Ambition: To create a comprehensive network of on and off-road walking and cycling routes that make it easier and safer for people to walk and cycle to key local destinations, such as local centres, jobs, healthcare and education, for leisure purposes and for local public transport access.

Policy 20: We will work with partners to improve pedestrian and cycle facilities across Greater Manchester, including development of a strategic walking and cycling network, wayfinding and cycle parking.'

GM 2040 Strategy includes Policy 20 which aims to develop a comprehensive walking and cycling network. The improvements covered by the Planning Application and described in this Design and Access Statement support the aspirations of Policy 20 of the GM 2040 Strategy.

The scheme proposals consist of :-

- a) Increasing the height of both of the bridge parapets at Gore Brook Bridge;
- b) Creation of a contra-flow cycle lane along Tan Yard Brow;
- c) Creation of widened footpath / cycleway along Tannery Way
- d) Creation of widened footpath / cycleway between Tannery Way and Stockport Branch Canal;
- e) Relocation of existing street lighting along Tannery Way;
- f) Reprofiting of existing footpath levels and creation of a ramp from the Fallowfield Loop Line to the Stockport Branch Canal;
- g) Removal of road hump features along the Stockport Branch Canal and installation of speed cushions;
- h) Removal of features on footpaths restricting access (eg access barriers);
- i) Associated landscaping works.

The Application relates to all of the above items.

The scheme is proposing to improve access to the Stockport Branch Canal and the Fallowfield Loop Line and to improve the conditions along the Stockport Branch Canal. Currently there are access points that restrict access for disabled people and larger bicycles due to the existing arrangement of access restriction features (eg barriers, chicane features). An assessment has been undertaken of these existing features and these are proposed to be removed. The removal of these features will make the Fallowfield Loop Line more accessible for disabled people and people using larger bicycles. Alternative features are proposed which will help inclusive access but be restrictive to other users (eg motorbikes).

A site location plan is provided in Figure 1 below.

1.0 Introduction to the scheme

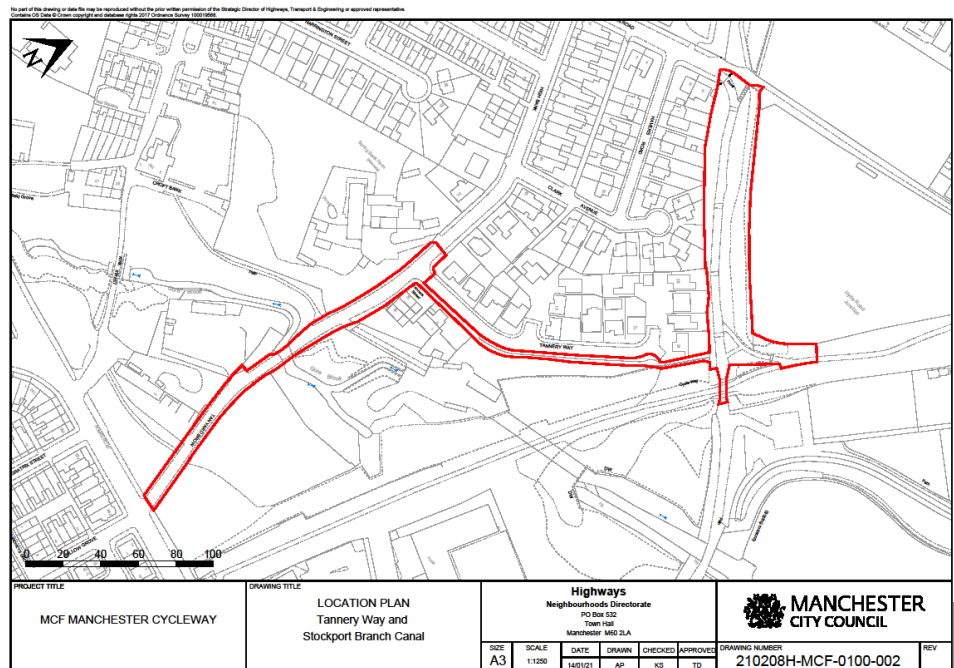


Figure 1 Site Boundary Plan

2.0 Assessment of the context of the scheme

2.0 Assessment of the context of the scheme

An assessment of the physical characteristics of the immediate route and its wider context is provided below.

Physical Context

The application site consists of the road sections along Tan Yard Brow to Tannery Lane and the land and path adjacent to Tannery Way and the section of the Stockport Branch Canal from Bridge Number 6 of the Fallowfield Loop Line to junction of Stockport Branch Canal (Yellow Brick Road) with Alston Road. The site extents are shown in Figure 2. The site has an approximate area of 6750m².

The application site along Tan Yard Brow commences at the junction with A57 Hyde Road and then continues north over the Gore Brook Bridge and to the junction with Tannery Way. Tannery Way is a residential access that serves approximately 16 dwellings and runs eastwards from Tan Yard Brow. The application site then goes easterly along a path from Tannery Way to the Fallowfield Loop Line. The application site covering the Stockport Branch Canal commences at Bridge Number 6 of the Fallowfield Loop Line and then continues north towards the junction with Stockport Branch Canal (Yellow Brick Road) and Alston Road.

Tan Yard Brow serves as access to a number of businesses on the initial section of the road. There are a number of residential dwellings and streets located north of Gore Brook Bridge but these are not accessible from Tan Yard Brow travelling northbound as there is a one-way restriction on the road, south of Tannery Way to the southerly side of Gore Brook Bridge. Tannery Way provides a means of access to residential dwellings. The footpath on the southerly side of the road connects into the Stockport Branch Canal and the Fallowfield Loop Line located to the east of the road. The Fallowfield Loop Line is a walking and cycling route that has been formed on a former railway line.

Gore Brook Bridge is located on Tan Yard Brow approximately 185 metres north of the A57 Hyde Road. Gore Brook commences at Gorton Lower Reservoir, located to the east of the application site and travels under the Gore Brook Bridge. Debdale Park is also located to the east of the application site. There are residential areas of Debdale and Abbey Hey located to the north of the site. The A57 Hyde is located at the southerly end of the application site. The Fallowfield Loop Line goes over the A57 Hyde Road at a bridge crossing, which has recently been improved by the City Council.

2.0 Assessment of the context of the scheme

There are existing trees and shrubs along part of the southerly edge of Tannery Way and along the Stockport Branch Canal.



Figure 2 Site

The city centre of Manchester is approximately 5.8km to the west of the site. The M60 Junction 24 is approximately 1.9km to the east of the site. See Figure 3 below.

2.0 Assessment of the context of the scheme



Figure 3 Site Location

3.0 Features of the existing site

3.0 Features of the existing site

This section will describe the existing site features contained with the application site.

Cycle Routes

The application site contains part of the National Cycle Route 60. Figure 4 below shows the cycle routes in the vicinity of the application site.

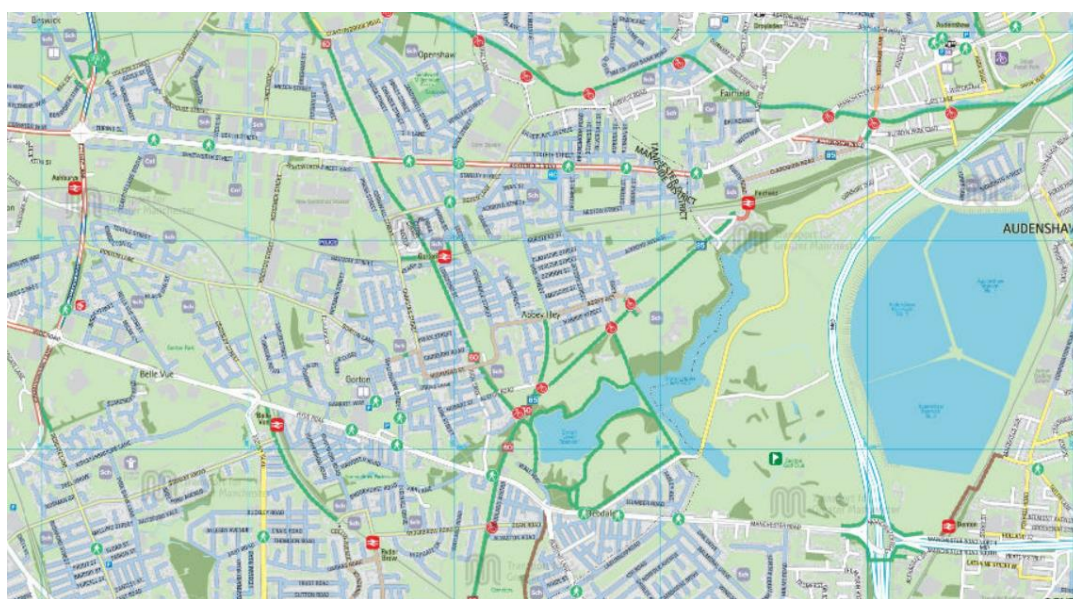


Figure 4 Cycle Routes in the Vicinity of the Site

Tan Yard Brow

Tan Yard Brow provides a link to the A57 Hyde Road, a main arterial route that connects Manchester City Centre with the M60 / M67 Motorways. Tan Yard Brow provides connections to several businesses and residential premises in the vicinity but vehicles are only legally permitted to travel northbound on Tan Yard Brow from A57 Hyde Road for a short distance (just before Gore Brook Bridge). The road is subject to a 20mph speed limit and there is a prohibition of heavy goods vehicles order with an exemption that permits access on the initial section of the road. The road has a system of street lighting in place. There is a footway on the easterly side of Tan Yard Brow from Hyde Road to Gore Brook Bridge. To the south of Gore Brook Bridge, there are no entry signs that only permit vehicles to travel southbound. At Gore Brook Bridge, the road width is only sufficient for one lane of traffic. There are footways on either side of the road over Gore Brook Bridge but the footway on the westerly side only continues for a short distance either side of the bridge. The bridge parapets are constructed of brick but are not sufficiently high enough to meet current guidance for cycling across bridges. Figures 4 and 5 show the bridge parapets along each side of the Gore Brook Bridge.

3.0 Features of the existing site



Figure 5 Gore Brook Bridge Parapet (Westerly Side)



Figure 6 Gore Brook Bridge Parapet (Easterly Side)

The one-way traffic order along Tan Yard Brow commences to the south of Tannery Lane with vehicles permitted to travel southbound along this section of Tan Yard Brow.

Tannery Way

Tannery way is a residential street that serves as access to a number of residential dwellings. The residential dwellings are set out along the northerly side of Tannery Way. The southerly side of Tannery Way provides a footway and a connection to the path that provides a link to the Fallowfield Loop Line. This path has an access barrier installed which restricts access for disabled people. There is a wooden fence along the northerly edge of

3.0 Features of the existing site

the path and provides a separation between Tannery Way. The southerly side of the path has a wooden knee rail fence and vegetation along the southerly side.



Figure 7 Access to the Path from Tannery Way

Towards the end of Tannery Way there is a dedicated footpath between Tannery Way and the path that links with the Stockport Branch Canal and the Fallowfield Loop Line.



Figure 8 Access to the Path from the end of Tannery Way

3.0 Features of the existing site



Figure 9 Path from Tannery Way



Figure 10 Access Barrier at the end of the Path from Tannery Way

Fallowfield Loop Line

The Fallowfield Loop Line is part of the National Cycle Route N60 that provides an off-road cycle path, pedestrian and horse-riding route from Chorlton-cum-Hardy through Fallowfield and Levenshulme to Gorton and Fairfield in Manchester.

Stockport Branch Canal

The Stockport Branch Canal covered by the application site commences at Bridge Number 6 and continues north towards the junction with Alston Road. Along this section of

10

3.0 Features of the existing site

Stockport Branch Canal (Yellow Brick Road) there are road humps located along it but these create an inconvenience to cyclists. There is no street lighting along this section of the Fallowfield Loop Line.



Figure 11 Ramp near bridge Number 6



Figure 12 Ramp near bridge Number 6 with Access Barrier at the top of the ramp

At the northerly end of the Stockport Branch Canal there are steps but these are not accessible as they are constructed to a gradient that is too steep. The proposed scheme intends to address this with the construction of a ramp that will be accessible and laid out to a gradient no greater than 1 in 20. The scheme proposals will amend the steps at this location.

3.0 Features of the existing site



Figure 13 Steps at Stockport Branch Canal Northerly End



Figure 14 Ramp at Stockport Branch Canal Northerly End

There is vegetation in the form of shrubs and trees along the Stockport Branch Canal (Yellow brick Road) contained within the application site.

4.0 Design

The section of the Design and Access Statement discusses the design of the scheme proposals.

The drawings for the application site and proposals are :

201208H-MCF-0100-001 Existing Plan

201208H-MCF-0100-002 Location Plan

201208H-MCF-0100-003 Proposed Works Rev B

201208H-MCF-0100-004 Chelmere Land

210208H-MCF-0100-005 Standard Details

210208H-MCF-0100-006- XSec

Gore Brook Bridge

LTN 1/20 Cycle Infrastructure Design indicates in 10.8.14 a recommendation for parapets at new bridges to be 1.4 metres high. For existing bridges, LTN 1/20 advises that parapets be an absolute minimum of 1.2 metres high. In the design of the amended parapets, Manchester City Council has opted to increase the parapets to a height of 1.4 metres.

The existing brickwork parapets will be increased in height to 1.4 metres through the laying of an additional two courses of brickwork and the same brick material will be used to increase the parapet height. The existing copings will be retained and replaced after the brickwork is completed.

At the location, the scheme will provide a contraflow cycle facility and this will be constructed using bituminous materials to match the existing footways. The cycleway will need to be signed and have road markings installed as required by the Traffic Signs Manual and Traffic Signs Regulations and General Directions.

Tannery Way Path

At start of the path, a dropped crossing will be constructed to allow cyclists to gain access from the road onto the path. The dropped crossing will be created using typical pre-cast concrete kerbs. The existing access barrier will be removed from the path. The path will be widened and the widened path will be constructed with a bituminous surface course material similar to the existing footway material along Tannery Way. The existing wooden fence will be taken down and considered for relocation. The fence would need to be set

back 450mm from the kerbline and relocating in this position this would reduce the effective cycle / footpath width. The existing street lighting columns will be relocated. Figure 7 below shows the existing street lighting columns along Tannery Way.



Figure 15 Existing Street Lighting – Tannery Way

At the end of this path, near Bridge Number 6 of the Fallowfield Loop Line, the existing access barrier will be removed and replaced with a chicane feature.

Drawing 210208H-MCF-0100-005 shows the proposed detail for the barrier features. This drawing is located in **Appendix A**.

A drawing showing the proposed barrier layout to be installed is shown in **Appendix A**.

Tree roots at the end of the path will be excavated / lowered. These proposed works to the tree roots have been developed with advice from the City Council's Arboricultural Officer.

Bridge Number 6

The alignment of the ramp down from / up to Fallowfield Loop Line will be reprofiled using the same materials as the existing construction.

Stockport Branch Canal Path Between Bridge Number 6 and Alston Road

On this section of the application site, the Stockport Branch Canal, the proposal is to remove the existing road hump features and replace them with cushions, which will allow cyclists to pass either side of them. The construction of the cushions will be finished with a bituminous material similar to the existing path construction.

Stockport Branch Canal Northerly End of the Application Site

At this point the existing ramp will be reprofiled so that it is laid out to an accessible gradient (no steeper than 1 in 20).

The steps will be modified so that they are accessible.

Landscaping

The landscape design and planting plan has been developed with advice from the City Council's Arboricultural Officer. The scheme plans to provide 8 No new trees on the Stockport Branch Canal, near the connection with Alston Road, but this will be subject ground conditions and surrounding space availability.

Environmental Management

During construction there is anticipated to be some impact on pedestrians and cyclists when works to the ramp features are undertaken. When these works are undertaken a local diversion will be established that will involve pedestrians and cyclists being diverted along the Fallowfield Loop Line to Bridge Number 6 and vice versa.

The diversion route will be longer than the existing route but it is not considered that this will result in severe impacts for pedestrians and cyclists. It should be noted that the closure of parts of path is required to avoid danger to the public during construction of the works.

5.0 Access

Sequence of work

It is anticipated that the construction sequence will follow the indicative sequence below:

- Establish site boundary/compound and install traffic management
- General site clearance, remove vegetation and create access for plant equipment
- Excavate material at the existing ramp and re-shape to new gradient at the northerly end of the Stockport Branch Canal
- Excavate material at the existing steps to then enable reprofile to new gradient (at the northerly end of the Stockport Branch Canal)
- Excavate existing road hump features and create new speed cushion features
- Remove access barrier feature on the path near Tannery Way and create widened path
- Remove bridge copings from the bridge parapets and install brickwork courses (2No) to increase the height of the parapets and relay copings..
- Construct the contra-flow cycle lane on the easterly side of Gore Brook Bridge
- Undertaken landscaping
- Undertaking permanent signs and road markings
- Remove traffic management

Traffic Management

Access will be maintained along the Stockport Branch Canal when the majority of the planned works are undertaken. The works will be undertaken with temporary signs in place and people will be diverted. During the works to reprofile the ramps, there will be a need to restrict access for pedestrians and cyclists. When this closure is in place, pedestrians and cyclists will be diverted along the Fallowfield Loop Line and vice versa. The diversion route will be signed.

When works are undertaken on the path with the access barrier near Tannery Way, there will be a need to close this off for a period when the works are undertaken. Access to the path and the Stockport Branch Canal and the Fallowfield Loop Line can be achieved by the connecting path towards the easterly end of Tannery Way.

Works to create the widened path, contraflow cycle lane and raised parapets at Gore Brook Bridge may require the footpaths to be temporarily closed off. The phasing of the works are still to be finalised but it is expected that one side of the footway will be closed whilst the works are undertaken and then the other footway closed to allow the works to be completed. The temporary traffic management of traffic and pedestrians will be undertaken with the national roadworks signing manual (Chapter 8).

MCC Network Management will be assisting with the traffic management throughout the project.

Inclusive Access

Accessibility issues have been considered and implemented during the development of the design, in accordance with the relevant legislation and guidance, including The Equality Act 2010 and Part M of the Building Regulations and Design for Access 2 (2003).

Existing access barriers that restrict access along the paths will be removed and these will be replaced with chicane features. These features will permit access for people in wheelchair

At the Stockport Branch Canal the existing ramp will be reprofiled so that it is laid out to an accessible gradient no greater than 1 in 20. The existing steps at this location will be modified.

At Bridge Number 6, the existing ramp down from / up to the Fallowfield Loop Line will be modified so that it has a gradient no steeper than 1 in 20.

The proposed diversion route provides step-free access along the path running easterly from Alston Road to the Fallowfield Loop Line and along the Fallowfield Loop while works are being carried out that restrict access at the Stockport Branch Canal and near Bridge 6 in connection with the Proposed Development. These works that require closure of the path will not be undertaken simultaneously.

Lighting:

The proposals include the relocation of 3 No lighting columns along Tannery Way. No significant impact is anticipated from the relocation of these existing lighting columns.

Management & Maintenance

The success of the development will be dependent upon the effective management and maintenance of the site. A security management plan should include measures to deal with the following:

- Vegetation management
- Frequent inspection and prompt repair of security features (e.g. lighting, signage, barriers, fencing and rails).

The part of proposed scheme is located within an area that MCC has adopted and this is managed by MCC. The Head of Network Management has been consulted and following the works, the new pedestrian and cycle way will be adopted by MCC.

Railway Paths Limited are responsible for the management and maintenance of the Fallowfield Loop Line.

Authorities Consulted

The following organizations and departments were consulted:

- MCC Highways – Design, Procurement, Technical Approval, Site Supervision
- MCC Street Lighting (AMEY) – Street Lighting Design
- MCC Network Management – Traffic Management/Diversions
- MCC Planning – Planning Approvals
- TfGM – Key Stakeholder
- Statutory Undertakers (Various) – Buried Plant Diversions
- Railway Paths Ltd – Owner of the Fallowfield Loop Line
- Sustrans – Key Stakeholder

Appendices

Appendix A

Drawing Drawing 210208H-MCF-0100-005 showing the proposed detail for the barrier features.

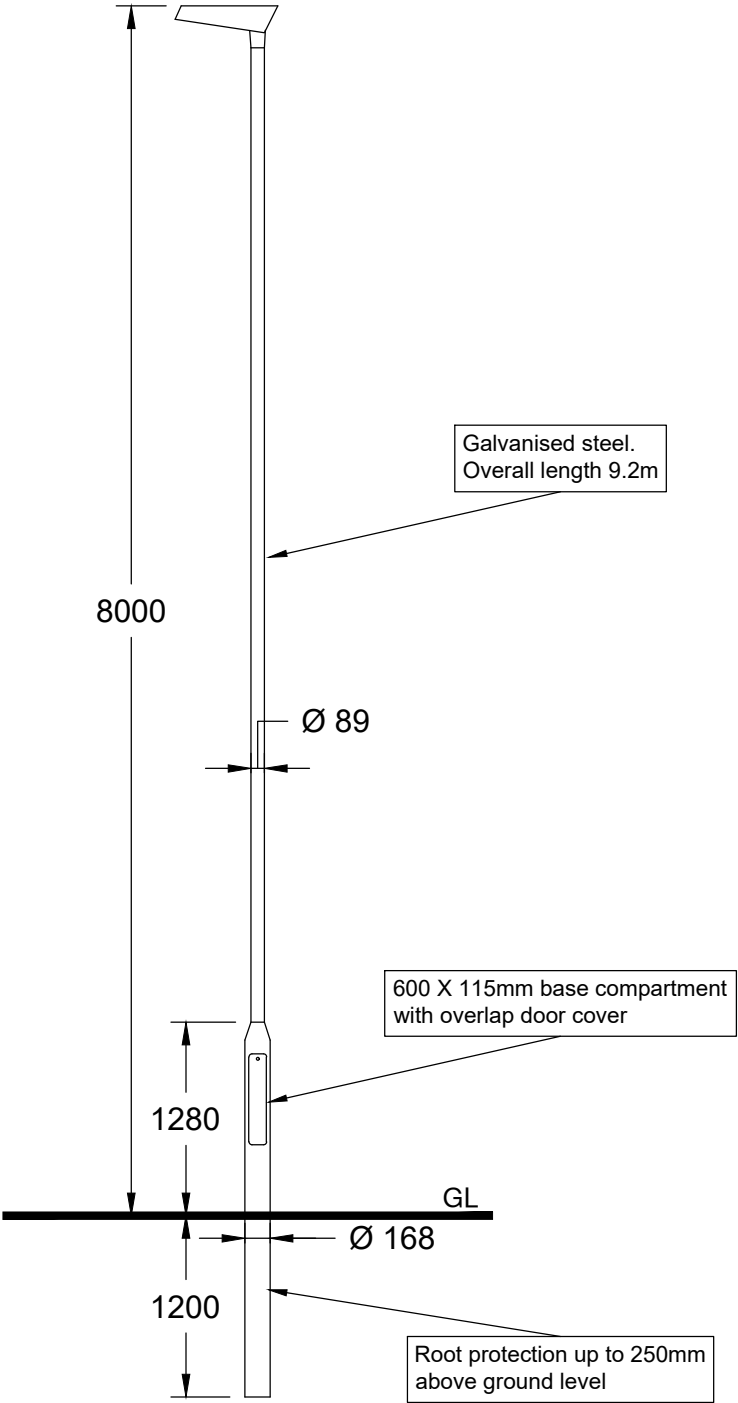
Barrier Layout Configurations (Sustrans)

Appendix A

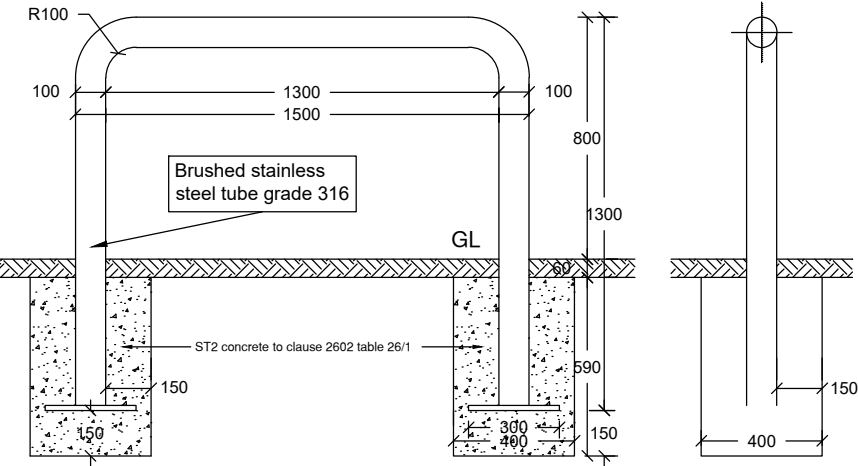


MANCHESTER
CITY COUNCIL

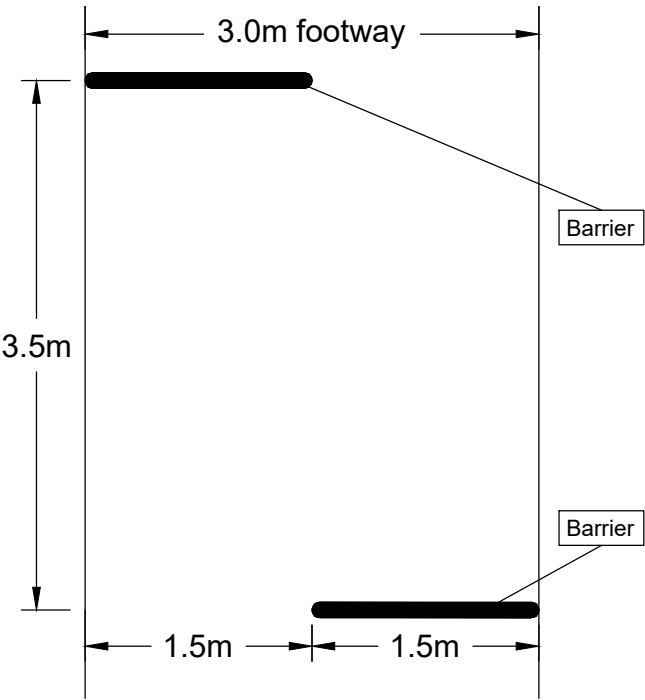
8m Lighting Column Esc 1:50
Standard stepper tubular steel



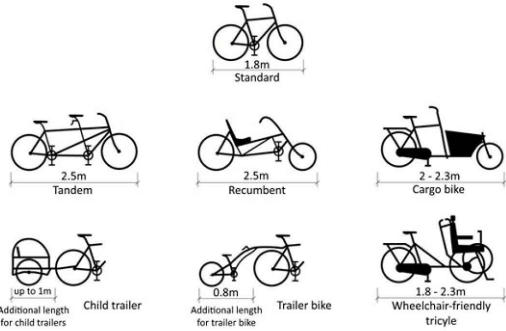
Multi-Barrier type Chicane Esc 1:25



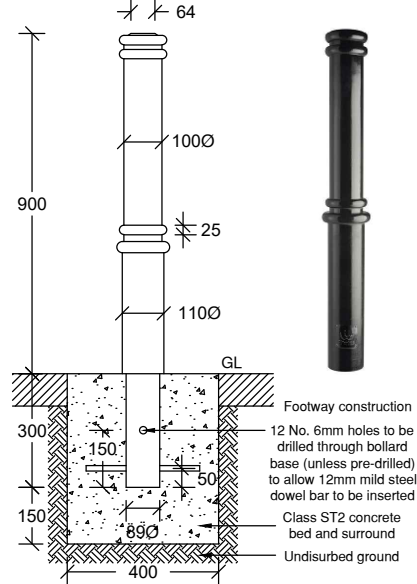
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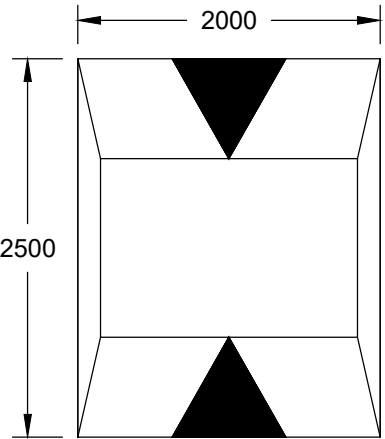
Typical dimensions of cycles



Morpeth bollard Esc 1:20



Speed cushion Esc 1:50



PROJECT TITLE		DRAWING TITLE		Highways Neighbourhoods Directorate PO Box 532 Town Hall Manchester M60 2LA						MANCHESTER CITY COUNCIL	
MCF MANCHESTER CYCLEWAY		STANDARD DETAILS Stockport Branch Canal, Tannery Way and Yard Brow Area		SIZE	SCALE	DATE	DRAWN	CHECKED	APPROVED	DRAWING NUMBER 210208H-MCF-0100-005	REV
				A3	Indicated	25/01/21	AP	KS	TD		

Appendix A

Stockport Branch Canal

Typical Barrier Arrangement

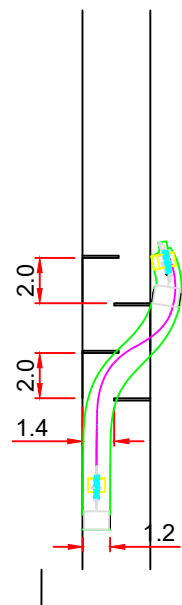


Figure 5.2: Typical dimensions of cycles



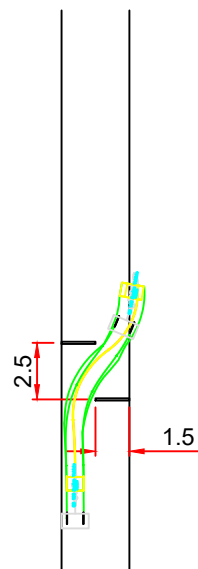
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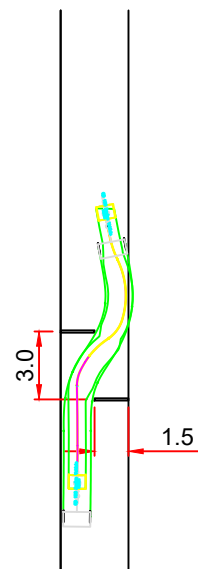
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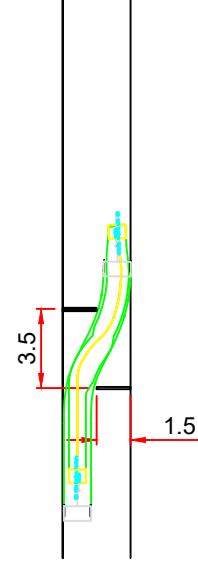
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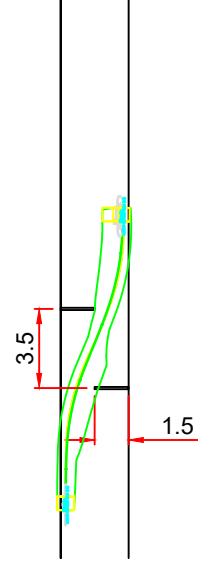
(Pass)

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Km/h



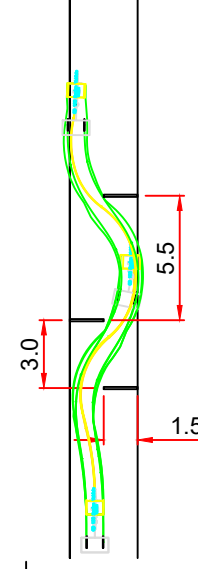
(Fail)
But performs speed
reduction

20
Km/h



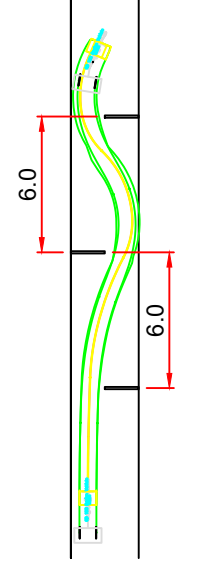
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8
Km/h



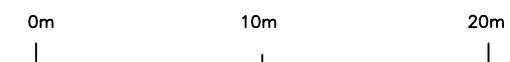
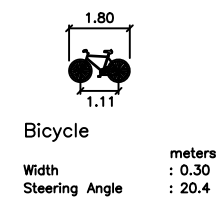
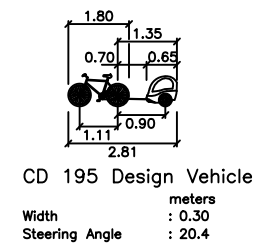
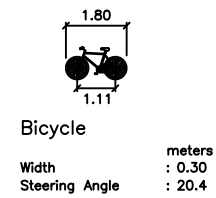
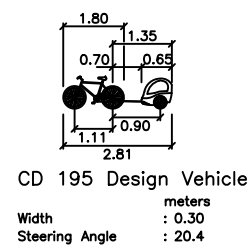
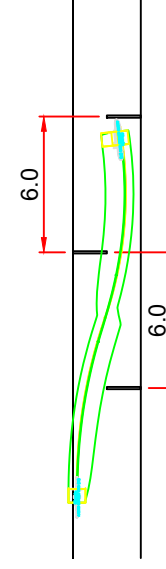
(Pass)

8
Km/h



(Fail)
But performs speed
reduction

25
Km/h



A			
Rev	Description	Drawn/Check	Appr
sustrans			
JOIN THE MOVEMENT			
30-32 Charlotte Street, Manchester M1 4FD			
Tel: 0161 923 6050 www.sustrans.org.uk			
Project: Paths for Everyone			
Title: Swept Path Assessment for Multi-Barrier Chicane			
Drawn: RB	Check: PB	Appr: PB	Date: 12/11/2020
Status: DRAFT			
Drawing No: PFE00-10-C-01-03			Revision: 03