

Comments are based on the following documents:

- Design and Access Statement
- Comments from the Accessibility Users Group
- Notes from meeting with project Team on 17/11/20

External Areas

Materials

It was agreed that only the smoother flags would be reused to prevent trips and falls by disabled and older pedestrians. – **Is this confirmed?**

Yes confirm, Only the best stones will be chosen for the Glade of Light. Other existing Yorkstone material will be sawn down and used within areas of sett paving and subject to the relevant quality controls.

In terms of trips and falls paving will be laid in accordance with the relevant part of BS7533.

Paving infills

1. The use of gravel and grass as textured infills to paved areas as illustrated in the Materials Strategy and Materials Palette are not recommended as it creates an uneven surface causing trip, slip and fall hazards for disabled and older people; additionally it can create traction issues for wheelchairs and mobility scooters, these infills should not be used on this scheme. **Can this be amended?**

Yes this detail can be reviewed and approved under condition. Suggest it is replaced with rigidly laid reclaimed Yorkstone flags.

2. It is proposed that an interim treatment of phase 1B would be to over-pave the area with York stone; which would be removed in the future once final works are agreed. Riven stone should not be used in this area as it is a potential trip and fall hazard for disabled and older people.- **Is this confirmed?**

Yes this is confirmed. This area will be paved using Yorkstone setts.

Street furniture

Bollards

1. Powder coated bollards with a contrast reflective banding should used across the site to assist disabled and older people with a visual impairment.

Bollards to be black with contrasting yellow band

2. The layout should be simple and intuitive whilst not conflicting with the line-of-walk (straight lines are easier to navigate for a disabled person with a visual impairment).
3. Where bollards are removable the housing should close flush with the adjacent surface to prevent trip or fall hazards by disabled people particularly if they have a visual impairment.
4. Will the rising bollards for delivery access have an audible indicator to assist disabled people with a visual impairment? **Can this be confirmed?**

There are no rising bollards within Phase 1A. Those within Phase 1C will feature audible indicators.

Seating/benches

More information is required regarding the design, height etc. of external seating, as well as confirmation of their locations.

Bins

1. Litter bins should be provided in locations that encourage usage, but not in locations that prevent wheelchair users from sitting next to companions using the seating provided.
2. They should be easily identifiable with contrast markings.
3. More information will be required from the Public Realm Team.
4. There are no current plans for recycling bins. However, if they are added in the future, they should not unduly restrict access for disabled people to sit with companions.

Planting Strategy

Reference is made to the lawn areas for pedestrians to use, but limited information is provided on how they would be accessed by disabled people if a low kerb is created around these spaces? **Can this be confirmed?**

Confirm - the kerb will feature a dropped section to allow access for wheelchair users.

Water/ Rain Garden

1. It is proposed that riven granite setts with wide joints may be used to allow the flow of excess water into the rain gardens and should provide a firm edge to provide a tactile indicator for disabled people with a visual impairment from entering the rain garden. **Can this be confirmed?**

The sett trim detail features a cropped finish which provides a contrasting colour and texture to the main paving body which is Yorkstone. The rain gardens will feature a steel edge that steps down into the planted areas to allow for cane detection.

2. I am pleased to note planting will not exceed a height of 1 m from ground level, and trees will have a 2.5m clear stem to improve visibility.

Lighting Strategy

1. Limited information has been supplied on the lighting design within the strategy along the pedestrian route.
2. No lighting column is present near to the Cathedral's north entrance, and close to the entrance to the Glade of Light Memorial. Whilst it is proposed that more subdued lighting is required for the Halo, the surrounding area needs enough light to ensure pedestrian safety and make it easier for CCTV cameras to identify incidents. – can the plans be amended to incorporate these elements?

Noted, detailed lighting design currently under development.

3. I am pleased to note that uplighters will not be used on this scheme.

Halo

1. The Halo constructed from Bianco de Carrara marble will sit on a plinth that will not trap tapping sticks.

The memorial can be used for perching on; but it is not advised for disabled or older people who may have difficulty in getting up and down without armrests.- **Amendments required?– seeking clarification with Lorraine - When I spoke with Dave Carty and the Designers, I was told that the memorial was not a seat per se; but people could perch on it, and that this had been agreed in the public consultation and with the families.**

- **The total height is approx. 350mm. For it to be considered to be a seat it would need to be at least 450mm from ground level. Naturally, there is sensitivity when dealing with the families wishes; but it needs to be practical.**

- **I would prefer to see a seat at minimum of 450mm or alternatively, the memorial closer to the ground purely for viewing. For seating to be fully**

accessible armrests would be required. Otherwise we will end up with something that does not meet anyone's needs. CAN THIS BE REVIEWED TO EITHER RAISE OR LOWER

Height varies 300min – 400max to create falls within paving. Detail developed in close discussion with families, important to leave as designed. Not designed as seat but does provide opportunities for perching by family members.

2. I would expect to see a Sans Serif font, in sentence case, with a symbol size of at least 25mm if viewed close-up. This will need to be reviewed with the production of samples.

Sample to be provided and signed off with families and access group.

3. It is proposed that the text will be inlaid from dark bronze; will this patina into Verdigris later, if so, how will this affect the colour contrast values?

It will patina naturally with age and darken with age, improving the visual contrast.

4. If the text is inlaid, its surface cannot be felt by a disabled or older person with a visual impairment.

Designed flush so as to not gather water.

5. If a very low-profile riven York stone is used underneath the memorial, this should not create any hazard, if the halo overhangs the York stone.
6. The footway around the memorial will have a clear width of 3m excluding space for seated pedestrians, that will allow for two-way passing.- **can this be confirmed?**

Over 3m total width, over 2m width available to pass clearly in front of perimeter seats.

Signage and Wayfinding

1. Consideration must be given to providing temporary signage during each phase of the project.- **Extent / purpose being clarified with Lorraine**
Historically, when a project has a number of phases the signage and wayfinding is not installed until everything is completed.
I have asked the designers to create interim signage for the first phase; as it is likely that there will be a delay in starting phases B and C. With a scheme as important as this one the first phase will immediately become a destination; and therefore highlights the importance of appropriate signage and wayfinding. – CAN THIS BE CONFIRMED

This will be reviewed at a later date.

2. The current proposal is for un-lit finger posts, but not information regarding size, font style has been provided.

Details will be provided at a later date, to be appropriately conditioned.

Tactile/Interpretative Maps

1. Information has been provided by RNIB on the use and design of tactile maps, a successful scheme they have worked on is Chester Bus Interchange. This would significantly aid wayfinding for many disabled people with a visual impairment.
2. It is expected more details will be required.

Cycling

1. The main cycling route will be from Victoria Street to Deansgate.
2. The current cycle hoops adjacent to the Cathedral will be upgraded.
3. If more hoops are to be considered more information will be required to ensure that they also cater for disabled cyclists.
4. It is anticipated that cyclists will be encouraged to reduce their speeds in what will be a pedestrianised route, this may require additional signage.
5. There are two areas where a desire line for pedestrians to get to River Walk, that may create potential collision points (see P.63 Design and Access Statement). How will this be minimised particularly for disabled people with a visual impairment?

A number of measures are being taken to avoid conflict between pedestrians and cyclists. Rumble strip paving where cycle lanes enter the scheme alert cyclists that they are entering a pedestrian area. Paving specials are inlaid within the paving to warn both cyclists and pedestrians that they are using a shared route, and shared pedestrian / cyclist space signage is to be provided at either end of the scheme.

Parking

1. No on-site parking has been included within this scheme.
2. Limited vehicle access will be provided for deliveries to the Cathedral and Chethams school of Music. Will the rising bollards have an audible indicator to assist disabled people with a visual impairment? Can this be confirmed

No rising bollards are proposed in the vicinity of Chethams within phase 1A - access will be via long Millgate through existing rising bollards. The bollards to the top of Fennel Street are manually operated lift out lockable.

3. A section of Chapel Street could be utilised as a minimum stay drop-off point, which is a distance of 38m. This section should feature the appropriate signage.
4. The original proposal was to direct disabled people who are drivers to the nearby Q Park car park, measured distances were not provided. **However, it should be confirmed that they contain accessible features i.e. Entry barriers can be operated from with the vehicle; the pay stations should be fully accessible and that it can accommodate high top vehicles with hoists. Also, that access is available if attending evening or weekend events. Can this be confirmed.**

Confirm. Please refer to attached email from Adam Liu who has been out to check this.

5. Additional drop-off locations are listed outside of the site; **but no other information is provided. Can this be confirmed.**

Drop off is available at the junction of Chapel Street and Victoria Street and also in front of Manchester Cathedral. See attached sketch for Cathedral Access.

Access to the Cathedral

Entry will be via the South entrance as this is step-free. Future phases may include improvement to this and the west entrance. Once this has been confirmed more detailed information would be required.

River Walk

Limited information has been provided on the barriers in this area, will it be existing wall, or will other materials be used? **Can this be confirmed**

The existing parapet wall is to be retained with the existing light heads updated.

Added value

1. The use of Apps and Smart Technology should be considered for the later phases; and other destination sites across the city.
2. Naming Conventions - If the new routes across the site had names that related to their previous use it would aid wayfinding.

3. This scheme highlights the need for a Public Realm Cycling Strategy for Manchester, as pedestrians and cyclists share the public realm. It would probably need to contain details on information signs, speed restrictions, safe crossing points for pedestrians, etc.

If you require any further information, please do not hesitate to contact Lorraine Ward on extension 34598