MANCHESTER CITY COUNCIL

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PROPOSED NEW FISH MARKET
NEW SMITHFIELD MARKET, MANCHESTER

TRANSPORT STATEMENT

TS_01/April 2013

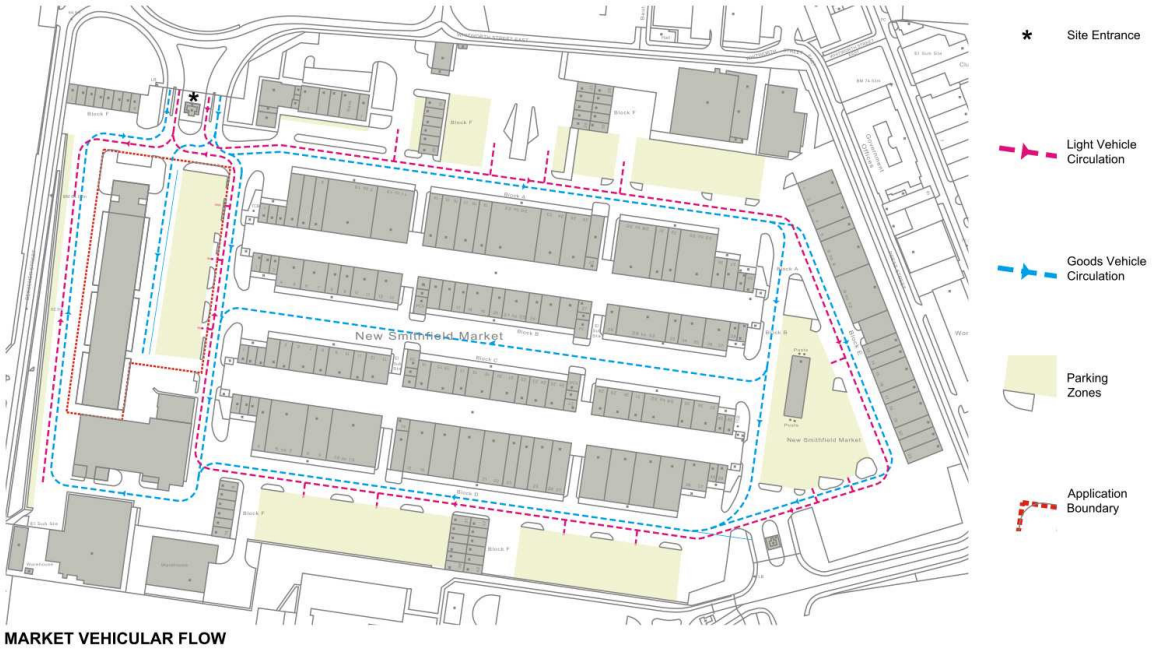
1. Introduction

Manchester Markets are committed to ensuring that the market is a safe and accessible environment for vendors, trade customers and the public. The new fish market will involve some adjustment to the existing systems and these have been discussed and agreed with the various stakeholders and market management.

The aim of this strategy is to identify key elements in the markets operation and how these are controlled to maintain vehicular and public safety:

Vehicular Movement
Pedestrian Movement
Parking

2. Vehicular Movement



MARKET VEHICULAR FLOW

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The market site is entered from the North West off Whitworth Street East through the security gate which is the first point of control for vehicular movement.
Vehicle users then navigate either on-way or two-way routes depending on goods vehicles or private vehicles. Refer Market Vehicular Flow above.



FISH MARKET VEHICULAR FLOW

Traffic flow around the existing Fish Market involves either a right or left turn on passing the security gate depending on whether your are goods deliveries or private transport. Goods in the main are straight on following a one-way system around J. Sykes & Sons unit. Private vehicles split off to either the parking in front of the market or round the back parallel with Bessemer Street. Traffic flows can be further complicated because the existing market has goods delivery either side of the central buyers walk. Refer existing Fish Market Flow above.



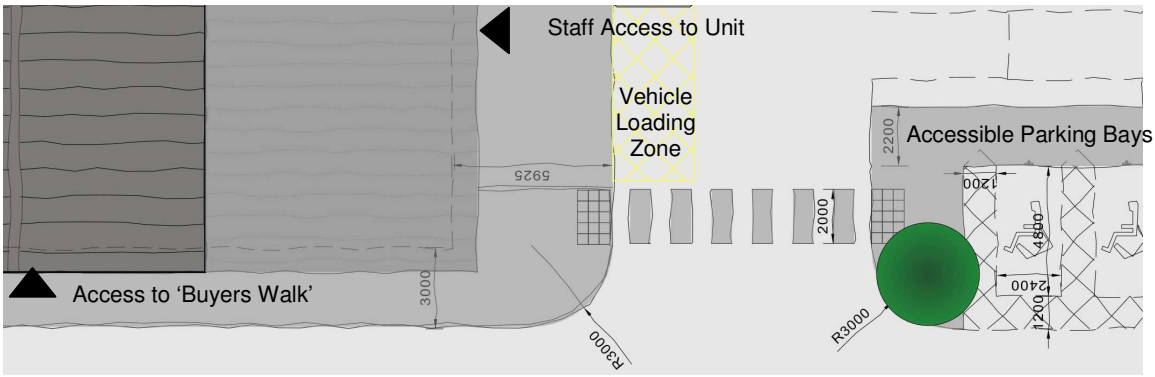
NEW FISH MARKET VEHICULAR FLOW

The proposed vehicular movement results in the New Fish Market acting as an island around which one-way traffic flows. There is now a clear route at the end of the new building to allow goods and private vehicles to access the service side of the Fish Market independent of Sykes unit. Vehicle parking in a central location clear of the rear loading bay.

3. Pedestrian Movement

Other than around the security gatehouse there are limited designated pedestrian routes through the site, pedestrians and vehicles often sharing the same surfaces.

However in compliance with DfA2, a designated 2.0m wide footpath has been created at the rear of the accessible vehicle bays. This links with the perimeter pavement / service skirt around the perimeter of the New Fish Market with tactile paving and drop kerbs at crossing points as shown in the diagram below.



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4. Parking

The present parking arrangement in front of the existing fish market combines parking for private cars and small commercial vehicles. There are 98 parking bays and a further 6 to the gable end of the existing market, 104 bays in total. There is no provision for accessible parking.

Goods vehicles park close to the building or on a concrete skirt around the perimeter of the market. Goods deliveries occur at both sides of the building (the building plan is to linear runs of units either side of a central walkway)

The New Fish Market sees the public walkway or 'Buyers Walk' positioned to one side of the wholesale units. Goods deliveries are therefore to one side of the building. Parking is located where the former market stood and comprises 84 spaces plus 5 accessible bays giving an overall total of 89. This figure has been confirmed as acceptable to New Smithfield Market.

In addition Sheffield type cycle stands are proposed to provide secure cycle storage in compliance with sustainable transport guidelines.







