

RF21-894-R03
Inclusive Access Statement
23.01.25
Rev P03

Pathways

External areas around the Port Street site provide a high level of pedestrian permeability and accessibility. All routes whether level, sloped or stepped are designed in accordance with the following guidance:

- Building Regs Part M
- MCC Design for Access 2
- DFT 'Inclusive Mobility'

Fig 1. attached provides details of the various route typologies around the site and is to be referred to in conjunction with the below written details.

- All pathways on site are a minimum 2m wide (with limited instances of 1.8m over short distances).
- All routes on site are either level¹ or sloped²
- There are no ramps³ on site within areas open to the public.
- All stepped routes have an alternative step-free route option.
- All steps include tactile paving to top and bottom landings, contrast nosing and handrails.

¹ Gradient 1:60 or shallower

² Gradient between 1:21-1:60

³ Gradient steeper than 1:21

Grey kerbs edge the footpath to the public highway along Great Ancoats Street and Port Street. These provide an upstand and visual contrast to the adjacent paving.

Within the publicly accessible gardens, there are several raised plants located adjacent to the footpath, which provide a tapping edge. However, in some instances planting areas do not have an upstand edge. This is because they are function as rain gardens, which intercept surface run-off from adjacent paved areas. In these instances, an edge course is designed into the paving layout, which provides a degree of visual delineation along the edge of the path.

Wayfinding

Routes around the Port Street site are designed to be easily navigable, with generally clear sight lines and linear pathways offering visibility of the route ahead.

A multi-directional finger post sign is included at the junction of multiple pathways as illustrated in Fig 4. attached. This provides directions to Tariff Street, Port Street and Great Ancoats Street.

Pedestrian Cycle Access

Great Ancoats Street and Port Street both provide designated cycle routes, with appropriate signage and line markings. These routes provide the primary and most direct means of navigating the site by bike as illustrated in Fig 3. attached.

Although not restricted, cycling through the site is not promoted due to challenging level changes and spatial constraints. This area is designed to be a pedestrian focused environment, where cyclists dismount.

Seating

A variety of seats are located around the site within areas that are accessible to the public. Fig 2 attached provides details of the various seat types and is to be referred to in conjunction with the below written details.

- There are multiple locations where 450mm high seats include both arm rests and back rests.
- There are a limited number of instances where features seats are provided. These have a seat height of between 300-500mm.
- Seats are set back from the alignment of key routes as to not provide an obstacle or trip hazard.

Lighting

A lighting strategy has been developed by the project M&E consultant to meet the necessary illumination levels to provide an accessible site at nighttime.

Due to the nature of the public realm on this project, and the intended use, there is no pop up power provision provided.

Crossings and carriageways

All crossings have been designed by a highway engineer in accordance with MCC adoptable standards.

There are no raised crossings or rumble strips designed into this scheme.