
REPORT:

Review of Kerbs and Public Realm Design in Relation to Vehicle and
Pedestrian Access Requirements

Issued — 24 May 2024

OUR TOWN HALL

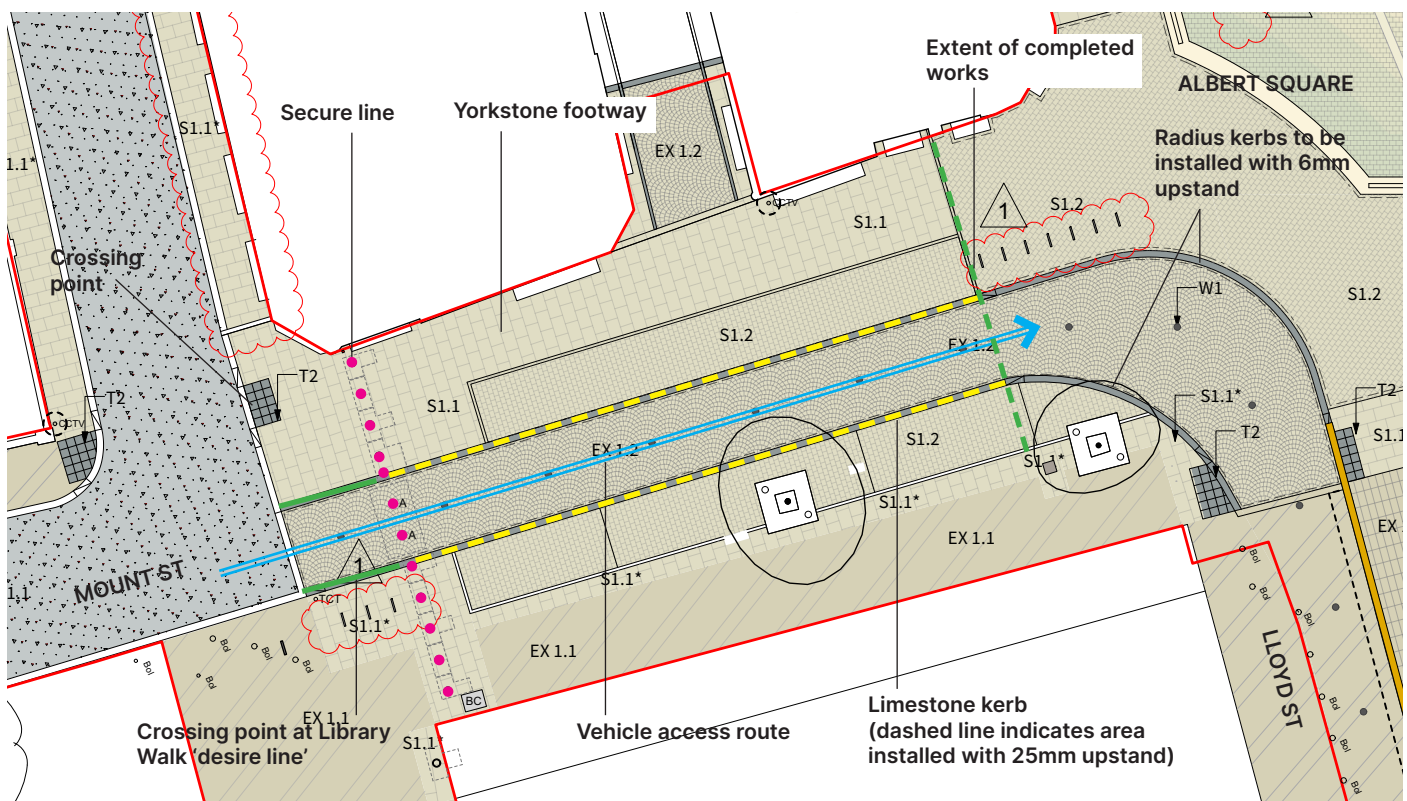
PLANIT

Mount Street Summary

At Mount Street there will be controlled access beyond the Central Street junction, with a new Hostile Vehicle Mitigation bollard line installed. This access point will accommodate the majority of day to day vehicle access to Albert Square and the Town Hall including service vehicles and visitors to the building. The vehicle access route will be one way with egress via Cooper Street or one of the Albert Square egress points.

The new access route surface is reclaimed natural stone setts, the footway and loading bay surfacing is buff/grey Yorkstone slab paving with a smooth surface (MCC adoptable standard). There will be a colour and textural difference between the vehicle access route and footway materials.

The kerb between the carriageway and footway will be black limestone, providing a visual and textural contrast to both footway and carriageway materials. The majority of works to this area have been completed and a 25mm kerb upstand has been installed adjacent to the loading and parking bays (see diagram below). This is in line with current government guidance (*Guidance on the Use of Tactile Paving Surfaces, Department for Transport, December 2021*).



Comments from project Access Consultant (Jane Simpson):

- As this area is behind the vehicle secure line it is not a highway and is therefore of lower risk as vehicle speeds will be slower and controlled as vehicles are within a managed environment.
- It is recommended that where not already installed, kerbs are to have a 6mm upstand as Jane Simpson has identified that despite being in line with government guidance, a concern has been raised over the 25mm kerb upstand as a potential tipping hazard for wheelchair users.

Planit IE proposal / comments:

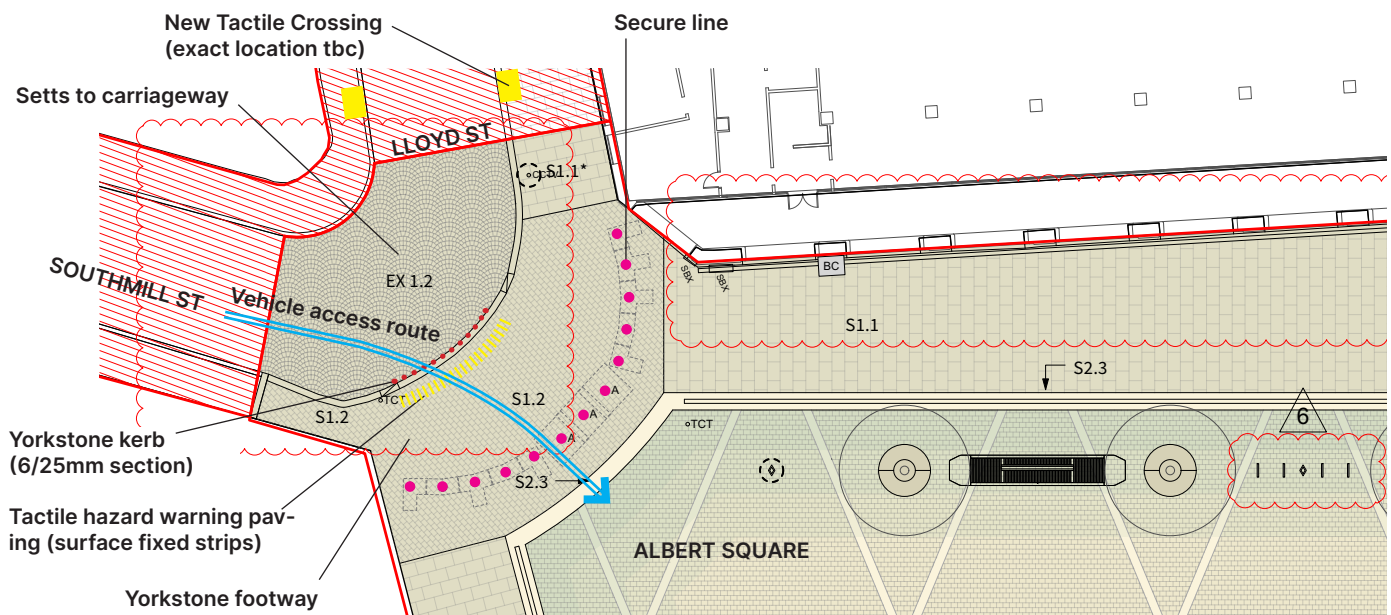
- In line with Jane Simpson's comments, a 6mm kerb upstand will be installed to the remaining section of Mount Street and interface with Albert Square (radius kerbs).
- In addition to this, as agreed at a meeting between the LPA (Tony Mitchell and Lorraine Ward) and the OTH Project Team on 12.07.23, the kerbs to the corner of Central Street (desire line from Library Walk) have now been modified by a stone mason to create a dropped kerb and clear crossing point at this location.

Southmill Street Summary

At Southmill Street the footway and kerbline is outside of the secure line, and there will be a vehicle access/egress point to Albert Square that will primarily cater for events vehicles. A new HVM line will be installed at this location (at the back of footway) and there will be controlled access to the square.

The road surface at the corner/junction is reclaimed natural stone setts, the footway surfacing is buff/grey yorkstone slab/sett paving with a smooth surface (MCC adoptable standard). There will be a colour and textural difference between the road and footway materials.

The kerb between the carriageway and footway will be yorkstone, providing a visual and textural contrast to the carriageway materials.



Comments from project Access Consultant (Jane Simpson):

- Jane has advised that in locations where there is a requirement for vehicle access/egress, either a 60mm kerb upstand should be used, or alternatively a 6mm upstand alongside tactile blister paving (800mm width along extent of dropped kerb section).
- A 25mm kerb upstand has been highlighted as a potential tipping hazard for wheelchair users.
- The extent of the dropped kerb / flush access should be no longer than is required.

Planit IE proposal / comments:

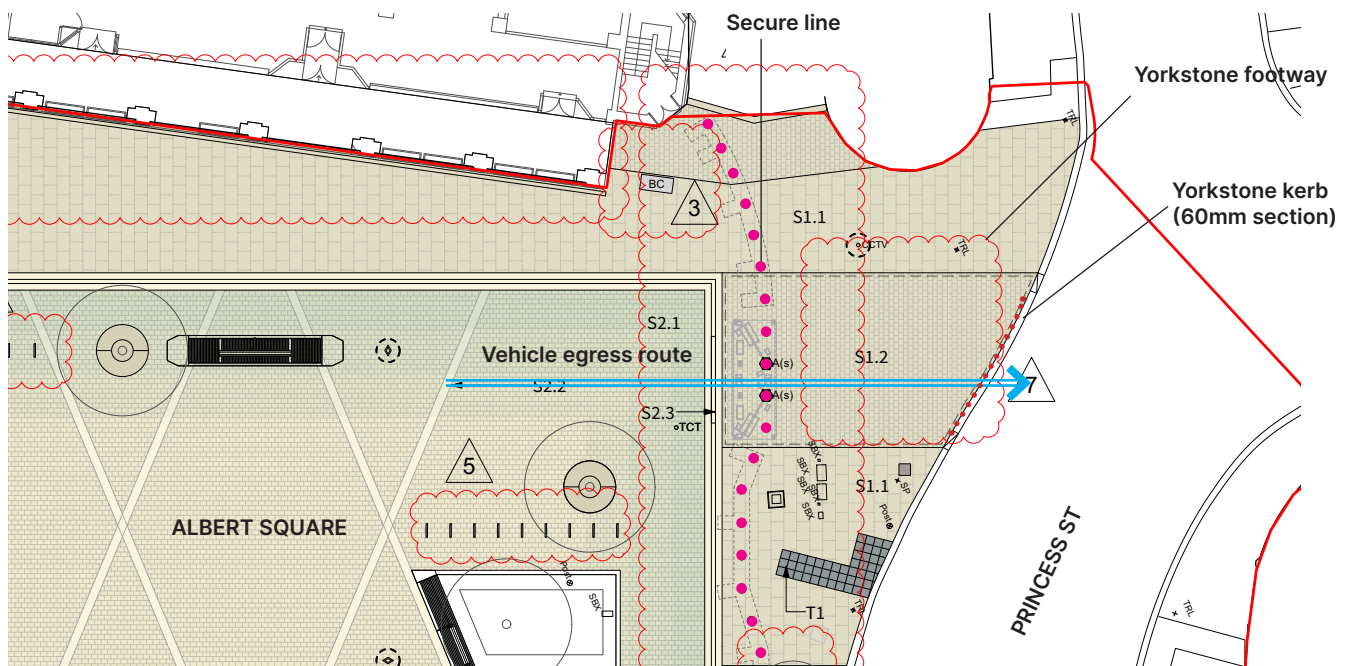
- It is acknowledged that the agreed solution should be one that is made with the advice and involvement of key parties from the Access Community.
- The section of dropped kerb / flush access is based upon vehicle tracking and does not extend further than is required.
- A 60mm kerb is not deemed to be appropriate at locations where vehicle access is required, especially due to the heavy loading requirement and the need for vehicles to 'bump up' over the kerb upstand.
- Two options are being considered to this area (subject to further development by the project team):
 - Option 1: Install the carriageway surface to provide a 25mm kerb upstand kerb to the area where vehicle access is required, this is in line with current government guidance for vehicle crossing points over kerbs (*Guidance on the Use of Tactile Paving Surfaces, Department for Transport, December 2021*).
 - Option 2: Install the carriageway surface to provide a 6mm upstand kerb is proposed to the area where vehicle access is required. In addition, tactile hazard warning strips will be surface fixed to the footway adjacent to the 6mm edge as recommended by Jane Simpson.

Princess Street

Summary

At Princess Street there will be a vehicle egress point from Albert Square that will primarily cater for events vehicle use. A new HVM line will be installed at this location (set back from the Princess Street carriageway) and there will be controlled egress from the square.

The Princess Street road surface is black asphalt (as existing), the footway surfacing is buff/grey yorkstone slab/sett paving with a smooth surface (MCC adoptable standard). There will be a colour difference between the road and footway materials. The kerb between the carriageway and footway will be yorkstone, providing a visual contrast to the carriageway materials.



Comments from project Access Consultant (Jane Simpson):

- This area is highlighted as significant risk due to the busy nature of the roads and Metrolink corridor.
- Jane Simpson has advised that in locations where there is a requirement for vehicle access/egress, either a 60mm kerb upstand should be used, or alternatively a 6mm upstand alongside tactile blister paving (800mm width along extent of dropped kerb section).
- A 25mm kerb upstand has been highlighted as a potential tipping hazard for wheelchair users.
- The extent of the dropped kerb / flush access should be no longer than is required.

Planit IE proposal / comments:

- Planit IE acknowledge that the agreed solution should be one that is made with the advice and involvement of key parties from the Access Community.
- A 60mm upstand has been installed to the area where vehicle egress is required as advised by Jane Simpson. As this location is for egress only, the 60mm upstand is deemed acceptable as vehicles are rolling off the kerb and not 'bumping up'.
- This will rise to standard 125mm upstand beyond this and tie into the adjacent kerbs to Princess St.
- The section of dropped kerb / flush access is based upon vehicle tracking and does not extend further than is required.

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