

TECHNICAL NOTE 2

DATE:	14 February 2023	CONFIDENTIALITY:	Public
SUBJECT:	Updated Note on Access		
PROJECT:	Ancoats Mobility Hub s73 Application	AUTHOR:	JH
CHECKED:	HJ	APPROVED:	KR

INTRODUCTION

WSP has been instructed to provide Transport and Access advice on the implementation of a Mobility Hub on Poland Street in Ancoats, Manchester.

The development (planning ref 130627/FO/2021) received planning consent in July 2021 and was for the *“Erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures”*

Under the consented arrangement, vehicular access to and from the hub would be taken from Oldham Road via Poland Street, and goods vehicles would drive into the site and unload within a ground floor loading area within the Hub building as shown in Figure 1 below:

Figure 1 - Consented Ground Floor Layout



since planning consent was secured, the proposed layout of the building has been rationalised and a key change in transport terms is that goods vehicles would no longer be accommodated within the ground floor of the building.

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This note sets out the amendments made to the scheme in order to address the issues outlined above.

SUMMARY OF AMENDMENTS

Unloading Area

Under the amended proposals, a goods unloading area would be provided in the form of a layby on Poland Street adjacent to the building. This layby would work in conjunction with a new locker facility on the ground floor of the Mobility Hub, with couriers dropping off parcels for collection by local residents. The layby would be subject to a “Loading Only” traffic regulation order and would accommodate up to three large transit vans at a time; goods drivers would pull into the layby and carry goods into the building and stock up the goods locker.

Pedestrian and Cyclist facilities

Pedestrian crossings on Poland Street would be provided at each end of the layby. There is a proposed shared cycleway/footway running along the southern boundary of the site, ending adjacent to the southern end of the layby. It is proposed that the shared route would run up to the kerbline on Poland Street, with a dropped kerb provided to enable cyclists to pass from/onto the carriageway and blister tactile paving to denote a pedestrian crossing. The interface of the Poland Street eastern footway with the shared area would be denoted by corduroy tactile paving.

Stands to accommodate 14 cycles would be provided between the building and the footway on Poland Street. These would be offered to TfGM for use as cycle hire stands.

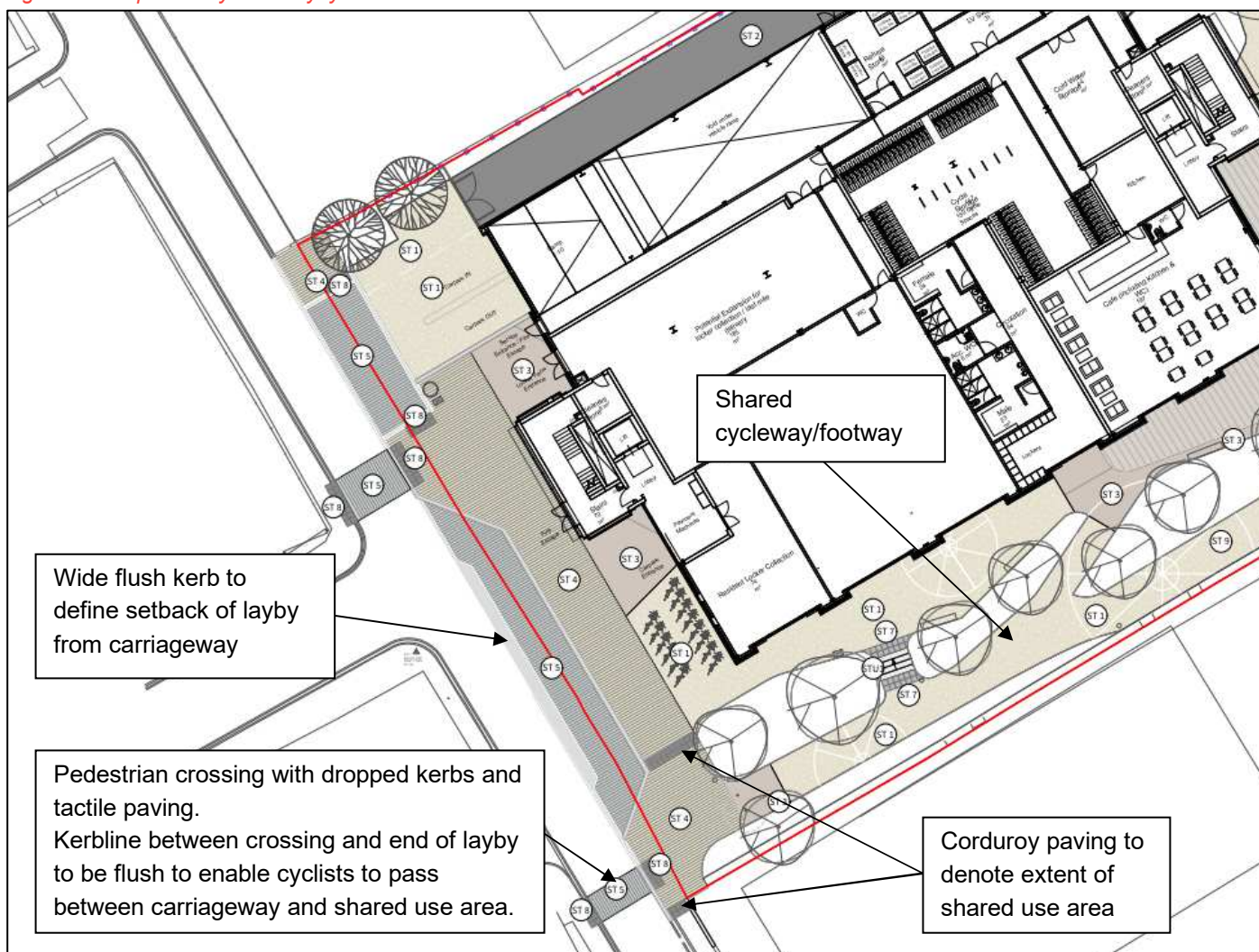
The proposed arrangement is shown indicatively in Figure 2 overleaf, and drawing 70104584 SK02 100223 which accompanies this note shows further details of the cycle route connectivity to/from the public realm area, including:

- Road and footway widths on Poland Street;
- Proposed signing and lining arrangements; and
- details of the proposed contraflow cycle arrangements.

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Figure 2 - Proposed layout of layby



Swept Path Assessment

A swept path assessment has been undertaken of the proposed car park access and the layby. Drawings showing this accompany this note: 70104584 SK01 100223 shows the swept path of a refuse vehicle pulling into and out of the layby, and 70104584 SK03 100223 shows a car entering and leaving the site, and delivery vans using the layby..

Access/Egress Routes

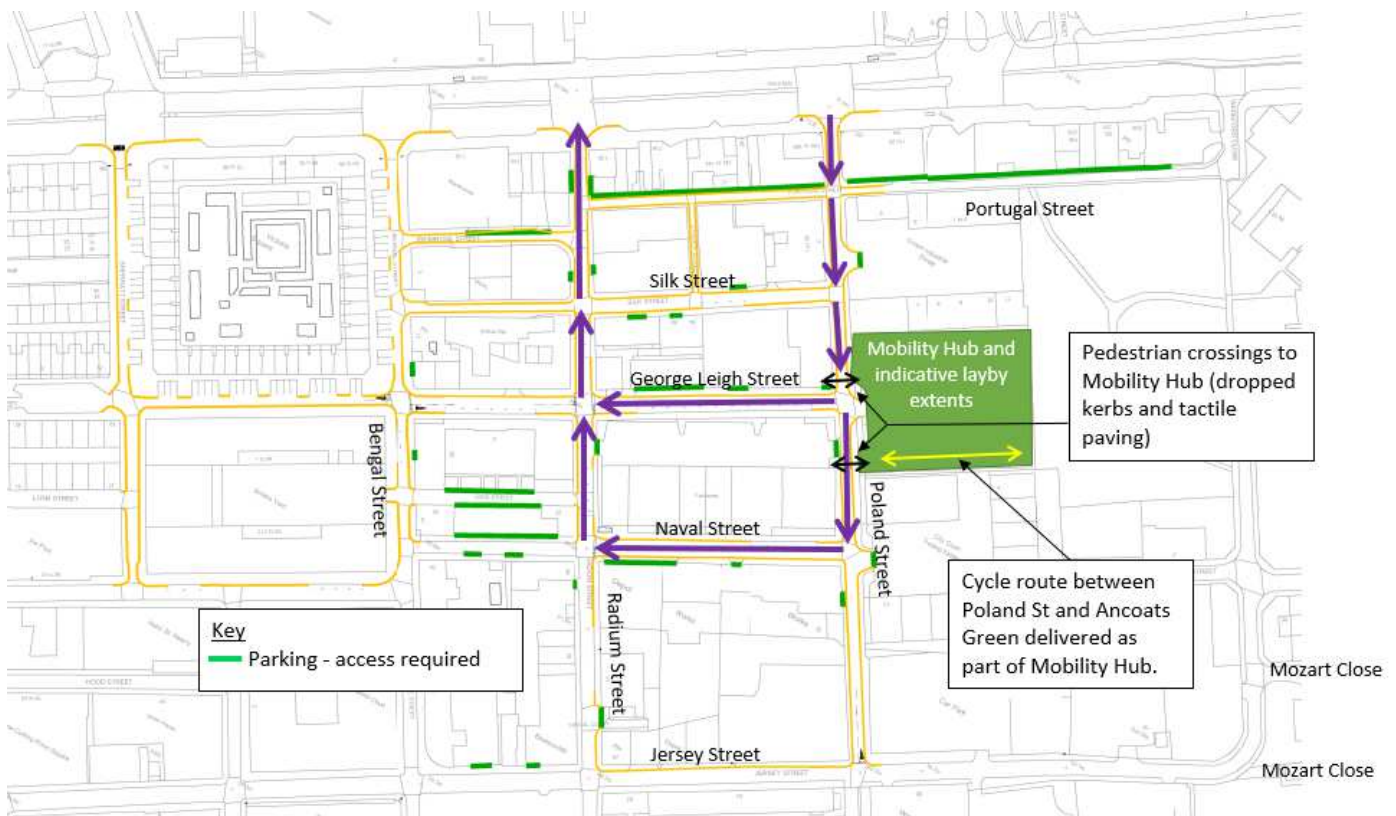
In order to mitigate for physical constraints at the northern end of Poland Street, it is proposed to make Poland Street one-way southbound between Oldham Road and Naval Street, and this would form part of an overarching movement strategy being implemented by Manchester City Council to improve the public

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realm within the 'Back of Ancoats' neighbourhood. The proposed vehicular access route for the updated scheme is for vehicles to enter from Oldham Road via Poland Street, and to exit in a southbound direction on Poland Street before turning right onto Naval Street and right again onto Radium Street in order to return to Oldham Road. The vehicular movements that would need to be incorporated into the final movement strategy are shown in Figure 3 below:

Figure 3 - Required delivery vehicle movements



A number of streets would be subject to one-way movement restrictions following the implementation of the final movement strategy, however due to low expected levels of vehicular traffic it is proposed that informal contraflow cycling be permitted on those streets. This would allow cyclists to use Naval Street and George Leigh Street in an eastbound direction, and Poland Street in a northbound direction, to access the mobility hub and beyond.

Impact on Wider Highway Network

The ground floor commercial unit included in the amended proposals would be allocated Use Class E(a) and is expected to accommodate local retail or similar. This is in addition to the existing approval of the café unit. Use Class E(a) of retail would be ancillary to the other uses in the hub and is not expected to generate any volume of trips on the wider network in its own right.

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Thus, there is no change to the number of trips expected to be generated by the Mobility Hub. It is therefore considered that the conclusion drawn at section 9.2.5 of the TA for the original scheme is unchanged by the proposed scheme amendments: *“The impacts of the proposed development are not severe and therefore the presumption in favour of the development is not outweighed by any highways or traffic related issues.”*

CONCLUSION

This note has set out the proposed changes to the Mobility Hub in terms of access and provision for deliveries. It has demonstrated how the alternative provision for deliveries would be accommodated within the site and existing highway extents, and how the proposed amendments to the movement strategy would provide an acceptable access for vehicles from/to Oldham Road.

The proposed amendments are not considered to change the conclusion drawn by the TA for the original scheme, namely that *“The impacts of the proposed development are not severe and therefore the presumption in favour of the development is not outweighed by any highways or traffic related issues.”*