

Request to remove/discharge the conditions for planning application 132009/FO/2021

Requested condition from MCC Planning:

'(3) Within three months of the date of this decision, details of the measures to be installed to the footway to demarcate the footway from the cycle stations within the highway (together with a timescale for the installation of the measures), shall be submitted to and approved in writing by the City Council as local planning authority . The development shall be carried out in accordance with agreed details.'

Reason - In the interest of highway safety and to ensure the installations do not cause a hazard to disabled people, pursuant to policy DM1 of the Manchester Core Strategy.'

Beryl response

Demarcation of the footway sites

There is no suggestion from TfGM that yellow painted demarcation is considered. MCC Highways have been consulted as part of the site identification process and have approved the locations and have not identified a requirement to demarcate any stations. And to reiterate our view is that the DfT guidance and Manchester City Council, Design for Access 2 - 2.7. Tactile Surfaces guidance does not suggest any demarcation is necessary.

Manchester City Council, Design for Access 2 - 2.7. Tactile Surfaces, page 33:

- '(1) The nationally recommended tactile surfaces should be used for platform edges, segregated shared cycle tracks, guidance paths and information.*
- (2) Where possible, pedestrians should be segregated from cyclists by a change in level on joint pedestrian/cycle routes.*
- (3) A corduroy hazard warning surface should be used to alert people of hazards, for example, at steps, on level crossings and at the approach to on-street Metrolink platforms. Corduroy surfacing should also be used, on the cyclists' side, where a footway joins a segregated shared route for cyclists and pedestrians.'*

DfT Guidance on the use of Tactile Paving Surfaces, page 55:

'The surface must not be used to warn of obstacles, for example, cycle stands, where people should be advised not to proceed.'

This was also raised for the applications 132006/FO/2021, 132269/FO/2021, 132005/FO/2021, 132084/FO/2021 and 132007/FO/2021 for the phase 1.2 sites.

Beryl and TfGM colleagues had various discussions with MCC Highways, Planning and Policy officers regarding the demarcation of the cycle hire stations on the footway and came to the conclusion that this was not needed for this scheme. All 5 planning applications have now been approved with no condition.

Demarcation of the carriageway sites

Where possible no disabled bays are being taken out. Some Pay and Display spaces may be removed but this has been avoided where possible. The proposed sites do not impede any crossing points or drop crossing etc.

The lining required at each highway site is No Waiting at Anytime (Double yellow lines) and No Loading at any time (yellow flashes). The bay itself will be signalled by a white broken line bay, similar to a normal parking bay.

This design drawing gives an example of one of the sites for phase 1.2. It shows the footprint of the site and its location on the road.

