Piccadilly Gardens Redevelopment

Transport and Access Note v05

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PREPARED FOR

Galliford Try on behalf of Manchester City Council



Transport and Access Note v05

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1. Introduction

Piccadilly Gardens is an open, public realm space and public transport hub, located in central Manchester, bordering the Northern Quarter of the city centre.

As one of Manchester's most important public spaces and transport interchanges, Piccadilly Gardens is a key gateway into Manchester for thousands of people entering the city from Piccadilly Station and beyond.

Civic has been commissioned by Galliford Try on behalf of Manchester City Council (MCC) to produce this Transport and Access Note for the full planning application for the redevelopment and reconfiguration of Piccadilly Gardens comprising works to the public realm including public open space and use of space for events, together with decommissioning and removal of the existing fountain; creation of play space, lawn area, hard and soft landscaping; lighting; and drainage and other associated infrastructure; and a severable plot for a future ancillary structure with associated interim landscaping.

The proposals seek to enhance the environmental quality, accessibility, safety and functionality of Piccadilly Gardens, creating a high-quality civic destination that reflects its importance within Manchester City Centre.

The scheme responds to the needs to renew the public realm, declutter and co-ordinate active travel across what is a busy transport interchange.

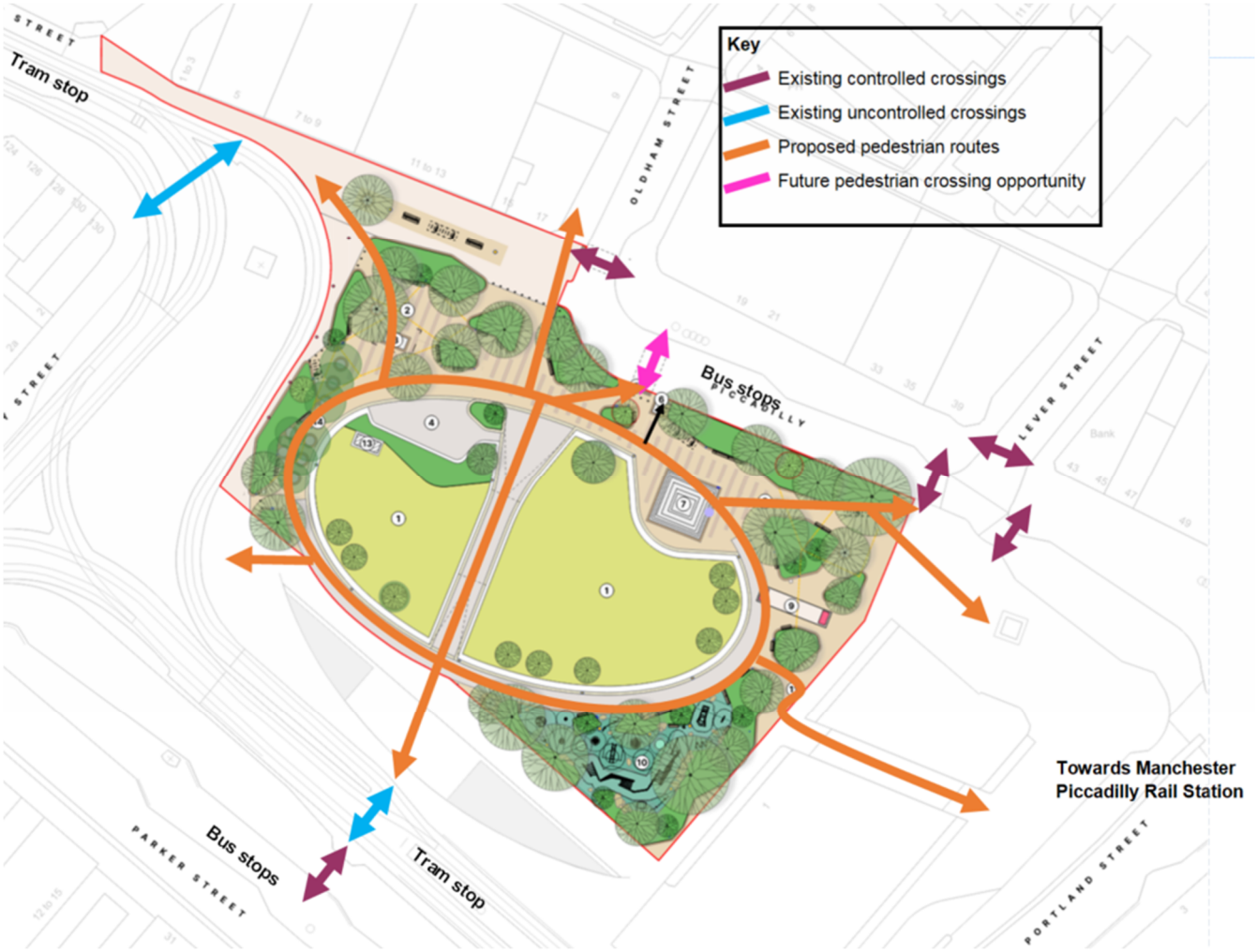
The purpose of this document is to assist the planning and highway development control officers in determining the planning applications. This document includes details of:

- Pedestrian access
- Cycle access
- Interchange/access to public transport
- Vehicle access
- Future schemes

2. Pedestrian Access

Proposed pedestrian routes through the site are shown in Figure 1.

Figure 1: Pedestrian Access



3. Cycle Access

Consultation with MCC indicated that the site should be generally clear of street 'clutter', and therefore cycle parking has been rationalised to convenient locations that do not interrupt pedestrian routes.

20 new Sheffield stands are provided, accommodating 40 cycles, as shown in Figure 2. The end two spaces at these four locations can be used by wider/larger cycles, making cycling more accessible for more people.

The re-provision of the cycle parking, including the TfGM cycle hire docking stations, will form part of the wider public realm and future phases outside the redline.

Figure 2: Cycle Parking



4. Access to Public Transport

Piccadilly Gardens is a key location for transport interchange. As shown on Figure 1, the Manchester Piccadilly Gardens bus station features stops to the north of the site on Piccadilly and to the south of the site on Parker Street. There are 21 stops, served by 29 service routes, many of which are high-frequency.

There is also the Piccadilly Gardens Metrolink stop immediately south of the site, and Manchester Piccadilly rail station a short walk, cycle or tram ride.

This positions Piccadilly Gardens as a key public transport interchange, and enhancing the environment through this application will make public transport choice more attractive, assisting in mode shift towards sustainable modes of travel to achieve TfGM and MCC policy aspirations.

5. Vehicle Access

5.1. Retention of Existing Vehicle Access

There is currently vehicle access through the site between two lines of bollards, providing front-door access to Primark, McDonalds and other units on this route, as well as a servicing route.

This route will be retained, with movable bollards added to restrict access, as shown on Figure 3.

Figure 3: Vehicle Access Strategy, taken from Planit landscape architect Design and Access Statement page 85



Plan illustrating access and servicing strategy

5.2. Access for Events

Vans will enter the site from Piccadilly via movable bollards in order to serve events, as shown in Figure 3.

6. Interface with Future Schemes

This application will transform the design and functionality of the Gardens through enhanced environmental quality, accessibility, safety and usability. This includes upgraded public realm, improved movement routes, and the coordination of pedestrian, cycle and public transport flows across this busy interchange.

The second part of the plan will see a transformation of the wider area in the coming years, including a multi-million-pound investment by Transport for Greater Manchester to create a new, modern transport interchange. The current proposals have taken this future step into consideration with the proposed design.

Discussions are underway regarding future changes to the wider area, including bus stops/interchange. This is outside the scope of this application, however the proposals do not preclude such future changes.

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