

Love Your Bike  
c/o Manchester Friends of the Earth  
Green Fish Resource Centre  
46-50 Oldham Street  
Manchester  
M4 1LE.



16<sup>th</sup> February 2020

**re: Northern Quarter consultation : Piccadilly Station to Victoria station walking and cycling proposal.**

Dear Manchester City Council

Thank you for the opportunity to respond to the consultation on the proposed walking and cycling route from Manchester Piccadilly Station to Victoria Station.

The Love Your Bike campaign is based in Greater Manchester. We aim to promote cycling and to help make it an attractive, accessible and fun way to get around. Cycling is far more than a leisure activity: it is the low-carbon transport of the future. Co-ordinated by [Manchester Friends of the Earth](#), we aim to work closely with other like-minded organisations.

Our response is into sections that correspond with the structure of the consultation document. Each section contained a list of questions that ask how strongly people agreed or disagreed with a particular part of the scheme.

- [Area 1 - Piccadilly to Tariff Street](#)
- [Area 2 - Stevenson Square Tariff St to Oldham Street](#)
- [Area 3 - Thomas Street Oldham Street to Shudehill](#)
- [Area 4 - Shudehill to Victoria via Withy Grove](#)

There was also a comments box for each area, for which we have provided a number of suggestions.

## 1. Overall

Do you agree or disagree with:	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
The proposals overall		✓			
Less on-street parking	✓				
New cycling features	✓				
Changes to traffic flow			✓		

1.1 There are several junctions in this scheme that we believe are in need of further design. Where this is indicated, we ask that TfGM's crossings team be asked to develop options for these junctions, using CYCLOPS designs where appropriate.

1.2 The proposals appear to have been designed on the assumption that existing car parks and bus routes will not change, despite plans to move car parks out of the area bounded by the inner ring road and to stop using Piccadilly Gardens as a bus terminus. As a result, some elements of the scheme are compromised by these assumptions. We ask that the scheme be reviewed to consider the changing use of the area in the next ten years.

## 2. Piccadilly to Tariff Street (Area 1)

Do you agree or disagree with:	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
New traffic lights at Dale Street/Ducie Street					✓
Less on-street parking	✓				
Buses-only at the end of Dale Street			✓		
Changes along Port Street					✓
Changes on Newton Street					✓

2.1) The Cafe Nero at the corner of Ducie Street and Station Approach encroaches upon the pavement to the extent that the pavement is not of a practical width. Please address this to ensure pedestrians aren't disadvantaged.

2.2) The pedestrian crossing at the junction of Ducie Street and Station Approach is extremely busy. Please ensure that both the crossing and pavement are given maximum width in recognition of this.

2.3) The Dale Street/Ducie Street junction needs to be redesigned. The current proposals seem to be creating additional conflict between road users. If all movements are signalised this may cause considerable delays. Would it be

possible to reduce through journeys along this route? Will cyclists be protected in the transition from the one-way cycleways along Ducie Street to the two-way cycleway on Dale Street? Currently, a person cycling from Ducie Street and turning left into Dale Street would be required to make a non-standard manoeuvre across both lanes of traffic to gain entry to the 2-way cycleway. A vehicle driver turning left from Ducie Street into Dale Street is unlikely to expect this behaviour. Would this junction meet the Made to Move '12-year old' criteria?

- 2.4) The two-way cycleway on Ducie Street appears to be too narrow to meet acceptable widths. Is two-way traffic required on this road? The current proposals appear to be an attempt to retain existing use and so providing a compromised cycleway.
- 2.5) Paton St => Chatham Street => Bloom Street and associated crossing should be kept in mind as a useful route to link the Northern Quarter to Sackville Street/Grosvenor Street and onwards (Oxford Road).
- 2.6) The right turn from Dale Street into Tariff Street for cars is potentially dangerous. A similar layout on Princess Street suffers from drivers assuming right of way, placing pedestrians at risk. In order to mitigate this, a continuous footway and cycleway is proposed.
- 2.7) Tariff Street is currently a relatively low-traffic road. The proposed changes could significantly increase traffic.
- 2.8) Port Street is deemed dangerous with the loading bays forcing traffic into the contraflow bike lane. Is it possible that Tariff Street could form part of the main cycle route rather than Port Street, or loading bays removed from Port Street? Please assess if the Port Street loading bay is actually in use.
- 2.9) We support the pavement buildout and bike lane on current bus-only section of Newton Street.

### 3. Stevenson Square/Tariff Street to Oldham Street (Area 2)

Do you agree or disagree with:	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
No vehicles going towards Piccadilly Station between Oldham Street and Newton Street	✓				
Less on-street parking	✓				
New cycling features	✓				
Cycling features on Oldham Road	✓				
Improvements to public spaces and pedestrian areas	✓				
Changes to traffic flow			✓		

- 3.1) The entirety of Stevenson Square from Newton Street to Oldham Street should be pedestrianised. The current proposal increases traffic on one side and replaces the other side with bike traffic – it would appear that little pedestrian space is gained.
- 3.2) Further work should take place to assess whether the best treatment for the square is to provide a dedicated cycle route, or to treat the square as a shared area with considerate use permitted. If the former option is preferred, the cycleway should run on the south side of the square to maximise space for events.
- 3.3) If necessary, allow loading/buses to drive across, level roads with the same surface as square to emphasise pedestrian priority, lined with bollards to prevent access from the roads into the square. But the square must predominantly be for pedestrians and not look like highways.
- 3.4) Lever Street is polluted from idling buses. If this road is retained for bus use, the problem of idling must be addressed.
- 3.5) Plans should discourage driving through the Northern Quarter, not accommodate existing traffic. The only traffic should be for loading and disabled access. All other traffic should be using the ring road.
- 3.6) Bike racks should be kept on Stevenson Square.
- 3.7) Ensure that the square is built using robust materials that can be easily and cost-effectively replaced so that maintenance does not become too costly. Keep traffic lights and signage to a minimum.
- 3.8) There is space to provide cycle ways on Oldham Street in both directions.
- 3.9) Ensure the junction of Oldham Road, Oldham Street and Great Ancoats Street is redesigned so that the recently announced 'Route to the North' scheme will be connected. This will reduce disruption on Great Ancoats Street by ensuring that the road is not repeatedly dug up.

#### 4. Thomas Street/Oldham Street to Shudehill (Area 3)

Do you agree or disagree with:	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Part-time closure of Thomas Street	✓				
Cycling features between Shudehill and High Street					✓
Less on-street parking	✓				

- 4.1) Thomas Street – make it look like a pedestrianised area to deter driving. Aim for this road to be loading only.
- 4.2) Edge Street will get displaced traffic from Thomas Street. Community proposals for Edge Street (pocket park slalom) have 100% support from local businesses – could they be funded as part of these plans to mitigate the impact of the extra traffic from the Thomas Street closure?
- 4.3) Trial parklets and traffic calming on any nearby roads that might be affected by displaced traffic.
- 4.4) Add a raised table at Thomas Street/High Street.

**5. Shudehill to Victoria via Withy Grove (Area 4)**

10. Do you agree or disagree with:	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
All traffic being allowed on tramlines between Shudehill and High Street	✓				
Less on-street parking	✓				
Cycle lanes on Withy Grove	✓				
Cycle route along Hanover Street	✓				

- 5.1) In our opinion, the Shudehill proposals do not pass the Made to Move '12-year-old' criteria, particularly the unprotected right turn onto Thomas Street. Further design must be undertaken to ensure the junction is safe for all.
- 5.2) Back Turner Street could potentially be made two-way for cycling, to avoid a right-turn into Thomas Street.
- 5.3) Retain the Zebra crossing on Withy Grove.
- 5.4) Make the crossing at the Printworks much wider to accommodate both Printworks pedestrians and Corporation Street pedestrians.
- 5.5) The existing cycleway along Corporation Street is in the 'door zone' for any vehicle using the loading bay. The revised proposals need to address this issue.

We look forward to seeing the revised proposals.

Yours sincerely

Pete Abel  
Love Your Bike / Manchester Friends of the Earth