

REPORT

The National Trust

Castlefield Viaduct Elevated Urban Park, Manchester

September 2021

VN211993

Transport Statement

Report control

Document: Transport Statement

Project: Castlefield Viaduct Elevated Urban Park, Manchester

Client: The National Trust

Job number: VN211993

File origin: N:\Vectos Job Data\2021\VN211993 Castlefield Viaduct Elevated Urban Park, Manchester\Docs\Reports\VN211993 Transport Statement v2.docx

Document checking

Primary Author: Tim Ashley Initialled: Tim Ashley

Contributor: Initialled:

Review by: Gareth Davis Initialled: Gareth Davis

Issue	Date	Status	Checked for issue
1	31.08.21	v1	GD
2	01.09.21	v2	GD
3			

Contents

1	Introduction	1
	Background	1
	Report Structure	3
2	Local Context.....	4
	The Site	4
	Pedestrian and Cyclist Access	5
	Access from Deansgate-Castlefield	5
	Access from Beaufort Street and Duke Street	7
	Vehicular Access	8
	Public Car Parking.....	8
3	Site Accessibility	10
	Introduction.....	10
	Pedestrian Facilities.....	10
	Cyclist Facilities.....	11
	Access by Free Bus.....	12
	Access by Bus.....	13
	Access by Metrolink	14
	Access by Rail	15
	Summary.....	15
4	Development Proposals	17
	Site Layout.....	17
	Site Operation	19

Car Parking.....	19
Servicing and Deliveries	20
Waste Management.....	20
Construction Traffic.....	20
5 Trip Forecasts.....	21
Daily Tour Trip Forecasts	21
Event Trip Forecasts	22
Car Parking.....	22
Summary.....	22
6 Summary and Conclusions.....	24
Summary.....	24
Conclusions	24

Plans

Plan 1	– Site Layout
Plan 2	– Site Location (Local Context)
Plan 3	– Site Location (Wider Context)
Plan 4	– Pedestrian Access Route from Deansgate Castlefield
Plan 5	– Pedestrian Desire Lines from Beaufort Street / Duke Street
Plan 6	– Car Park Locations and Number of Spaces
Plan 7	– Walking Catchment
Plan 8	– Cycling Catchment

Drawings

DWG VN211993-TR100	– Swept Path Analysis – Ambulance
DWG VN211993-TR101	– Swept Path Analysis – Delivery Vehicle

Appendices

Appendix A	– Framework Travel Plan
------------	-------------------------

1 Introduction

Background

- 1.1 Vectos has been appointed by The National Trust to provide highways and transportation advice in relation to the proposed redevelopment of the Castlefield Viaduct, which is located within Manchester City Centre, adjacent to Manchester Central and Deansgate-Castlefield Tram Station. Manchester City Council act as the local planning authority.
- 1.2 The 1893 Castlefield Viaduct is one of three viaducts in this location and is currently unused. The two preceding structures which sit beside the Viaduct date from 1849 and 1877, respectively. The Viaduct is 330m long and is a Grade II listed historic structure at the heart of Manchester. **Figure 1.1** shows the existing viaduct on the left with the railway viaduct on the right passing underneath the viaduct.



Figure 1.1: Existing Viaduct Structure (source: The National Trust)

- 1.3 The overall vision for the Viaduct is to redevelop it as an elevated urban park and a linked active travel hub. The development and delivery of the park will occur in two stages with the first stage consisting of the development of a 'pilot' park on a small section of the Viaduct to test and pilot ideas. This first phase will subsequently be followed by the full design of the main scheme with will draw on the lessons learned from the pilot scheme. This Transport Statement focuses on the first phase of the development and assess the proposals for the pilot scheme. The proposed site layout for Phase 1 is provided as **Plan 1** with **Figure 2.2** showing a concept drawing for the scheme.



Figure 2.2: Viaduct Concept Drawing (source: The National Trust)

- 1.4 The first phase will extend from the existing car park which is located to the east of the Viaduct entrance, as illustrated in **Figure 1.3**. Vehicular access is provided from Deansgate to the car park past Manchester Central. Pedestrian and cyclist access is provided from Deansgate-Castlefield Tram Station and Beaufort Street and Duke Street.



Figure 1.3: Aerial View of Site Location. (Google Maps)

Report Structure

- 1.5 This Transport Statement (TS) reference guidance provided by the Department for Transport (DfT) on 'Travel Plans, Transport Assessments and Statements' (2014). Following this introductory chapter, the remainder of the TS is structured as follows;
- **Chapter Two: Local Context** – discussed the existing site location including access by pedestrians and cyclists and considers the surrounding highway network;
 - **Chapter Three: Site Accessibility** – describes the accessibility of the site by all modes of transport;
 - **Chapter Four: Development Proposals** – sets out the development proposals including access;
 - **Chapter Five: Trip Forecasts** - forecasts the likely trip impact of the proposals; and,
 - **Chapter Six: Summary and Conclusions** – provides a summary of the report and its conclusions.

2 Local Context

The Site

- 2.1 The 1893 Castlefield Viaduct is one of three viaducts in this location and is currently unused. The two preceding structures which sit beside the Viaduct date from 1849 and 1877, respectively. The Viaduct is 330m long and is a Grade II listed historic structure at the heart of Manchester. The first phase of the proposals will extend from an existing car park which is located to the east of the Viaduct entrance, as illustrated in **Plan 2** with **Plan 3** showing the site's location in the wider context.
- 2.2 The Viaduct is located in a central location within Manchester City Centre and sits adjacent to the Deansgate-Castlefield tram station and an existing car park with the tram tracks running alongside the elevated section of the Viaduct. Access is provided from the car park which also provides pedestrian and vehicular connections via a private access road to Deansgate-Castlefield and Albion Street. The current layout of the viaduct is illustrated in **Figure 2.1**.



Figure 2.1: Existing Viaduct (source: The National Trust)

- 2.3 In addition to Deansgate-Castlefield Tram Stop, Deansgate National Railway Station is located to the east of the site with access to the station provided from the tram stop by way of a pedestrian bridge. To the east of the site lies Manchester Central, the Beetham Tower/Hilton Hotel and the Great Northern Warehouse which can be accessed using the private access road to the car park. Below the Viaduct on Beaufort Street and Duke Street is Castlefield Urban Heritage Park and the Reconstruction of Mamucium Roman Fort Wall. The Science and Industry Museum is located to the north-west of the Viaduct.

Pedestrian and Cyclist Access

- 2.4 The entrance to the Viaduct is located at the end of an existing car park with the access road providing connections to Deansgate-Castlefield Tram Station, Deansgate Railway Station, Manchester Central and the Great Northern Warehouse. There is a large spiral staircase and lift which provide access down from the Viaduct to Beaufort Street, Duke Street and the Castlefield Urban Heritage Park and the Roman Fort. There is a lift located in a similar location to the spiral staircase however, it is not currently in use.

Access from Deansgate-Castlefield

- 2.5 **Plan 4** illustrates the existing pedestrian route provided from Deansgate-Castlefield Tram Station to the entrance to the Viaduct. The route is approximately 320 metres in length and follows a generally flat alignment from the station to the Viaduct. The images shown on the plan provide a summary of the key features of this route as follows;

- **Image 1** – illustrates the pedestrian crossing facilities provided at Deansgate-Castlefield Tram Station for pedestrians to cross the tram tracks to gain access to the outbound platform for services heading away from the city centre, to gain access to Deansgate Railway Station and also provides access to the lift and stairs down to Whitworth Street South.

A rumble strip is provided to signify to pedestrian and those who may be visually impaired that they are about to cross the tram lines. A flat surface is provided to allow wheelchair users to cross the tram tracks with ramps providing access to the platforms. A downward sloping ramp is provided between Deansgate-Castlefield Tram Station and Deansgate Railway Station.

- **Image 2** – shows the pedestrian path which runs along the southern side of the access road to the existing car park adjacent to the site. This footpath is 2 metres wide and continues for approximately 120 metres before pedestrians are required to cross the road to continue on towards the Viaduct. This path is in a relatively good condition with no obvious obstructions present for pedestrians or those with limited mobility.
- **Image 3** – demonstrates the pedestrian crossing provided on the access road for pedestrians to cross to continue their journey towards the Viaduct. As shown, there is a dropped kerb with tactile paving provided for pedestrians. Pedestrians are to cross at their risk with the traffic lights used for vehicles only. At this crossing, the general traffic flows in the car park are low and there is little conflict between pedestrians and cars.

Image 3 also illustrates that from this crossing the 2-metre-wide pedestrian path continues along the access road towards the Viaduct. This path continues for approximately 50 metres with pedestrians then required to cross through the car park to access a viewing platform and the historic pedestrian path which runs along the edge of the car park and connects to the spiral staircase and lift. This path is in a relatively good condition with no obvious obstructions present for pedestrians or those with limited mobility.

- **Image 4** – shows the pedestrian path marked out across the car park. This 20m crossing is marked by white lines and arrow markings indicating to pedestrians where to cross, although there is no tactile paving provided to assist people with vision impairments. There is also a large circular roundabout feature in the centre of this path which has a minor lip which could make it difficult for people in wheelchairs or families with prams to stay within the white lines when crossing the road in this location. At this crossing, the general traffic flows in the car park are low and there is little conflict between pedestrians and cars.
- **Image 5** – illustrates the pedestrian path on the northside of the Viaduct which is separated by barriers from the car park and links to the viewpoint overlooking the Roman Fort, the spiral staircase and lift. This path is approximately 3 metres wide and forms the last leg of the journey from Deansgate-Castlefield. Unlike the newer section of the path, this section of the route has been constructed using block paving. The path is in a relatively good condition with no obvious obstructions present for pedestrians or those with limited mobility.
- **Image 6** – illustrates the entrance to the lift which is not currently operational. As indicated previously the lift provides access to Beaufort Street, Duke Street and the Castlefield Urban Heritage Park and Roman Fort. This provides an alternative route for people to access the Viaduct from underneath if they are travelling from another location.
- **Image 7** – demonstrates the current extent of the pedestrian path from Deansgate-Castlefield to the entrance of the Viaduct. As indicated previously the spiral staircase provides access to Beaufort Street, Duke Street and the Castlefield Urban Heritage Park and Roman Fort. This provides an alternative route for people to access the Viaduct from underneath if they are travelling from another location. Signage is provided in this location to indicate to pedestrians which route to take to access key tourist areas within the local area.

- 2.6 Overall, the path from Deansgate-Castlefield Tram Station and Deansgate Railway station is in a relatively good condition with dropped kerbs and tactile paving provided at some but not all key crossing facilities. The majority of the route is flat with very few obstructions along the route which would make it difficult for pedestrians or those with limited mobility to access the site.
- 2.7 Currently the pedestrian route from the Viaduct to Manchester Central and the Great Northern is closed for construction works. However, in the future, this route will be replaced with steps and a lift to Great Bridgewater Street. There are no pedestrian connections provided from the Viaduct down the ramp to Albion Street with this route being for vehicle use only. However, in an emergency situation if the stairs/lift becomes compromised, Albion Street will form part of the emergency pedestrian evacuation route.

- 2.8 As present, a section of the car park to the east of the site has been leased to Manchester Central to use for a construction compound for the redevelopment of this site. This may have some impact on the pedestrian and cycling accessibility of the site from the east. The National Trust is currently working with Manchester Central to reach a compromise whereby this route retained.

Access from Beaufort Street and Duke Street

- 2.9 Pedestrian and cycle access from Beaufort Street and Duke Street is currently provided via spiral staircase which connects the top of the Viaduct with a park at the bottom which also provides connections to Castlefield Urban Heritage Park and the Roman Fort. There is a lift provided adjacent to the stairs, however this is currently not used and is fenced off from the public. Therefore, this route only currently provides connections to the site for those without mobility impairments. While a cyclist may be able to carry their bike up the stairs this may be difficult for those without a significant level of fitness.
- 2.10 As shown in **Plan 5**, there are several key destinations within the local area which can be accessed from Beaufort Street and Duke Street, as follows;
- Castlefield Bowl, Dukes 92, Barca, The Wharf and Bar Eight can be accessed from Duke Street which continues from the bottom of the stairs under the existing Viaduct and connects to Castle Street. Following this route, pedestrian would also be able to access the Bridgewater Canal Tow Path.
 - Access to the Science and Industry Museum, The Crystal Maze Live Experience as well as several local restaurants is provided from Duke Street and Lower Byrom Street to/from the bottom of the stairs. Once complete, this route can also be used to access The Factory.
 - Beaufort Street and the pedestrian path through Castlefield Urban Heritage Park and Liverpool Road provide pedestrian with connections to/from access Deansgate, The Beetham Tower and several local restaurants and bars to the site.
- 2.11 The images shown on the plan provide a summary of the key features of this route as follows;
- **Image 1** – shows the Beaufort Street / Duke Street junction from the top of the Viaduct. As shown in this image there are pedestrian footway provided along Beaufort Street and Duke Street. All footways within the local area are at least 2-metres wide and there is street lighting provided along both sides of the carriageway.
 - **Image 2** – illustrates the footway along Beaufort Street which is an example of the type of paving provided on footways within the local area. This image also shows the dropped kerbs along Beaufort Street which are provided at all key crossing points within the local area.
 - **Image 3** – shows the entrance to the stairs and the pedestrian path leading from Beaufort Street / Duke Street to the stairs. As shown in Image 3 the path from Beaufort Street / Duke Street is currently unpaved and is a gravel path through a small park.
 - **Image 4** – shows the raised crossing provided on Beaufort Street to provide access to the bottom of the lift. As shown in Image 4 near the lift there is a differentiated surface treatment is provided to allow those who are visually impaired to find the location of the lift.

- 2.12 Overall, these paths are in a relatively good condition with dropped kerbs and tactile paving provided at some but not all key crossing facilities which provide access to a range of key destinations within the local area. At present, the lift down to Beaufort Street is currently closed however an aspiration of these proposals is to open the lift for visitors to use to enable access for all pedestrians/cyclists.

Vehicular Access

- 2.13 Vehicular Access to the site is provided from Albion Street (A5103) past Manchester Central and Deansgate-Castlefield Tram Station. This is a private access road which provides connections from Albion Street to the Deansgate-Castlefield Car Park which is located adjacent to the site access. The access road to the car park varies in width with some narrow sections which do not allow two-way vehicle flows. There is a traffic light system installed along this road which is used to manage the flow of traffic along this route.
- 2.14 South of the site access Albion Street provides connections to Whitworth Street West and becomes Medlock Street which provides connections to the A57(M) and Princess Road. Whitworth Street West provides connections to Deansgate to the west and Oxford Road, Princess Street and Manchester Piccadilly to the east. The A57(M) Mancunian Way is part of the strategic road network in Manchester and is part of the inner ring road providing connections to all key routes leading into/out of the city centre.
- 2.15 To the north of the site access the Albion Street ends at a junction with Great Bridgewater Street and Lower Mosley Street. At this junction, the A5103 becomes Great Bridgewater Street and continues in a north-easterly direction towards Oxford Road, Portland Street and Princess Street. To the west of this junction Great Bridgewater Street continues under the railway arches and provides connections to Deansgate and Liverpool Road. To the north of this junction, Lower Mosley Street can be used to gain access to the A34 Quay Street via Windmill Street and Mount Street and also provides access to Albert Square and John Dalton Street.

Public Car Parking

- 2.16 As part of the proposals, no car parking spaces will be offered at the application site. It is envisioned that visitors will use the Deansgate-Castlefield public car park located adjacent to the site or will make use of the considerable provision of other public parking in the surrounding area. **Plan 6** shows the location and number of spaces of the five closest car parks to the site, as follows;
- Deansgate-Castlefield (Euro Car Parks) – 110 spaces.
 - Deansgate (Euro Car Parks) – 36 spaces.
 - Stone Street (Manchester City Council) – 14 spaces.
 - Great Northern Warehouse 1 and 2 (NCP) – 1,248 spaces.
 - Bridgewater Hall (Manchester City Council) – 260 spaces.
 - Manchester Central (NCP) – 643 spaces.
- 2.17 A review of the car parks in close proximity to the site indicates that there is in excess of 2,311 spaces provided in car parks near the site. On-street parking in the immediate area is also provided on Duke Street, Beaufort Street, Colliers Street, Duke Place, Bridgewater Street, Stone Street, Liverpool Road, Whitworth Street West and Deansgate.

2.18 The majority of these spaces fall within Manchester City Council's Controlled Parking Zone (CPZ) 3 with a maximum stay of 3 hours while some spaces on Deansgate and Liverpool Road fall within CPZ 2 with a maximum stay of 2 hours. The charges are as follows;

- Up to 30 minutes: £1.45 (CPZ 2) / £0.60 (CPZ 3)
- Up to 1 hour: £2.90 (CPZ 2) / £1.25 (CPZ 3)
- Up to 1 hour 30 minutes: £4.30 (CPZ 2) / £1.85 (CPZ 3)
- Up to 2 hours: £5.80 (CPZ 2) / £2.50 (CPZ 3)
- Up to 2 hours 30 minutes; - / £3.10 (CPZ 3)
- Up to 3 hours: - / £3.70 (CPZ 3)

2.19 All car parks can be accessed using the existing pedestrian infrastructure within the local area.

3 Site Accessibility

Introduction

- 3.1 The site benefits from goods levels of accessibility given its central location within Manchester City Centre. This section of the report outlines the accessibility of the site by walking, cycling and public transport.

Pedestrian Facilities

- 3.2 The site is within walking distance of many city centre destinations as shown in **Figure 3.1**. It is adjacent to Deansgate-Castlefield Metrolink stop and 500 metres from Deansgate Railway Station with several bus stops located around the site. There are a number of key leisure destinations located in close proximity to the site including Manchester Central, the Great Northern Warehouse, the Beetham Tower/Hilton Hotel, Castlefield Urban Heritage Park, the Roman Fort and the Science and Industry Museum.



Figure 3.1: Manchester City Centre Key Destinations Map

- 3.3 Industry guidance gives a maximum walking distance for commuting trips at 2 kilometres (about a 25-minute walk) while a 800m walking distance is given as the preferred maximum distance for leisure trips. As shown in **Plan 7**, a 2km walk covers all of the city centre and many nearby residential areas of Salford and Trafford such as Ordsall and Castlefield. **Plan 7** also highlights that there are several bus stops located within an 800m walk of the site.
- 3.4 As outlined in **Section 2** of this report there is an existing pedestrian route provided to/from Deansgate-Castlefield to the entrance of the Viaduct which can be used by pedestrians of all abilities with dropped kerbs provided at key crossing points along this route. Pedestrian connections are also provided from Beaufort Street and Duke Street via a spiral staircase to the Viaduct entrance. It is anticipated that access to the lift in this location will be provided to allow pedestrians of all abilities to access the site from below the Viaduct.
- 3.5 For pedestrians with limited mobility wishing to access the site from Deansgate/Whitworth Street West there is lift provided on the corner of Deansgate/Whitworth Street West which provides access to the platform level of the tram station. As shown in **Plan 4** there are flat crossing facilities provided across the tram lines to the pedestrian path which connects to the entrance of the Viaduct.
- 3.6 Given the city centre location, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the site which lead to the primary routes towards the centre of Manchester and to key public transport facilities. All footways in the surrounding area are lit and there are appropriate crossing facilities across all the main highways.

Cyclist Facilities

- 3.7 Cycle use in Manchester has grown significantly over the last few years with Manchester City Council developing infrastructure throughout the city centre to encourage cycling. There is cycle parking located in close proximity to the site with approximately 20 racks provided at Deansgate Station, Manchester Central, on Great Bridgewater Street near the Bridgewater Hall and at First Street. In addition to this there will be 12 cycle parking spaces provided within the site to encourage cycling by staff and visitors to the site.
- 3.8 Cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes covering the whole of the City Centre and much of the surrounding conurbation. The extent of the 25-minute cycle isochrone is shown in **Plan 8**.
- 3.9 **Figure 3.2** overleaf provides an extract of the city centre cycle map which shows the infrastructure that lies within the immediate vicinity of the site. The infrastructure presented highlights that there are a number of designated cycle routes in the immediate vicinity of the site including a traffic-free route along the Bridgewater Canal Towpath and on-road routes along Liverpool Street, Albion Street and Whitworth Street.
- 3.10 **Figure 3.2** also indicates that the majority of roads within close proximity to the site are 20 mph which would allow cyclists to share the road with other road users.



Figure 3.2: Extract of Manchester City Centre Cycle Map

- 3.11 Given the city centre location, cycle accessibility to the surrounding area is very good. Existing cycling links are present around the site which lead to the primary routes towards the centre of Manchester and to the residential areas surrounding the city centre.

Access by Free Bus

- 3.12 Free Bus is a free of charge bus service linking all the main destinations across Manchester City Centre. Free Bus buses are highly branded and are accessible by disabled users. As illustrated in **Figure 3.3**, the Free Bus service covers most of the city centre and provides convenient access to major activity centres in the city. In particular, it completes the City's integrated public transport service and gives the site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres.
- 3.13 As illustrated in **Figure 3.3**, Free Bus Route 1 operates along Quay Street and Deansgate Monday to Friday with the route diverting along Liverpool Road and Deansgate on Saturdays. Route 1 runs on a 10-minute frequency between 07:00 – 19:15 Monday to Friday, 08:20 – 19:15 on Saturdays and every 12 minutes between 11:00 – 18:00 on Sundays.
- 3.14 Route 3 operates along Whitworth Street West and Deansgate with stops at Deansgate-Castlefield Tram Station and Deansgate Railway Station. Route 3 is an evening service and operates on a 20-minute frequency Monday to Friday between 19:30 – 23:30 and a 15-minute frequency on Saturdays between 19:30 – 23:30.

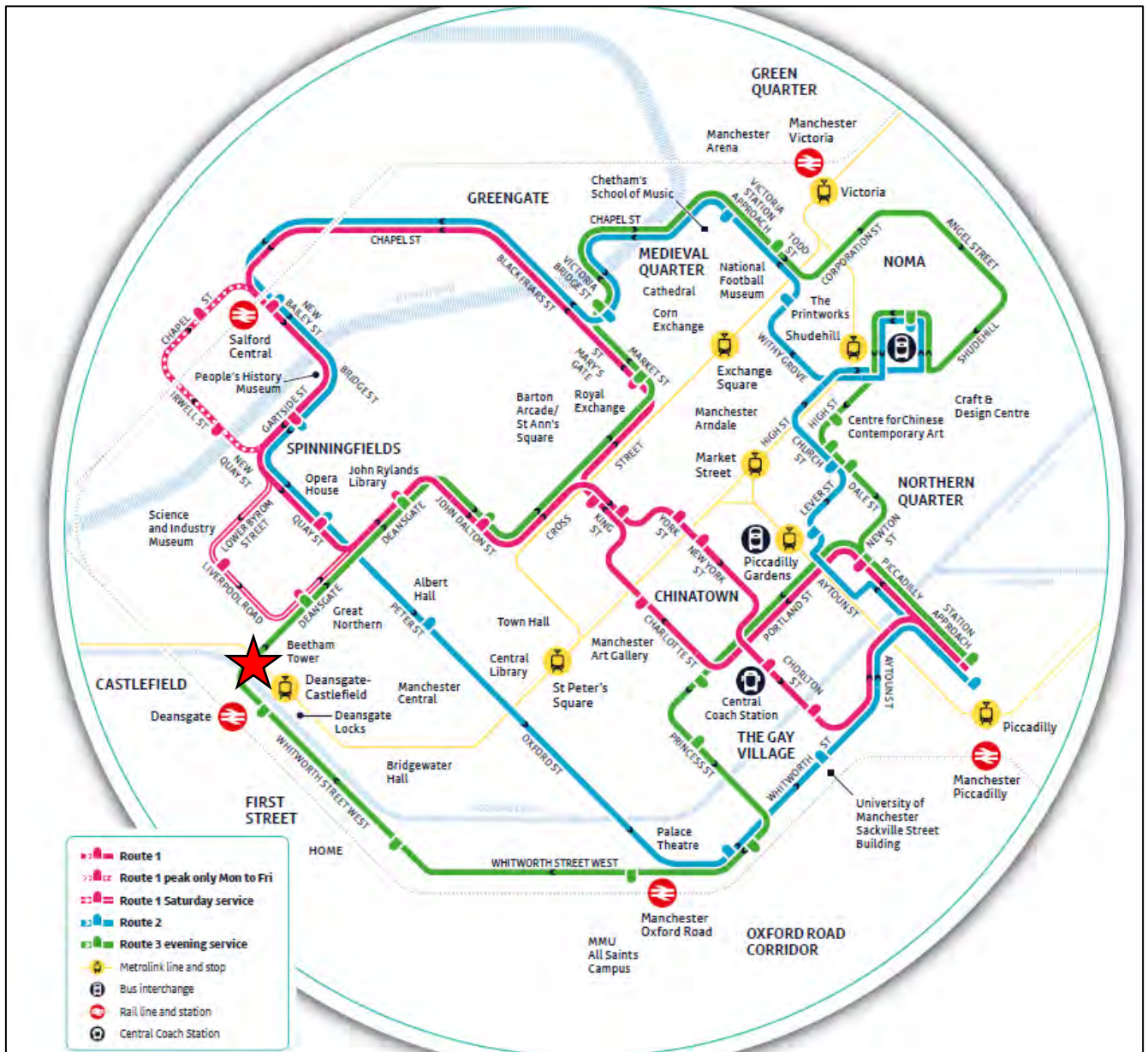


Figure 3.3: Free Bus Network Map

- 3.15 Free Bus route 1 provides convenient links for travel to and from the site during the daytime with Route 3 providing these services in the evening. Both routes are accessible in just a short walk from the site at bus stops at Deansgate-Castlefield Tram Station and Deansgate Railway station and on Deansgate.

Access by Bus

- 3.16 Other significant bus services are available within a short walk of the site with the location of these stops shown in **Figure 3.1** and **Plan 7**. On Liverpool Road there are two bus services the 33 and 63 that serve Salford, Eccles, and Brookhouse/Worsley every 15-20 minutes with evening services finishing at 23:00. On Whitworth Street West near Deansgate-Castlefield the 255, X50 and X58 provide connections to Piccadilly Gardens, the Trafford Centre, Flixton and Partington.

- 3.17 To the north of the site, additional services are provided along Great Bridgewater Street to the east of the Albion Street/Mosley Street junction with eight services operating from these stops. These services provide frequent connections to Piccadilly Gardens heading east and to areas such as Worsley, the Trafford Centre, Hulme, Stretford, Chorlton and Didsbury heading west.
- 3.18 It can therefore be concluded that the existing bus services operating in the vicinity of the site provide the opportunity for many trips between the site and the surrounding area to be made by bus. The development is therefore considered to be accessible by this mode of travel.

Access by Metrolink

- 3.19 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. A plan showing the destinations and Metrolink stops are shown in **Figure 3.4**. Deansgate Castlefield is the closest Metrolink stop for access to the Site, and this stop has been upgraded to allow for the Second City Crossing.

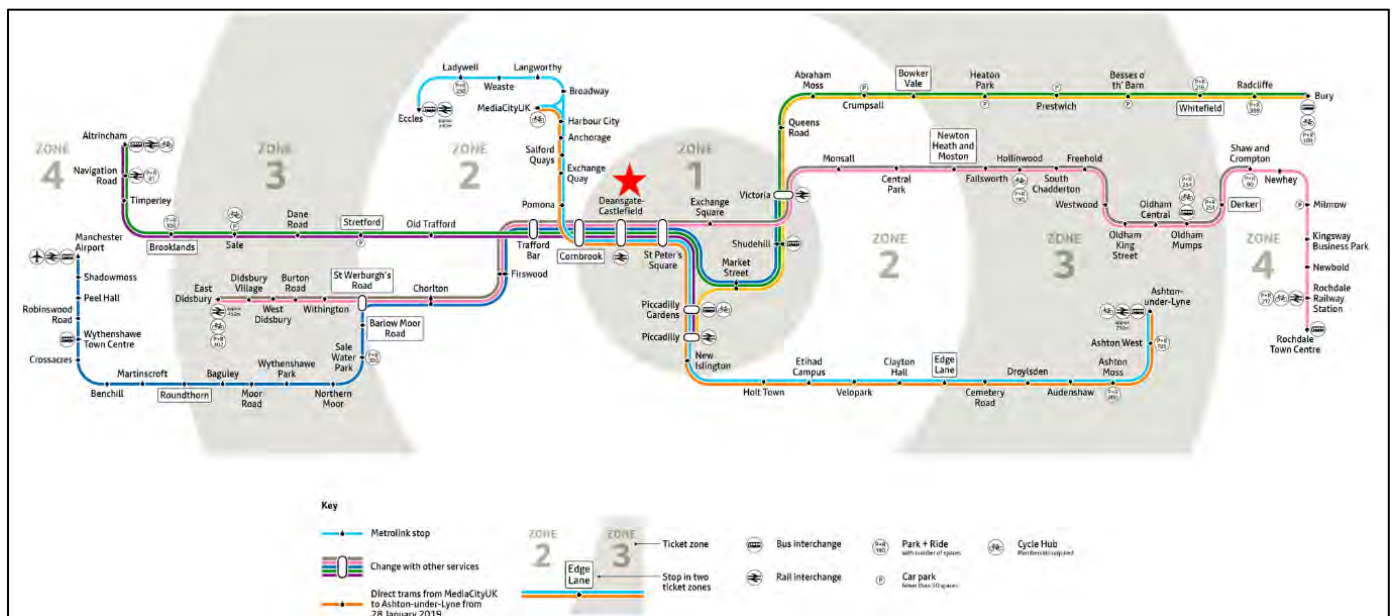


Figure 3.4: Metrolink Network Map

- 3.20 Circa. fifteen trams in each direction stop at Deansgate-Castlefield in the peak hour, including the following services:
- Bury (via Manchester Victoria);
 - Oldham & Rochdale (via Manchester Victoria);
 - Ashton-under-Lyne (via Manchester Piccadilly);
 - East Didsbury;
 - Manchester Airport (terminates at Manchester Victoria);
 - Altrincham;
 - Eccles and Media City.

- 3.21 Metrolink services provide excellent public transport connectivity for staff and visitors to the site. All routes operate on a 12-minute frequency with additional services provided between 07:00 – 20:00 Monday to Friday and 09:00 – 18:30 on Saturdays increasing the frequency at stops served by two routes to 6 minutes.

Access by Rail

- 3.22 Deansgate is the closest railway station to the site and is located on Whitworth Street West adjacent to Deansgate-Castlefield tram station. As both stations are elevated above the road level, they are connected by a pedestrian bridge which crosses over Whitworth Street West. Deansgate is on the Manchester to Preston and Liverpool to Manchester lines.
- 3.23 Destinations which can be reached from Deansgate include Liverpool, Southport, Manchester Airport and Preston. The station also benefits from very good links with other Manchester stations including Oxford Road and Piccadilly where national rail connections can be made. The combined train and tram map produced by Transport for Greater Manchester is provided as **Figure 3.5** overleaf and highlights the areas which can be reached from Deansgate.

Summary

- 3.24 Based on this review, it can be concluded that the site occupies a highly sustainable location, accessible by a range of sustainable travel modes, and well-placed to facilitate access by sustainable modes of transport which offer an alternative to arriving by private motor vehicles.
- 3.25 A Framework Travel Plan has been prepared for the site which will focus on encouraging staff working at the site to use active travel instead of private motor vehicles. The Framework Travel Plan is provided as **Appendix A**.

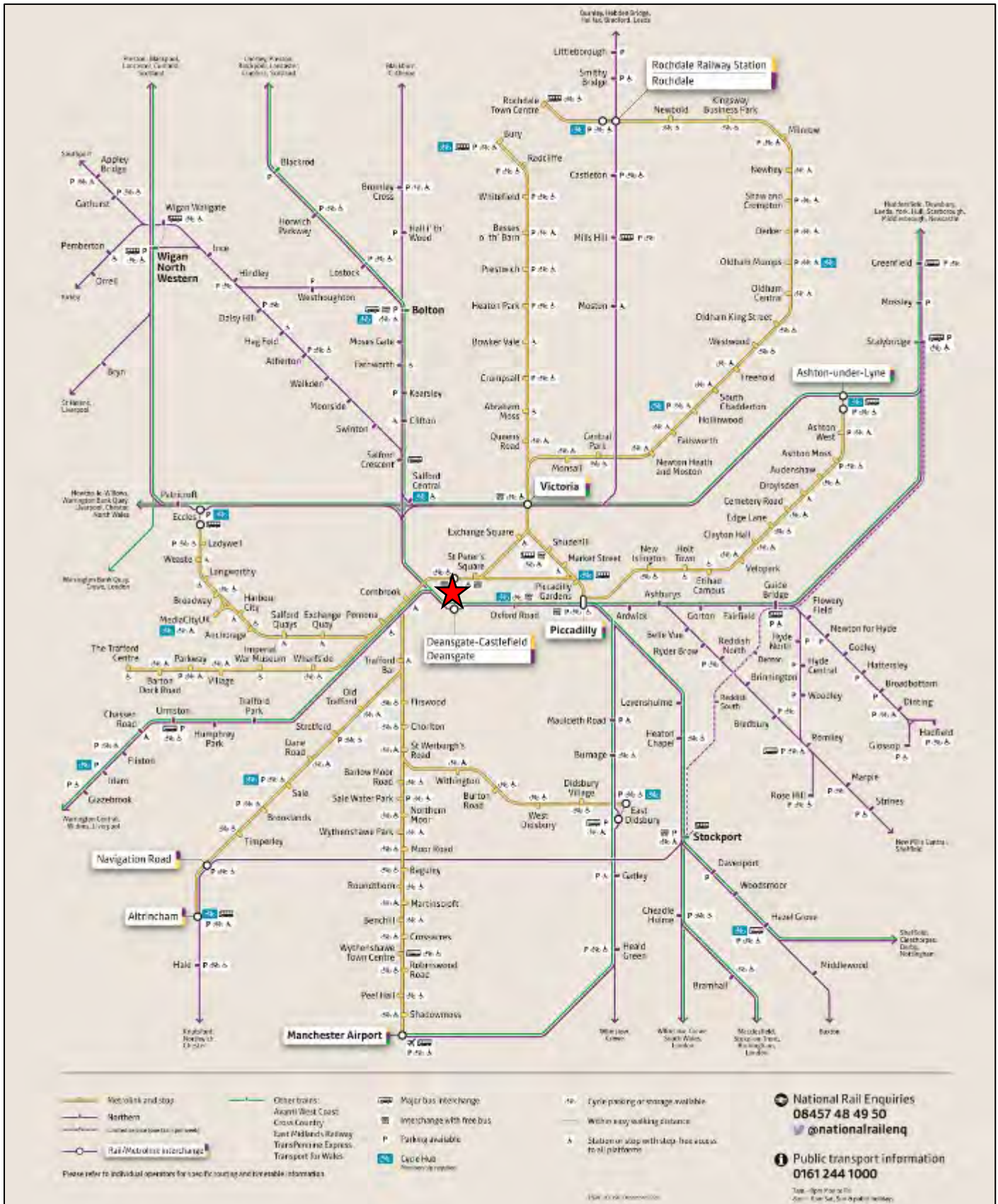


Figure 3.5: TFGM Combined Train and Tram Network Map

4 Development Proposals

Site Layout

- 4.1 The overall vision for the Viaduct is to redevelop it as an elevated urban park and a linked active travel hub. The development and delivery of the park will occur in two stages with the first stage consisting of the development of a 'pilot' park on a small section of the Viaduct to test and pilot ideas. The first phase will extend from the existing car park which is located to the east of the Viaduct entrance. The proposed site layout for Phase 1 is provided as **Plan 1**.
- 4.2 Pedestrian access will be provided from the existing pedestrian path which runs along the outside of the car park and connects to the spiral staircase and lift with onward connections provided to Deansgate-Castlefield. There will be hard landscaping provided at the site entrance with a crash barrier and entrance hoarding provided at the main entrance to the site. A welcome kiosk, a waiting area, compost toilets, a food truck and café seating will be provided at the entrance to the Viaduct. **Figure 4.1** illustrates the proposed access into the site.



Figure 4.1: Entrance into the Viaduct (source: The National Trust)

- 4.3 A green screen gate will restrict access to the main Viaduct structure until tours start. A pedestrian path will continue down the centre of the Viaduct with benches, display boards and existing vegetation along the length of the pedestrian path. There will be a weatherproof event space provided at the end of the extent of the pilot scheme which will have a capacity of 50 guests. **Figure 4.2** provides an illustration of the proposals for the welcome area and viaduct.



Figure 4.2: View of the Welcome Area (source: The National Trust)

- 4.4 There will be two viewing areas provided along the Viaduct structure which will provide views towards Manchester City Centre to the north. An additional two viewing areas will be provided at the end of the pilot scheme which will provide views towards Manchester City Centre to the north and to the south. A view of the extended Viaduct structure will be provided from the event space, as illustrated in **Figure 4.3**.



Figure 4.3: View of Extended Viaduct (source: The National Trust)

Site Operation

- 4.5 The site will be managed and operated by the National Trust with a pre-booking system implemented for tours of the Viaduct. The pilot scheme will run for a 12 month period between June 2022 and June 2023 with a seasonal operational opening schedule as summarised in **Table 4.1** below.

Table 4.1: Seasonal Operating Schedule

Term	Month	Frequency	Hours	Events
1	June – September 2022	Daily	09:00 – 17:00	3 per month (12)
2	October – December 2022	Sat/Sun	09:00 – 17:00	-
3	January – 17 th February 2023	Closed	-	-
4	18 th February 2023 – June 2023	Daily	09:00 – 17:00	3 per month (12)

- 4.6 **Table 4.2** below provides a summary of the time and number of tours available when the site is in operation.

Table 4.2: Tour Booking Slots and Times

Slot	Time
1	09:30 – 11:00
2	11:00 – 12:30
3	12:30 – 14:00
4	14:00 – 15:30
5	15:30 – 17:00

- 4.7 The event space will be used 3 times per month over the 12 month trial period. Events will be organised outside of the tour operating times with events scheduled between 18:00 – 21:00.
- 4.8 There will be a number of staff working at the site to manage the tours and booking system with volunteers also working to maintain the site and assist full-time staff where required.

Car Parking

- 4.9 There is no car parking proposed for the site with visitors required to park off-site if arriving by private motor vehicle. As outlined in **Section 2** there are several public car parks located close to the site which provide in excess of 2,300 spaces. In addition to these public car parks, on-street parking is also provided along Duke Street, Beaufort Street, Colliers Street, Duke Place, Bridgewater Street, Stone Street, Liverpool Road, Whitworth Street West and Deansgate.
- 4.10 While there are no accessible parking spaces provided within the site, it is possible for visitors to be dropped off and picked up at the entrance to the viaduct. Drivers could then park their car in one of the public car parks or in the car park adjacent to the site. Disabled parking spaces are provided in the NCP Car Parks at Manchester Central (25 spaces) and the Great Northern Warehouse (60 spaces) which could also be used by visitors to the site.

Servicing and Deliveries

- 4.11 Due to the bespoke nature of the pilot scheme and the intended use of the site for private tours, servicing and delivery vehicle trips will occur on ad-hoc basis with the main deliveries being for waste/compost and garden supplies. Therefore, deliveries will occur using the small sprinter vans or box vans with no large delivery vehicles required to access the site.
- 4.12 Delivery vehicles will be able to use the Albion Street access road to access the entrance to the Viaduct. These vehicles would be able to load / unload from the car park adjacent to the site without needing to enter the site as shown in **DWG VN211993-TR101**.
- 4.13 Access for emergency vehicles will be via the Albion Street access road as required. As shown in **DWG VN211993-TR100** ambulances will be able to access the Viaduct, turning into the site from the car park. These vehicles would be able to turn around within the site so that they could enter and exit in a forward gear. Due to the design of the Viaduct, larger emergency vehicles (including fire tenders) would not be able to access the Viaduct structure. However, fire risers will be used in the event of fire as indicated in the Fire Statement.

Waste Management

- 4.14 Waste disposal services will be provided by a licensed carrier when required for events at the site. Due to the bespoke nature of the site, waste requirements will be assessed on an event by event basis but will be sufficient to manage all waste generated by the site. Freestanding waste bins will be provided in public areas to manage waste generated by visitors to the site.
- 4.15 As with service vehicles, waste collections will access the site using the Albion Street access and the access road to serve the site. Members of staff will be responsible for moving the bins outside the entrance hording for collection.

Construction Traffic

- 4.16 Construction traffic will access the site from Albion Street using the existing vehicular access and car park adjacent to the site. Discussions are ongoing with Manchester Central in relation to how this can be managed in a safe and convenient manner.

5 Trip Forecasts

Daily Tour Trip Forecasts

- 5.1 As outlined previously, the site will be managed by the National Trust using a pre-booking system. Therefore, visitor trips to the site will be balanced over the operating hours between 09:00 – 17:00 with a seasonal operating schedule as outlined in **Table 4.1** with tours will be capped at 20 people.
- 5.2 As visitors to the site will be arriving / departing from the site at the beginning and end of the tours the anticipated peak times for arrivals and departures is as follows;
- 09:15 – 20 arrivals for 1st booking slot;
 - 10:45 – 11:15 – 20 arrivals for 2nd booking slot, 20 departures from 1st booking slot;
 - 12:15 – 12:45 – 20 arrivals for 3rd booking slot, 20 departures from 2nd booking slot;
 - 13:45 – 14:15 – 20 arrivals for 4th booking slot, 20 departures from 3rd booking slot;
 - 15:15 – 15:45 – 20 arrivals for 5th booking slot, 20 departures from 4th booking slot;
 - 17:00 – 17:15 – 20 departures from 5th booking slot.
- 5.3 As indicated above, the peak arrival / departures times for the site are likely to occur outside the typical peak periods with the majority of trips being tidal in nature with arrivals occurring in the 15 minute period before a tour and departures occurring in the 15 minute period after a tour concludes.
- 5.4 Given the nature of such events, and the location of the site within the city centre it is expected that a large proportion of visitors would arrive by public transport with a modal share and resultant trips presented in **Table 5.1**.

Table 5.1: Summary of Mode Split

Mode	Percent	Total Daily Trips
Car (incl. passengers)	50%	100
Metroshuttle/Bus	20%	40
Coach/Taxi	10%	20
Metrolink/Train	15%	30
Walk/Cycle	5%	10

- 5.5 Research suggests that for events of this type a car occupancy rate of 1.8 persons per car can be applied to the vehicle trips for these sites. Based on this assumption, there would be 56 two-way visitor vehicle trips to the site on a daily basis. Once split over the five booking slots this equates to approximately 11 two-way vehicle trips per booking slot.
- 5.6 This assessment assumes that all visitor trips to the site will be new trips on the local highway network. However, given the central location of the site, it is anticipated that a number of trips would be linked trips and would occur as part of another trip within the city centre.

Event Trip Forecasts

- 5.7 As outlined in Section 4, events at the site are likely occur three times a month over the 12 month trial period. These events would have a maximum capacity of 50 guests and would occur between 18:00 – 21:00 when the daily tour schedule has finished. Therefore, there would be no conflict between the operation of the event space and the pre-booked tour schedule.
- 5.8 Using the mode split information presented in **Table 5.1** it could be robustly assumed that events at the site could attract 28 two-way vehicle trips. Again, these trips would be tidal in nature with the majority of visitors arriving prior to an event starting at 18:00 and visitors departing at 21:00 when the event was over.
- 5.9 Given the nature of such events and the likelihood that visitors would arrive at the site after work or as part of another trip it is considered that a large number of trips to the site for private events would occur as part of a linked trip and would not be new trips on the local road network.

Car Parking

- 5.10 There is no car parking provided on site for visitors or staff. However, as outlined in **Section 2**, there is in excess of 2,300 public car parking spaces and on-street parking spaces provided in close proximity to the site. This includes the 110 space Deansgate-Castlefield car park which is adjacent to the Viaduct entrance.
- 5.11 The maximum parking demand for the site at peak times would be 22 vehicles which would occur in the 15 minute period prior to a tour ending and a new tour commencing. For events, the maximum parking demand would be 28 vehicles. Given the wide variety of locations that these trips would originate from and the likelihood that these trips would be linked with another trip purpose it is considered that not all vehicles would use the same car park.
- 5.12 It is anticipated that by providing no staff car parking on site, employees would be encouraged to travel to the site by sustainable modes of transport. A Framework Travel Plan accompanies this Transport Statement and focuses on providing information to staff on the accessibility of the site by walking, cycling and public transport.
- 5.13 Based on this review, there would be sufficient capacity within the car parks close to the site to meet the parking demand of visitors and staff.

Summary

- 5.14 The traffic implications of 11 two-way vehicular trips per booked tour slot are considered to be modest. These cars could be parked at several locations in the vicinity of the site which would contribute to spreading the demand on the local road network. The timing of these events is outside of the traditional peak periods therefore these trips are unlikely to cause any material detriment to highway operation.
- 5.15 The traffic implications of 28 two-way vehicular trips for an evening event are also considered to be modest. As these events are likely to occur on an ad-hoc basis the impact on the local road network over an extended period of time is likely to be negligible. Moreover, these events will be scheduled outside of the typical peak periods.

- 5.16 Given the level of public transport provision, the extensive car parking availability in the area and the likelihood of many linked trips we do not anticipate that the traffic implications of the intended use of the Viaduct will cause a significant impact on highway operation.

6 Summary and Conclusions

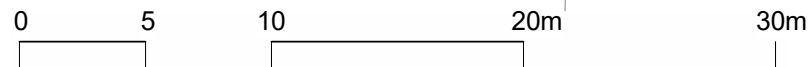
Summary

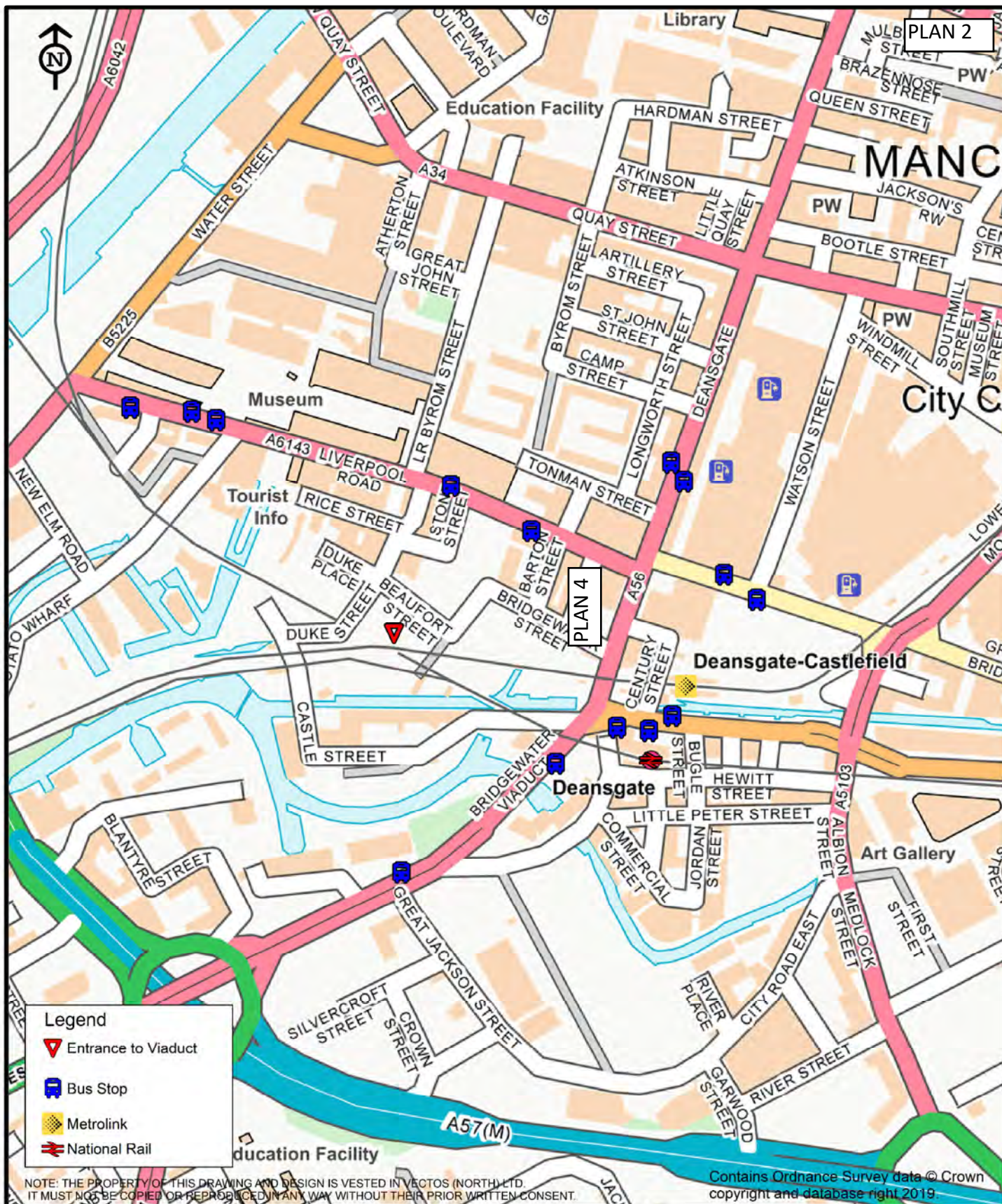
- 6.1 Vectos has been appointed by The National Trust to provide highways and transportation advice in relation to the proposed redevelopment of the Castlefield Viaduct, which is located within Manchester City Centre, adjacent to Manchester Central and Deansgate-Castlefield Tram Station.
- 6.2 The overall vision for the Viaduct is to redevelop it as an elevated urban park and a linked active travel hub. The first phase will extend from an existing car park which is located to the east of the Viaduct entrance. Vehicular access is provided from Albion Street to the car park past Manchester Central. Pedestrian and cyclist access is provided from Deansgate-Castlefield Tram Station and Beaufort Street and Duke Street.
- 6.3 The pilot scheme will run from June 2022 until June 2023 with the site managed and operated by the National Trust. A pre-booking system implemented for tours of the Viaduct with five tours operating a day. Events will occur on an ad-hoc basis with no more than three of these events occurring each month over the 12 month trial period. Tours will be capped at 20 visitors with events capped at 50 guests.
- 6.4 The accessibility of the site has been reviewed in detail, paying cognisance to the latest public transport infrastructure and services. The site occupies a highly sustainable location, accessible by a range of sustainable travel modes, and well-placed to facilitate access on foot to a wide variety public transport services.
- 6.5 Given the absence of car parking spaces within the proposed development, and the highly sustainable city centre location, the scheme is unlikely to generate a significant number of vehicle trips to the site.
- 6.6 A trip forecasting exercise has been undertaken, and the great majority of trips by people at the development are forecast to be undertaken via sustainable travel modes. The small number of vehicle trips generated by the proposed development will be negligible in the context of the vehicle flows on the surrounding streets.

Conclusions

- 6.7 Based on this review it is considered that this proposal does not adversely affect the operation of the highway or transport network and meets the criteria set out in National and Local Policy for sustainable development, and therefore it is considered that the scheme is acceptable in highways and transportation terms.

Plans





CLIENT:

The National Trust

PROJECT TITLE:

Castfield Viaduct Elevated Urban Park

DRAWING TITLE:

Site Location (Local Context)

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:

TA

CHECKED:

GD

DATE

Jun. 2021

SCALE:

1:5,000 at A4

DRAWING NO:

VN211993-G102

REVISION:

.

Legend

-  Entrance to Viaduct
-  Deansgate-Castlefield Metrolink
-  Deansgate National Rail
-  Pedestrian Route from Deansgate-Castlefield Tram Stop
-  Stairs to/from Viaduct to Duke Street / Beaufort Street
-  Lift to/from Viaduct to Duke Street / Beaufort Street
-  Tram Crossing Point
-  Stairs to/from Deansgate-Castlefield Tram Stop to Deansgate / Whitworth Street West
-  Lift to/from Deansgate-Castlefield to Deansgate / Whitworth Street West
-  Footbridge Connection to/from Deansgate-Castlefield Tram Stop to/from Deansgate Railway Station

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2019.

CLIENT:

The National Trust

PROJECT TITLE:

Castfield Viaduct Elevated Urban Park

DRAWING TITLE:

Pedestrian Access Route from Deansgate-Castfield

SCALE:

N.T.S

DRAWN:

TA

CHECKED:

GD

DATE:

Jun. 2021

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN211993-G100

REVISION:



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



© 2021 Microsoft Corporation © 2021 Maxar © CNES (2021) Distribution Airbus DS © 2021 TomTom

Legend

-  Entrance to Viaduct
-  Stairs to/from Viaduct to Duke Street / Beaufort Street
-  Lift to/from Viaduct to Duke Street / Beaufort Street
-  Museum of Science and Industry
-  Restaurants / Bars
-  Pedestrian Route to Castlefield Bowl and Restaurants/Bars around Bridgewater Canal
-  Pedestrian Route to Science and Industry Museum and Restaurants/Bars on Liverpool Road
-  Pedestrian Route to Deansgate and Restaurants/Bars on Liverpool Road

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2019.

CLIENT:

The National Trust

PROJECT TITLE:

Castelfield Viaduct Elevated Urban Park

DRAWING TITLE:

Pedestrian Desire Lines from Beaufort Street / Duke Street

SCALE:

N.T.S

DRAWN:

TA

CHECKED:

GD

DATE:

July 2021

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

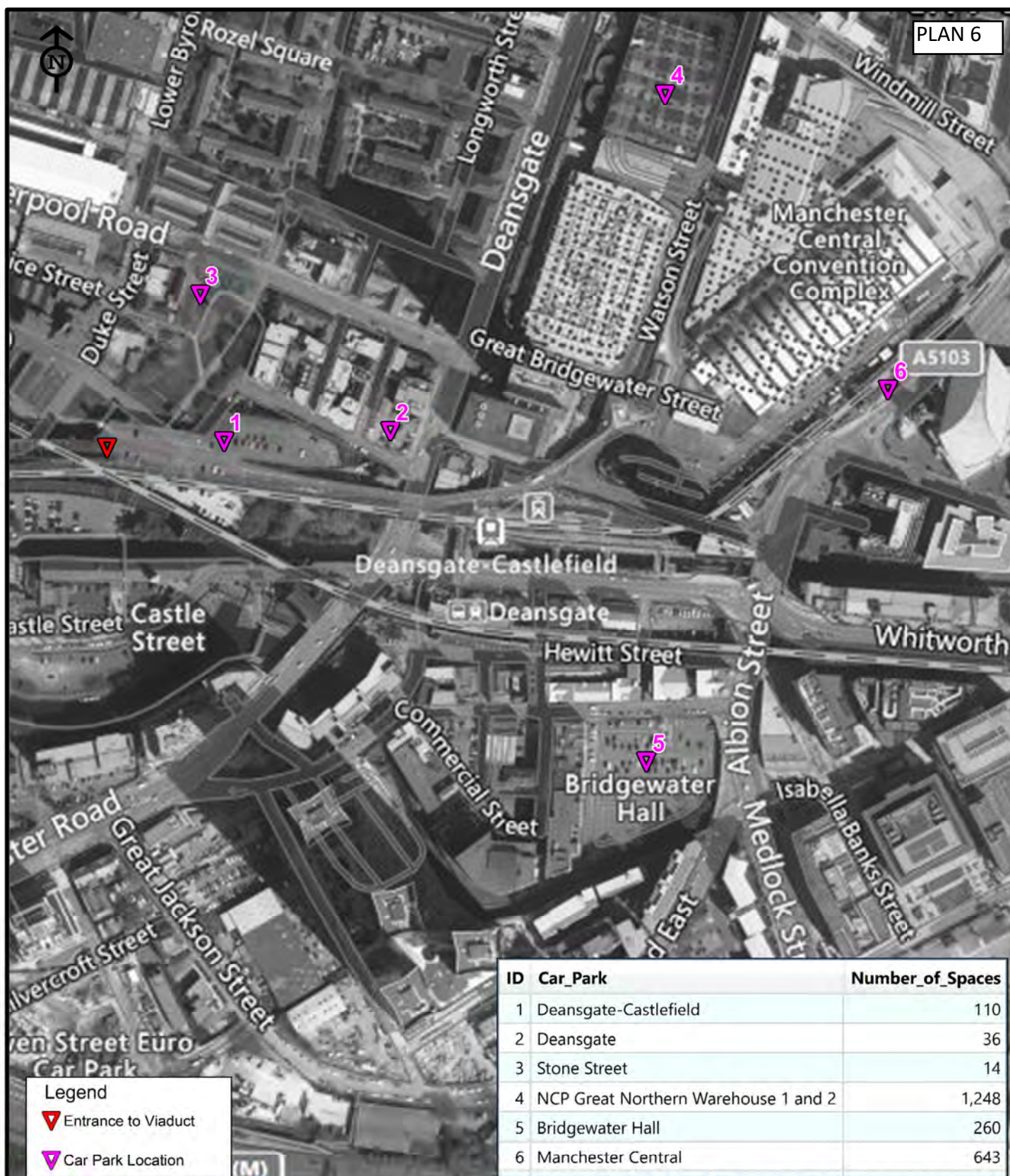
VN211993-G106

REVISION:



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

© 2021 Microsoft Corporation © 2021 Maxar © CNES (2021) Distribution Airbus DS © 2021 TomTom



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS RESERVED BY VECTOS LTD. © 2021 Microsoft Corporation © 2021 Maxar © CNES (2021) Distributor Airbus DS © 2021 TomTom. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT. copyright and database right 2019.

CLIENT:

The National Trust

PROJECT TITLE:

Castelfield Viaduct Elevated Urban Park

DRAWING TITLE:

Car Park Locations and Number of Spaces

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:

TA

CHECKED:

GD

DATE

Jun. 2021

SCALE:

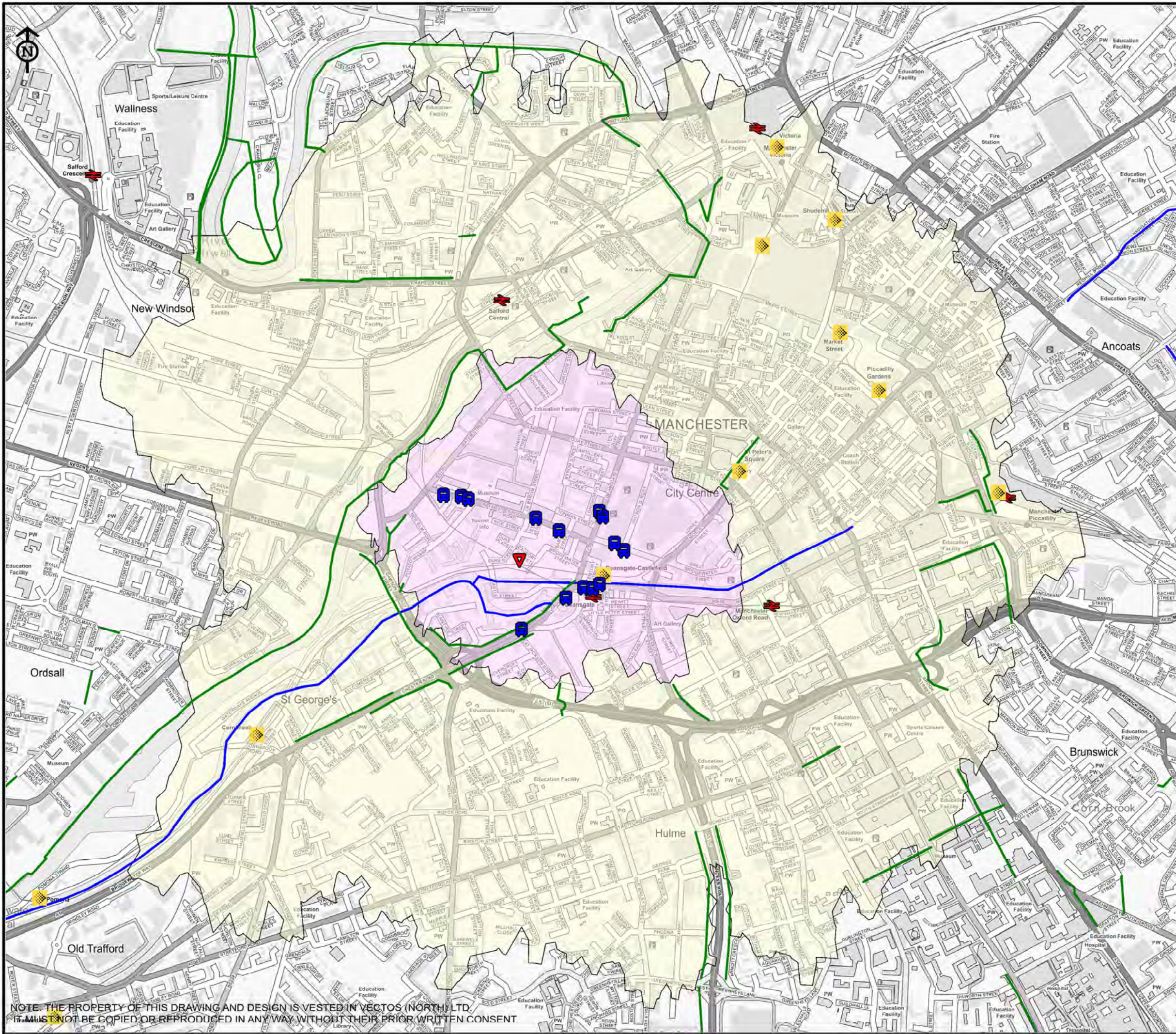
N.T.S

DRAWING NO:

VN211993-G105

REVISION:

.



This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2019.

CLIENT:

The National Trust

PROJECT TITLE:

Castfield Viaduct Elevated Urban Park

DRAWING TITLE:

Walking Catchment

SCALE:

N.T.S

DRAWN:

TA

CHECKED:

GD

DATE:

Jun. 2021

vectos.

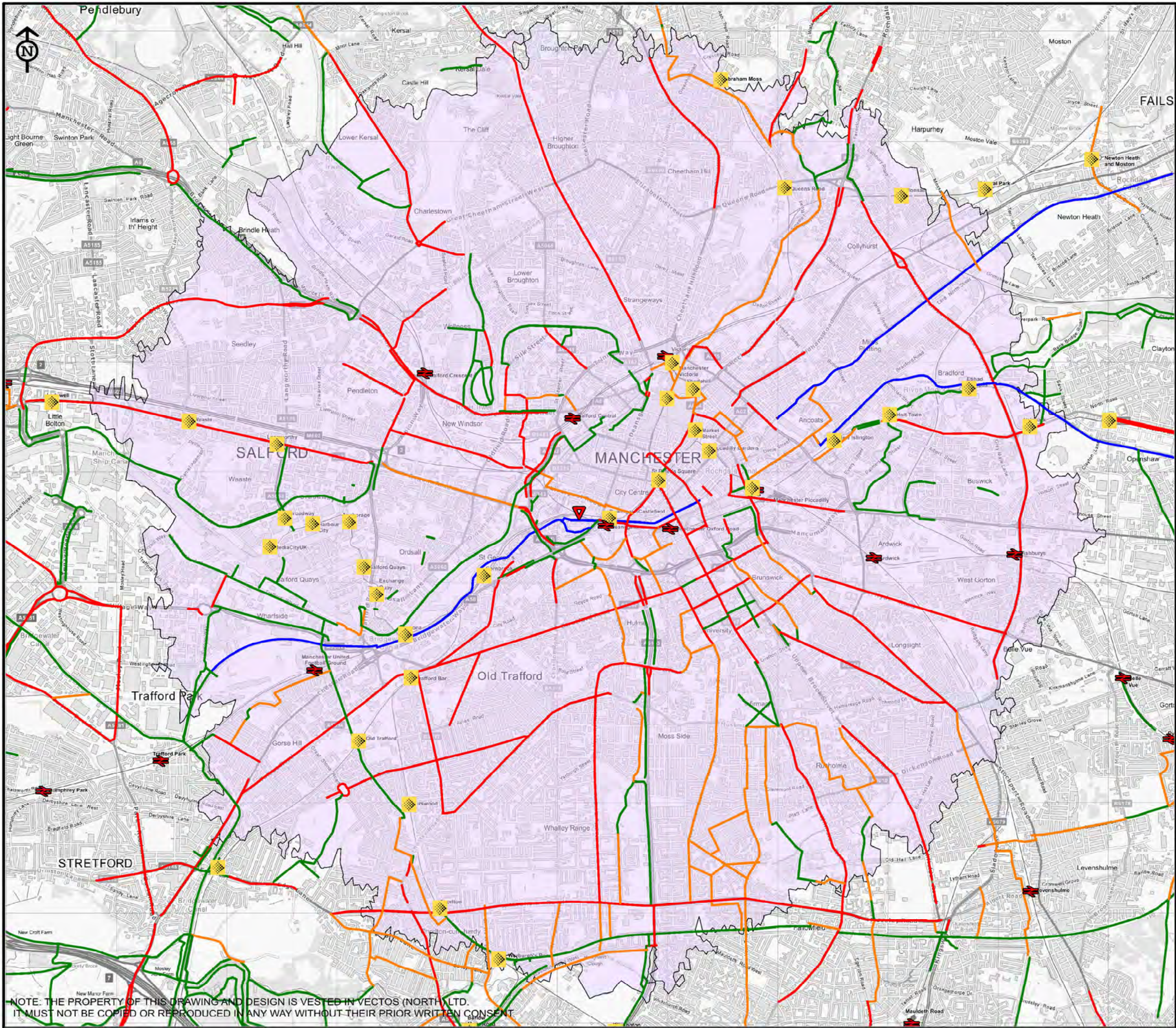
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN211993-G103

REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



PLAN 8

Legend

Entrance to Viaduct

Metrolink

National Rail

Cycle Routes

Signed Routes

On Road with Cycle Lanes

Off Road

Canal Tow Path

Cycling Catchment

0 - 5km

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2019.

CLIENT:
The National Trust

PROJECT TITLE:
Castfield Viaduct Elevated Urban Park

DRAWING TITLE:
Cycling Catchment

SCALE:
N.T.S

DRAWN: TA

CHECKED: GD

DATE: Jun. 2021

vectos.

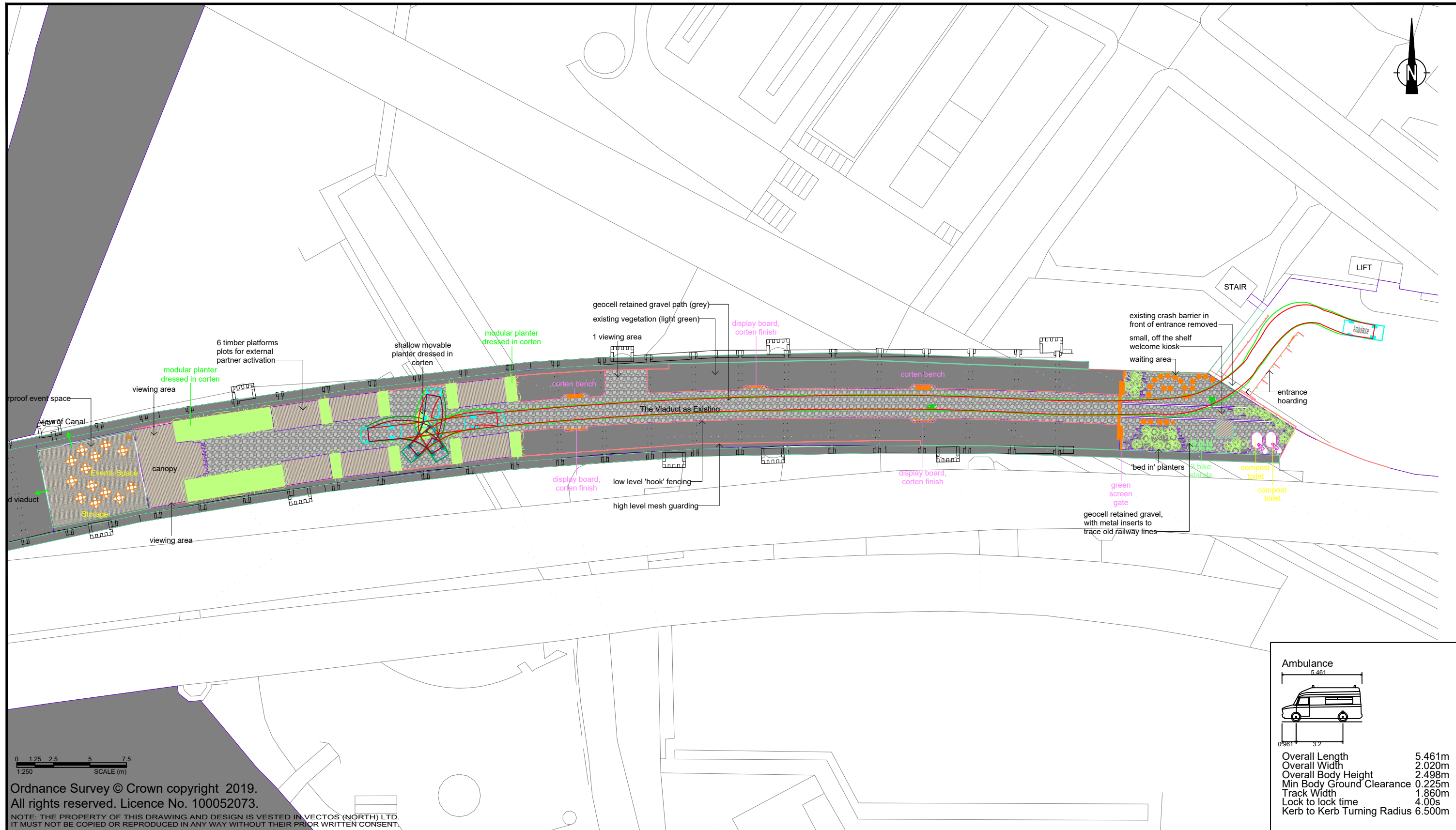
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:
VN211993-G104

REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT

Drawings



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout amended	TO	TA	20.08.21

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

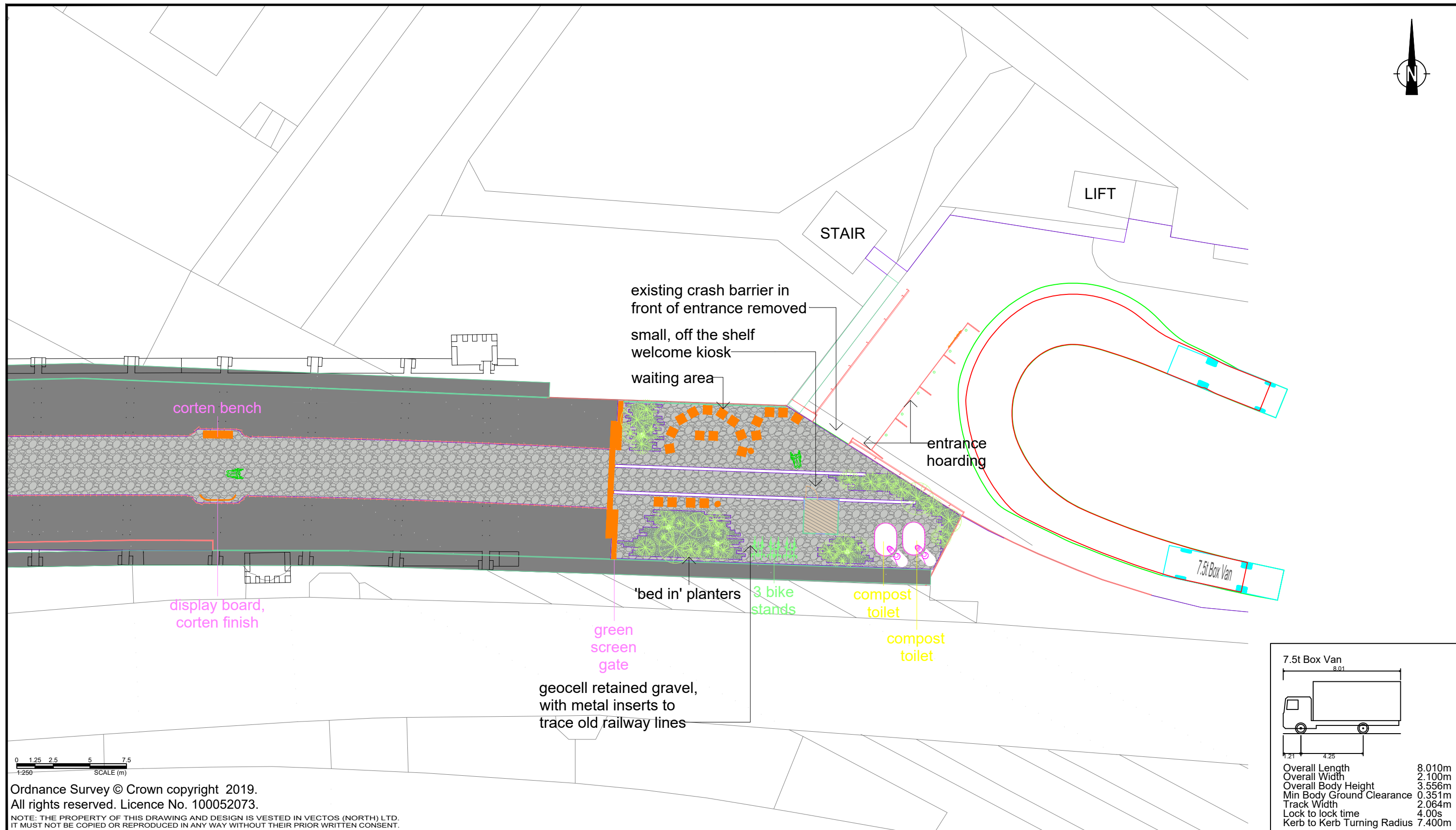
Castlefield Viaduct Elevated Urban Park, Manchester

Swept Path Analysis - Ambulance

DRAWN:	CHECKED:	DATE:	SCALES:
TO	TA	05.07.21	1:500 at A3

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER:	REVISION:
VN211993-TR100	A



Ordnance Survey © Crown copyright 2019.
All rights reserved. Licence No. 100052073.
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Site layout amended	TO	TA	20.08.21

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Castlefield Viaduct Elevated Urban Park, Manchester

Swept Path Analysis - Small Delivery Van

DRAWN: TO

CHECKED: TA

DATE: 05.07.21

SCALES: 1:500 at A3

vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN211993-TR101

REVISION: A

Appendix

Framework Travel Plan

REPORT

The National Trust

Castlefield Viaduct Elevated Urban Park, Manchester

September 2021

VN211993

Framework Travel Plan

Report control

Document: Framework Travel Plan

Project: Castlefield Viaduct Elevated Urban Park, Manchester

Client: The National Trust

Job number: VN211993

File origin: N:\Vectos Job Data\2021\VN211993 Castlefield Viaduct Elevated Urban Park, Manchester\Docs\Reports\VN211993 Travel Plan v2.docx

Document checking

Primary Author: Tim Ashley Initialled: TA

Contributor: Initialled:

Review by: Gareth Davis Initialled: GD

Issue	Date	Status	Checked for issue
1	31.08.21	v1	GD
2	01.09.21	v2	GD
3			

Contents

1	Introduction	1
	Background	1
	The Travel Plan	3
	Travel Plan Objectives	3
	Report Detail.....	4
2	Accessibility by Sustainable Modes of Travel.....	5
	Introduction.....	5
	Access from Deansgate-Castlefield	5
	Access from Beaufort Street and Duke Street.....	6
	Pedestrian Facilities.....	8
	Cyclist Facilities.....	9
	Access by Free Bus.....	10
	Access by Bus.....	11
	Access by Metrolink	12
	Access by Rail	13
3	Management Measures.....	15
	Introduction.....	15
	Travel Awareness	15
	Staff and Volunteer Travel Information Brochure	15
	Visitor Travel Information.....	16
	Walking Measures	16
	Cycle Measures	16
	Public Transport Measures	16

Car Sharing..... 17

Sustainable Travel Promotions 17

4 Travel Plan Monitoring 18

Introduction..... 18

Travel Plan Actions 18

Plans

- Plan 1
 - Site Layout
- Plan 2
 - Pedestrian Access Route from Deansgate Castlefield
- Plan 3
 - Pedestrian Desire Lines from Beaufort Street / Duke Street
- Plan 4
 - Walking Catchment
- Plan 5
 - Cycling Catchment

1 Introduction

Background

- 1.1 Vectos has been appointed by The National Trust to provide highways and transportation advice in relation to the proposed redevelopment of the Castlefield Viaduct, which is located within Manchester City Centre, adjacent to Manchester Central and Deansgate-Castlefield Tram Station. Manchester City Council act as the local planning authority.
- 1.2 The 1893 Castlefield Viaduct is one of three viaducts in this location and is currently unused. The two preceding structures which sit beside the Viaduct date from 1849 and 1877, respectively. The Viaduct is 330m long and is a Grade II listed historic structure at the heart of Manchester. **Figure 1.1** shows the existing viaduct on the left with the railway viaduct on the right passing underneath the viaduct.



Figure 1.1: Existing Viaduct Structure (source: The National Trust)

- 1.3 The overall vision for the Viaduct is to redevelop it as an elevated urban park and a linked active travel hub. The development and delivery of the park will occur in two stages with the first stage consisting of the development of a 'pilot' park on a small section of the Viaduct to test and pilot ideas. This first phase will subsequently be followed by the full design of the main scheme which will draw on the lessons learned from the pilot scheme. This Transport Statement focuses on the first phase of the development and assess the proposals for the pilot scheme. The proposed site layout for Phase 1 is provided as **Plan 1** with **Figure 1.2** showing a concept drawing for the scheme.



Figure 1.2: Viaduct Concept Drawing (source: The National Trust)

- 1.4 The first phase will extend from the existing car park which is located to the east of the Viaduct entrance, as illustrated in **Figure 1.3**. Vehicular access is provided from Deansgate to the car park past Manchester Central. Pedestrian and cyclist access is provided from Deansgate-Castlefield Tram Station and Beaufort Street and Duke Street.

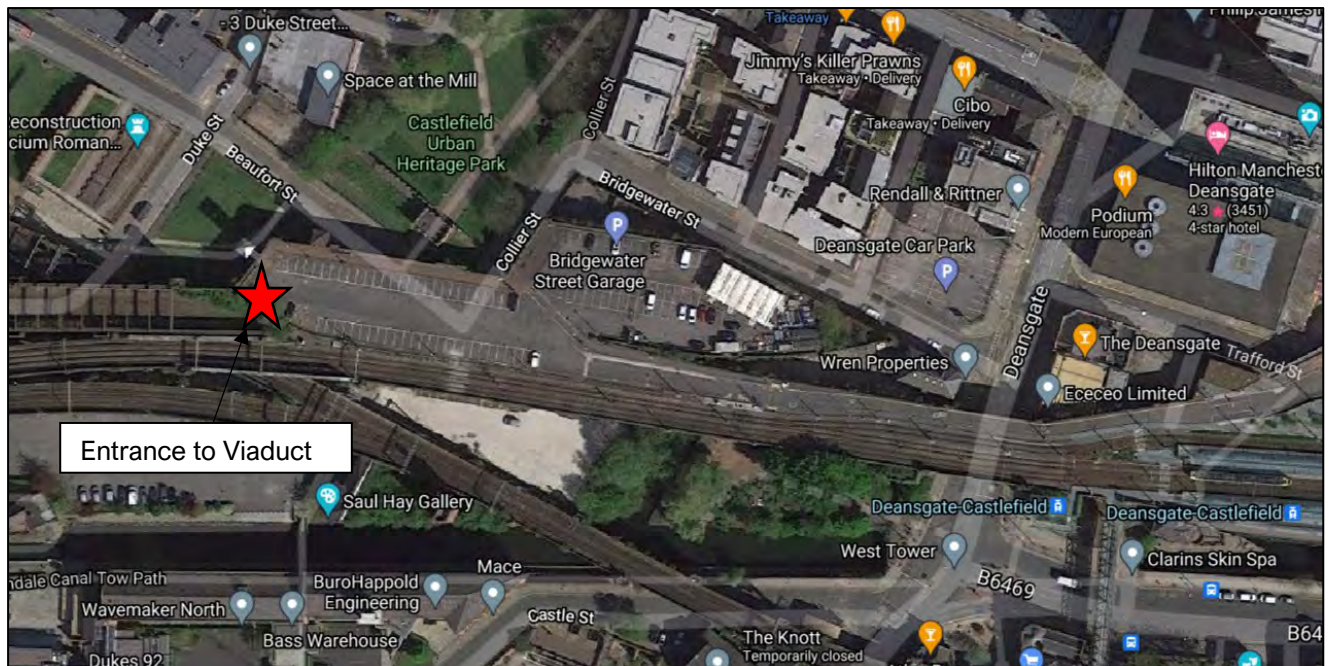


Figure 1.3: Aerial View of Site Location.

The Travel Plan

- 1.5 A Travel Plan is a package of measures and policies developed to promote, encourage, and enable the use of sustainable transport and to reduce reliance on the car, especially single car occupancy use. The National Planning Policy Framework (NPPF) document (last updated in July 2021) highlights the role that Travel Plans can play in facilitating sustainable travel.
- 1.6 The Travel Plan is a dynamic and ‘living’ document that will be updated regularly to reflect changes in its environs. It should be noted that a Travel Plan starts with writing the paper document and will evolve over time. The report will be improved, monitored, reviewed, and adjusted to reflect changing circumstances.
- 1.7 This Interim Travel Plan has been prepared to provide a baseline document from which a Full Travel Plan can be prepared following the pilot scheme should the scheme be extended. The principle strands of this Interim Travel Plan are set out as follows:
- Appointment of a Travel Plan Co-ordinator and identification of their roles & responsibilities;
 - Promoting travel awareness & ensuring the availability of travel information for employees and visitors;
 - Ongoing monitoring and reporting;
 - Setting SMART targets from which the effectiveness of the Travel Plan can be measured; and,
 - Developing a Travel Plan Action Programme and allocating associated budget for the ongoing maintenance of the Travel Plan.

Travel Plan Objectives

- 1.8 This Travel Plan is intended to form the basis of a long-term strategy for reducing dependence on travel by private car. It reflects the following transport objectives:
- Reduce reliance on single occupancy car journeys;
 - Promote alternative modes of travel to the car;
 - Advocate means of travel that are beneficial to the health of those working at and visiting the site;
 - Minimise car travel in the area surrounding the site, cutting down on associated costs (environmental, financial, health, etc.); and,
 - Minimise the need for car parking through promotion of sustainable transport alternatives.

1.9 In addition, it is envisaged that there are likely to be a number of benefits to the local community which can be achieved through encouraging the use of sustainable transport. These include:

- Improved air quality and less noise, dirt and fumes;
- Walking and cycling can provide daily exercise and thus improve/maintain health; and
- Increasing the modal shift from private motor vehicles to sustainable modes of transport can help reduce congestion on the local and national road network.

Report Detail

1.10 This Interim Travel Plan has been prepared to consider travel to and from the Site for employees and visitors and outlines a number of suggested initiatives and measures that will allow sustainable modes of travel to be positively promoted, including the following information:

- Context of the Site;
- Travel Plan Initiatives;
- Travel Plan Administration, Monitoring and Review; and
- Action Plan.

2 Accessibility by Sustainable Modes of Travel

Introduction

- 2.1 The entrance to the Viaduct is located at the end of an existing car park with the access road providing connections to Deansgate-Castlefield Tram Station, Deansgate Railway Station, Manchester Central and the Great Northern Warehouse. There is a large spiral staircase and lift which provide access down from the Viaduct to Beaufort Street, Duke Street and the Castlefield Urban Heritage Park and the Roman Fort. There is a lift located in a similar location to the spiral staircase however, it is not currently in use.

Access from Deansgate-Castlefield

- 2.2 **Plan 2** illustrates the existing pedestrian route provided from Deansgate-Castlefield Tram Station to the entrance to the Viaduct. The route is approximately 320 metres in length and follows a generally flat alignment from the station to the Viaduct. The images shown on the plan provide a summary of the key features of this route as follows;

- **Image 1** – illustrates the pedestrian crossing facilities provided at Deansgate-Castlefield Tram Station for pedestrians to cross the tram tracks to gain access to the outbound platform for services heading away from the city centre, to gain access to Deansgate Railway Station and also provides access to the lift and stairs down to Whitworth Street South.
A rumble strip is provided to signify to pedestrian and those who may be visually impaired that they are about to cross the tram lines. A flat surface is provided to allow wheelchair users to cross the tram tracks with ramps providing access to the platforms. A downward sloping ramp is provided between Deansgate-Castlefield Tram Station and Deansgate Railway Station.
- **Image 2** – shows the pedestrian path which runs along the southern side of the access road to the existing car park adjacent to the site. This footpath is 2 metres wide and continues for approximately 120 metres before pedestrians are required to cross the road to continue on towards the Viaduct. This path is in a relatively good condition with no obvious obstructions present for pedestrians or those with limited mobility.
- **Image 3** – demonstrates the pedestrian crossing provided on the access road for pedestrians to cross to continue their journey towards the Viaduct. As shown, there is a dropped kerb with tactile paving provided for pedestrians. Pedestrians are to cross at their risk with the traffic lights used for vehicles only. At this crossing, the general traffic flows in the car park are low and there is little conflict between pedestrians and cars.
Image 3 also illustrates that from this crossing the 2-metre-wide pedestrian path continues along the access road towards the Viaduct. This path continues for approximately 50 metres with pedestrians then required to cross through the car park to access a viewing platform and the historic pedestrian path which runs along the edge of the car park and connects to the spiral staircase and lift. This path is in a relatively good condition with no obvious obstructions present for pedestrians or those with limited mobility.

- **Image 4** – shows the pedestrian path marked out across the car park. This 20m crossing is marked by white lines and arrow markings indicating to pedestrians where to cross, although there is no tactile paving provided to assist people with vision impairments. There is also a large circular roundabout feature in the centre of this path which has a minor lip which could make it difficult for people in wheelchairs or families with prams to stay within the white lines when crossing the road in this location. At this crossing, the general traffic flows in the car park are low and there is little conflict between pedestrians and cars.
- **Image 5** – illustrates the pedestrian path on the northside of the Viaduct which is separated by barriers from the car park and links to the viewpoint overlooking the Roman Fort, the spiral staircase and lift. This path is approximately 3 metres wide and forms the last leg of the journey from Deansgate-Castlefield. Unlike the newer section of the path, this section of the route has been constructed using block paving. The path is in a relatively good condition with no obvious obstructions present for pedestrians or those with limited mobility.
- **Image 6** – illustrates the entrance to the lift which is not currently operational. As indicated previously the lift provides access to Beaufort Street, Duke Street and the Castlefield Urban Heritage Park and Roman Fort. This provides an alternative route for people to access the Viaduct from underneath if they are travelling from another location.
- **Image 7** – demonstrates the current extent of the pedestrian path from Deansgate-Castlefield to the entrance of the Viaduct. As indicated previously the spiral staircase provides access to Beaufort Street, Duke Street and the Castlefield Urban Heritage Park and Roman Fort. This provides an alternative route for people to access the Viaduct from underneath if they are travelling from another location. Signage is provided in this location to indicate to pedestrians which route to take to access key tourist areas within the local area.

2.3 Overall, the path from Deansgate-Castlefield Tram Station and Deansgate Railway station is in a relatively good condition with dropped kerbs and tactile paving provided at some but not all key crossing facilities. The majority of the route is flat with very few obstructions along the route which would make it difficult for pedestrians or those with limited mobility to access the site.

2.4 Currently the pedestrian route from the Viaduct to Manchester Central and the Great Northern is closed for construction works. However, in the future, this route will be replaced with steps and a lift to Great Bridgewater Street. There are no pedestrian connections provided from the Viaduct down the ramp to Albion Street with this route being for vehicle use only. However, in an emergency situation if the stairs/lift becomes compromised, Albion Street will form part of the emergency pedestrian evacuation route.

Access from Beaufort Street and Duke Street

2.5 Pedestrian and cycle access from Beaufort Street and Duke Street is currently provided via spiral staircase which connects the top of the Viaduct with a park at the bottom which also provides connections to Castlefield Urban Heritage Park and the Roman Fort. There is a lift provided adjacent to the stairs, however this is currently not used and is fenced off from the public. Therefore, this route only currently provides connections to the site for those without mobility impairments. While a cyclist

may be able to carry their bike up the stairs this may be difficult for those without a significant level of fitness.

2.6 As shown in **Plan 3**, there are several key destinations within the local area which can be accessed from Beaufort Street and Duke Street, as follows;

- Castlefield Bowl, Dukes 92, Barca, The Wharf and Bar Eight can be accessed from Duke Street which continues from the bottom of the stairs under the existing Viaduct and connects to Castle Street. Following this route, pedestrian would also be able to access the Bridgewater Canal Tow Path.
- Access to the Science and Industry Museum, The Crystal Maze Live Experience as well as several local restaurants is provided from Duke Street and Lower Byrom Street to/from the bottom of the stairs. Once complete, this route can also be used to access The Factory.
- Beaufort Street and the pedestrian path through Castlefield Urban Heritage Park and Liverpool Road provide pedestrian with connections to/from access Deansgate, The Beetham Tower and several local restaurants and bars to the site.

2.7 The images shown on the plan provide a summary of the key features of this route as follows;

- **Image 1** – shows the Beaufort Street / Duke Street junction from the top of the Viaduct. As shown in this image there are pedestrian footway provided along Beaufort Street and Duke Street. All footways within the local area are at least 2-metres wide and there is street lighting provided along both sides of the carriageway.
- **Image 2** – illustrates the footway along Beaufort Street which is an example of the type of paving provided on footways within the local area. This image also shows the dropped kerbs along Beaufort Street which are provided at all key crossing points within the local area.
- **Image 3** – shows the entrance to the stairs and the pedestrian path leading from Beaufort Street / Duke Street to the stairs. As shown in Image 3 the path from Beaufort Street / Duke Street is currently unpaved and is a gravel path through a small park.
- **Image 4** – shows the raised crossing provided on Beaufort Street to provide access to the bottom of the lift. As shown in Image 4 near the lift there is a differentiated surface treatment is provided to allow those who are visually impaired to find the location of the lift.

2.8 Overall, these paths are in a relatively good condition with dropped kerbs and tactile paving provided at some but not all key crossing facilities which provide access to a range of key destinations within the local area. At present, the lift down to Beaufort Street is currently closed however an aspiration of these proposals is to open the lift for visitors to use to enable access for all pedestrians/cyclists.

Pedestrian Facilities

- 2.9 The site is within walking distance of many city centre destinations as shown in **Figure 2.1**. It is adjacent to Deansgate-Castlefield Metrolink stop and 500 metres from Deansgate Railway Station with several bus stops located around the site. There are a number of key leisure destinations located in close proximity to the site including Manchester Central, the Great Northern Warehouse, the Beetham Tower/Hilton Hotel, Castlefield Urban Heritage Park, the Roman Fort and the Science and Industry Museum.



Figure 2.1: Manchester City Centre Key Destinations Map

- 2.10 Industry guidance gives a maximum walking distance for commuting trips at 2 kilometres (about a 25-minute walk) while an 800 meter walking distance is given as the preferred maximum distance for leisure trips. As shown in **Plan 4**, a 2km walk covers all of the city centre and many nearby residential areas of Salford and Trafford such as Ordsall and Castlefield. **Plan 4** also highlights that there are several bus stops located within an 800 meter walk of the site.

- 2.11 As outlined previously there is an existing pedestrian route provided to/from Deansgate-Castlefield to the entrance of the Viaduct which can be used by pedestrians of all abilities with dropped kerbs provided at key crossing points along this route. Pedestrian connections are also provided from Beaufort Street and Duke Street via a spiral staircase to the Viaduct entrance. It is anticipated that access to the lift in this location will be provided to allow pedestrians of all abilities to access the site from below the Viaduct.
- 2.12 For pedestrians with limited mobility wishing to access the site from Deansgate/Whitworth Street West there is lift provided on the corner of Deansgate/Whitworth Street West which provides access to the platform level of the tram station. As shown in **Plan 4** there are flat crossing facilities provided across the tram lines to the pedestrian path which connects to the entrance of the Viaduct.
- 2.13 Given the city centre location, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the site which lead to the primary routes towards the centre of Manchester and to key public transport facilities. All footways in the surrounding area are lit and there are appropriate crossing facilities across all the main highways.

Cyclist Facilities

- 2.14 Cycle use in Manchester has grown significantly over the last few years with Manchester City Council developing infrastructure throughout the city centre to encourage cycling. There is cycle parking located in close proximity to the site with approximately 20 racks provided at Deansgate Station, Manchester Central, on Great Bridgewater Street near the Bridgewater Hall and at First Street. In addition to this there will be 12 cycle parking spaces provided within the site to encourage cycling by staff, volunteers, and visitors to the site.
- 2.15 Cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes covering the whole of the City Centre and much of the surrounding conurbation. The extent of the 25-minute cycle isochrone is shown in **Plan 5**.
- 2.16 **Figure 2.2** overleaf provides an extract of the city centre cycle map which shows the infrastructure that lies within the immediate vicinity of the site. The infrastructure presented highlights that there are a number of designated cycle routes in the immediate vicinity of the site including a traffic-free route along the Bridgewater Canal Towpath and on-road routes along Liverpool Street, Albion Street and Whitworth Street.
- 2.17 **Figure 2.2** also indicates that the majority of roads within close proximity to the site are 20 mph which would allow cyclists to share the road with other road users.



Figure 2.2: Extract of Manchester City Centre Cycle Map

- 2.18 Given the city centre location, cycle accessibility to the surrounding area is very good. Existing cycling links are present around the site which lead to the primary routes towards the centre of Manchester and to the residential areas surrounding the city centre.

Access by Free Bus

- 2.19 Free Bus is a free of charge bus service linking all the main destinations across Manchester City Centre. Free Bus buses are highly branded and are accessible by disabled users. As illustrated in **Figure 2.3**, the Free Bus service covers most of the city centre and provides convenient access to major activity centres in the city. In particular, it completes the City's integrated public transport service and gives the site quick and convenient public transport connections to all mainline railway stations, principal car parks and retail centres.
- 2.20 As illustrated in **Figure 2.3**, Free Bus Route 1 operates along Quay Street and Deansgate Monday to Friday with the route diverting along Liverpool Road and Deansgate on Saturdays. Route 1 runs on a 10-minute frequency between 07:00 – 19:15 Monday to Friday, 08:20 – 19:15 on Saturdays and every 12 minutes between 11:00 – 18:00 on Sundays.
- 2.21 Route 3 operates along Whitworth Street West and Deansgate with stops at Deansgate-Castlefield Tram Station and Deansgate Railway Station. Route 3 is an evening service and operates on a 20-minute frequency Monday to Friday between 19:30 – 23:30 and a 15-minute frequency on Saturdays between 19:30 – 23:30.

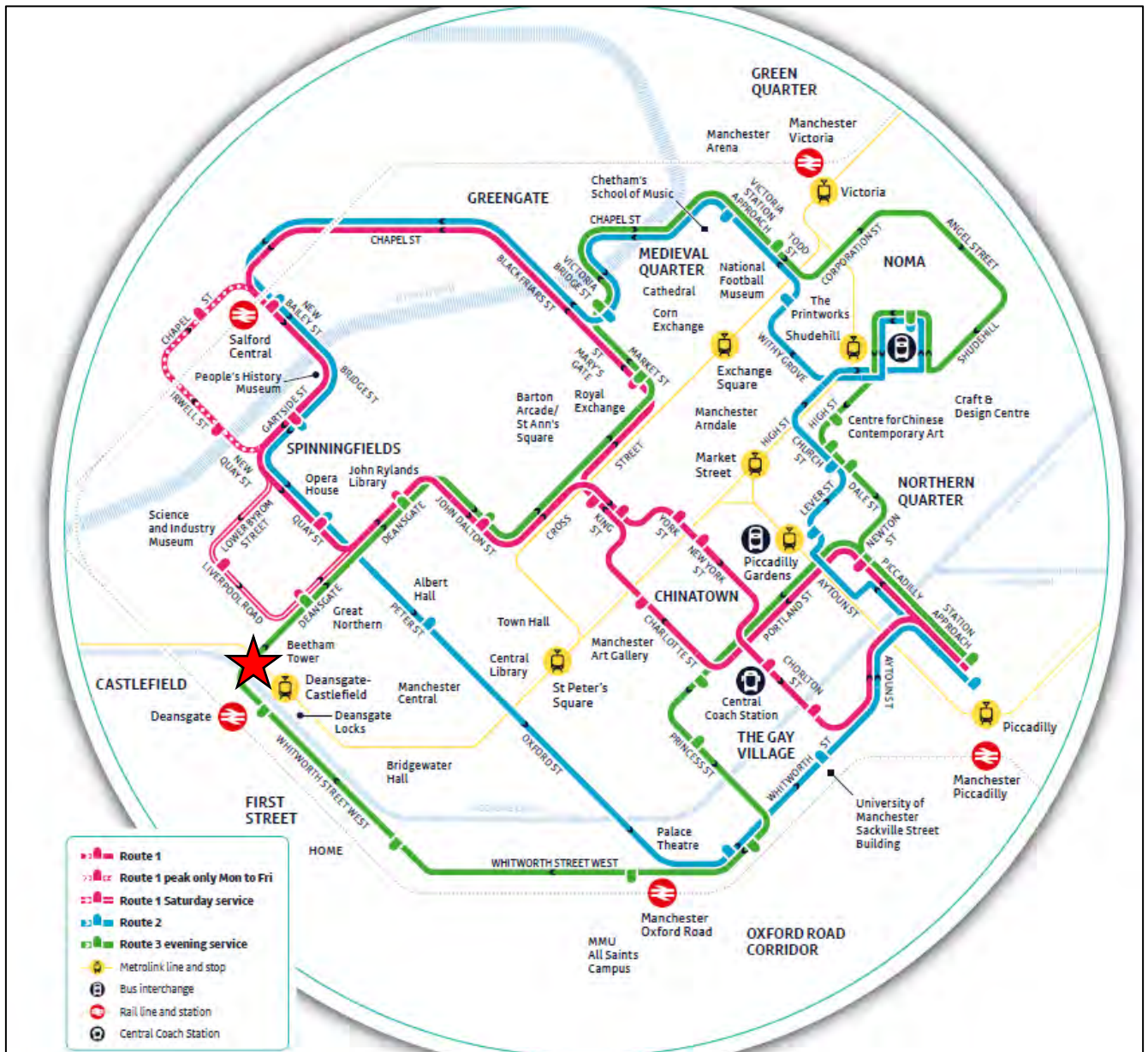


Figure 2.3: Free Bus Network Map

2.22 Free Bus route 1 provides convenient links for travel to and from the site during the daytime with Route 3 providing these services in the evening. Both routes are accessible in just a short walk from the site at bus stops at Deansgate-Castlefield Tram Station and Deansgate Railway station and on Deansgate.

Access by Bus

2.23 Other significant bus services are available within a short walk of the site with the location of these stops shown in **Figure 2.1** and **Plan 4**. On Liverpool Road there are two bus services the 33 and 63 that serve Salford, Eccles, and Brookhouse/Worsley every 15-20 minutes with evening services finishing at 23:00. On Whitworth Street West near Deansgate-Castlefield the 255, X50 and X58 provide connections to Piccadilly Gardens, the Trafford Centre, Flixton and Partington.

- 2.24 To the north of the site, additional services are provided along Great Bridgewater Street to the east of the Albion Street/Mosley Street junction with eight services operating from these stops. These services provide frequent connections to Piccadilly Gardens heading east and to areas such as Worsley, the Trafford Centre, Hulme, Stretford, Chorlton and Didsbury heading west.
- 2.25 It can therefore be concluded that the existing bus services operating in the vicinity of the site provide the opportunity for many trips between the site and the surrounding area to be made by bus. The development is therefore considered to be accessible by this mode of travel.

Access by Metrolink

- 2.26 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. A plan showing the destinations and Metrolink stops are shown in **Figure 2.4**. Deansgate Castlefield is the closest Metrolink stop for access to the Site, and this stop has been upgraded to allow for the Second City Crossing.

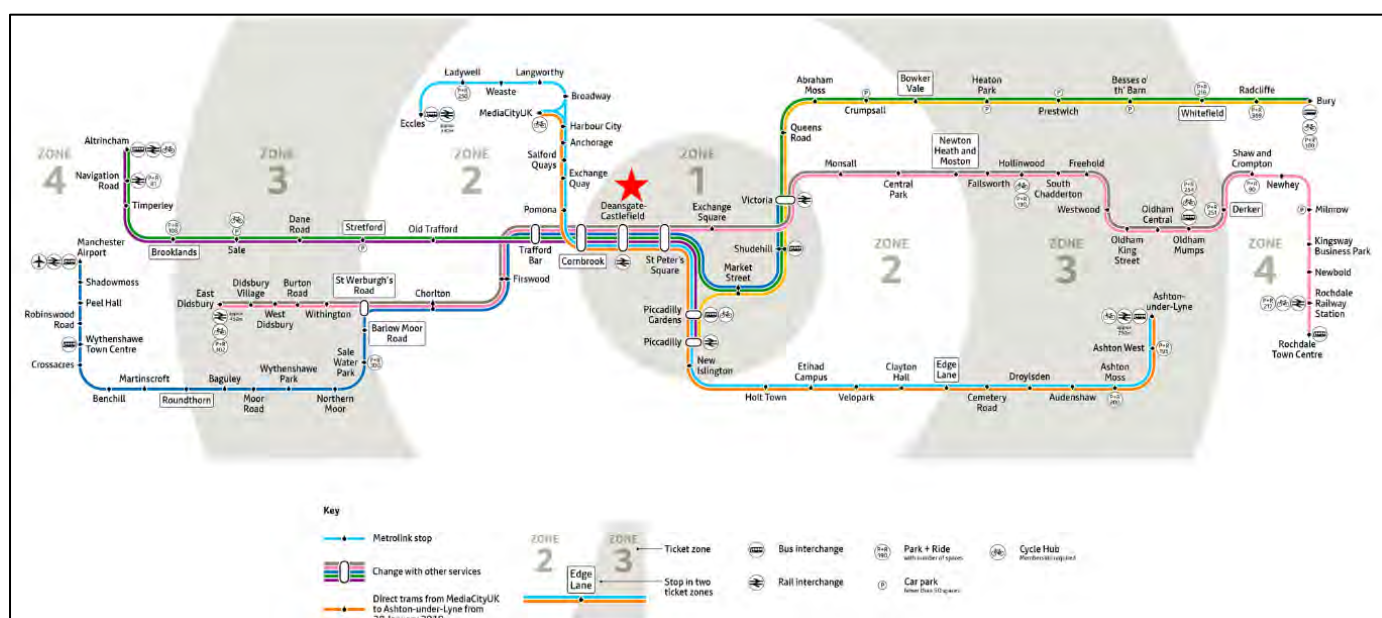


Figure 2.4: Metrolink Network Map

- 2.27 Circa. fifteen trams in each direction stop at Deansgate-Castlefield in the peak hour, including the following services:
- Bury (via Manchester Victoria);
 - Oldham & Rochdale (via Manchester Victoria);
 - Ashton-under-Lyne (via Manchester Piccadilly);
 - East Didsbury;
 - Manchester Airport (terminates at Manchester Victoria);
 - Altrincham;
 - Eccles and Media City.

- 2.28 Metrolink services provide excellent public transport connectivity for staff, volunteers, and visitors to the site. All routes operate on a 12-minute frequency with additional services provided between 07:00 – 20:00 Monday to Friday and 09:00 – 18:30 on Saturdays increasing the frequency at stops served by two routes to 6 minutes.

Access by Rail

- 2.29 Deansgate is the closest railway station to the site and is located on Whitworth Street West adjacent to Deansgate-Castlefield tram station. As both stations are elevated above the road level, they are connected by a pedestrian bridge which crosses over Whitworth Street West. Deansgate is on the Manchester to Preston and Liverpool to Manchester lines.
- 2.30 Destinations which can be reached from Deansgate include Liverpool, Southport, Manchester Airport and Preston. The station also benefits from very good links with other Manchester stations including Oxford Road and Piccadilly where national rail connections can be made. The combined train and tram map produced by Transport for Greater Manchester is provided as **Figure 2.5** overleaf and highlights the areas which can be reached from Deansgate.

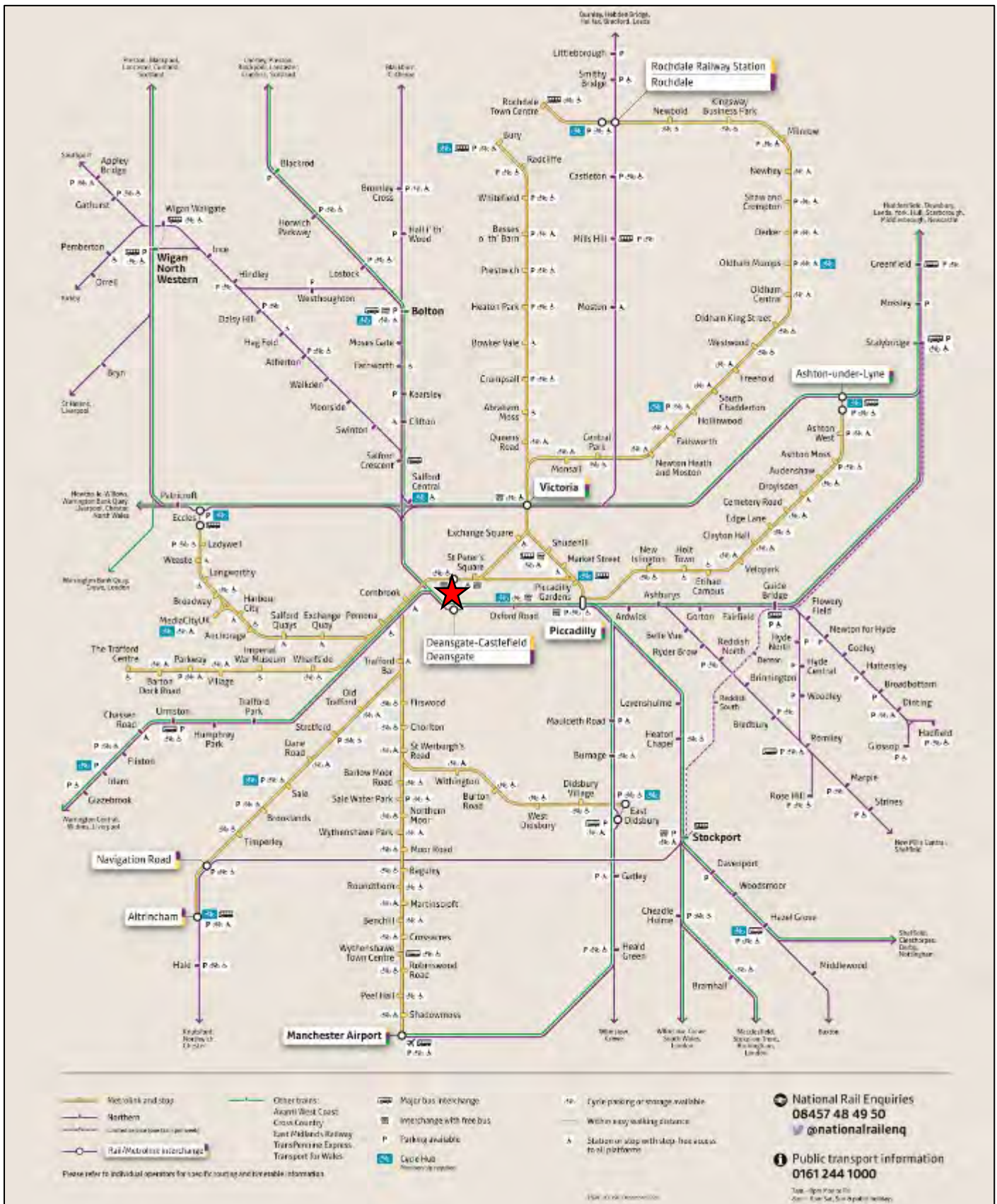


Figure 2.5: TFGM Combined Train and Tram Network Map

3 Management Measures

Introduction

3.1 The following measures will be delivered through the Travel Plan by the Travel Plan Co-ordinator:

- Travel Awareness;
- Staff and Volunteer Travel Information Brochure;
- Visitor Travel Information;
- Car Sharing;
- Cycle Measures;
- Walking Measures;
- Public Transport Measures; and
- Sustainable Travel Promotions.

Travel Awareness

3.2 Staff and volunteers will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to the Council. The Staff Travel Information Brochure's will be given to new staff when they start work at the site. Visitors will be made aware of the sustainable access options available to them by the National Trust.

Staff and Volunteer Travel Information Brochure

3.3 Prior to commencement of operation of the development a Travel Information Brochure will be provided to staff starting work at the site. This Brochure will provide a background on the aims of the Travel Plan and will include information for staff on sustainable travel options including walking, cycling, public transport and car sharing. A copy of the brochure will also be provided to volunteers, either in paper or electronic form when they sign up to volunteer at the site.

3.4 The brochures will also include current information on safe walking and cycling routes in the area and will promote the health benefits of these forms of travel. The brochure will also include details on facilities provided on site to promote these forms of travel, including the locations of cycle parking.

3.5 The brochure will provide up-to-date information on bus services, including suggested walking routes to local bus stops, up-to-date timetable information, and website addresses to allow them to access real-time travel information.

3.6 The brochure will also provide information on car sharing schemes available locally.

Visitor Travel Information

- 3.7 Visitors will be encouraged to access the site by sustainable modes of transport through the National Trust website and advertising material for the site. This information will be provided in a dedicated section of the website which summarises the information contained within Section 2 of this report. The advertising material for the site will also include information on how to access the site by walking, cycling and public transport.

Walking Measures

- 3.8 The Travel Information Brochure and website will include information promoting the benefits of walking, in particular the health benefits. Staff, volunteers and visitors will also be provided with information on suggested walking routes in Manchester, local amenities which are within walking distance of the site, and the location of suggested safe crossing points.
- 3.9 Staff, volunteers and visitors will also be made aware of websites which support and assist walking, such as the www.walkit.com website. This is a travel planning website which can help staff, volunteers and visitors put together a personalised plan for walking. It provides a route between any two points and calculates the journey time, calories burned, step count and carbon saving. The website can be accessed on personal computers or downloaded to a mobile phone.

Cycle Measures

- 3.10 Cycle access to the site will be achievable from Albion Street with the potential for access to be provided from Beaufort Street and Duke Street using the lift. The development will provide a total of 6 Sheffield type cycle stands, providing parking for a total of 12 bicycles. The cycle stands will be located within the welcome area of the site.
- 3.11 The Travel Information Brochure provided to staff and the website provided for visitors will include information on cycling to the site, including the location of designated cycle routes and where these can be accessed.

Public Transport Measures

- 3.12 The benefits of travelling to the site by public transport, as well as the location of local bus stops, will be provided in the Travel Information Brochure and website. Public transport timetable information will also be provided in the Travel Information Brochures with links provided to these timetables provided on the website.
- 3.13 Details of public transport information available online and through travel planning apps will also be provided to assist staff members and visitors to the site. This will include the Transport for Greater Manchester website which provides information and advice on travelling by public transport, including bus timetable and real-time travel information (<https://tfgm.com>) and Traveline (www.traveline.info) which also provides journey and bus timetable information.

- 3.14 Information will also be provided on train services on the Trainline (www.thetrainline.com) website which provides travel advice and real-time service information.
- 3.15 Visitors to the site will also be made aware of the public transport opportunities available for travel to the site. This will be done via the National Trust website, booklet, and advertising for the site.

Car Sharing

- 3.16 The benefits of car sharing will be promoted to staff, volunteers, and visitors. The Travel Information Brochure will outline the environmental and cost saving benefits of travelling with other people and will include information on with details of websites such as www.liftshare.com or www.blablacar.com which provides a database of people wishing to car share on certain journeys. As stated previously, information will be provided on car sharing schemes available locally.
- 3.17 Enterprise car club operate within Manchester with two car club spaces located on Duke Street, one space on Castle Street and one space on Bridgewater Street. Vehicles can be hired by the hour with information on how to join the scheme provided on the Enterprise car club website (www.enterprisecarclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html).
- 3.18 As well as the potential to use websites to find car share companions, due to small scale nature of the pilot scheme, it is anticipated that all staff will know each other and be able to discuss opportunities to car share with colleagues who live in a similar location.

Sustainable Travel Promotions

- 3.19 A number of sustainable travel promotions are held nationally throughout the course of the year. These include:
- Bike Week.
 - Walk to Work Week.
 - Liftshare Week.
- 3.20 The Travel Plan Co-ordinator will ensure staff, volunteers and visitors are informed of these, and similar local events, and will encourage staff, volunteers, and visitors to participate wherever possible.

4 Travel Plan Monitoring

Introduction

- 4.1 Given the limited number of full time staff who will be employed on site at any one time it is considered there will be little merit in setting modal shift targets for the site as a single member of staff/volunteer changing travel mode would result in a disproportionate change in modal share. As there is no car parking provided for staff, volunteers or visitors to the site people travelling to/from the site will be naturally encouraged to use public transport to access the site.
- 4.2 Therefore, rather than undertaking staff/volunteer travel surveys, or establish travel targets, this Travel Plan is focussed upon the practical measures which will help to influence modal shift.
- 4.3 However, the Travel Plan is intended to be a dynamic document, and the information provided to staff, volunteers and visitors needs to be monitored to ensure that it is up-to-date and remains relevant. If any feedback has been received from staff, volunteers regarding the effectiveness of the Plan, including ways this could be improved, the Travel Plan Co-ordinator will consider ways to update documents or information to reflect this.
- 4.4 As such the Travel Plan Co-ordinator will carry out an annual review of the Travel Plan including the following:
- Check Welcome Packs and Travel Information Brochures have been effectively issued to staff;
 - Check information provided in the Travel Information Brochure regarding pedestrian, cycle and public transport is up to date. In particular check that any timetable information provided is current;
 - Check that bicycle parking is well maintained;
 - Check that details of the sustainable travel events promoted are current and determine next event dates;
 - Action any feedback received from staff over preceding year.
- 4.5 Staff will be notified of any changes to the Travel Plan or Travel Information Brochure.

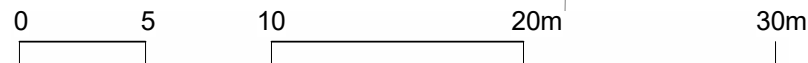
Travel Plan Actions

- 4.6 The schedule for Travel Plan actions is shown in **Table 4.1**.

Table 4.1: Travel Plan Actions

Travel Plan Actions	Start Date	Responsibility
Appoint a Travel Plan Co-ordinator	Prior to Occupation	The National Trust
Provide secure cycle parking	Prior to Occupation	The National Trust
Contact with officers from Manchester City Council to agreed formal Travel Plan document	Timescale to be Agreed with Council	TPC
Prepare walking and cycling maps	Prior to Occupation	TPC
Collate Travel Information Brochure and other information to be provided in 'Welcome Pack'	Prior to occupation	TPC
Distribution of Staff Travel Information Brochure	To all new staff.	TPC
Travel Plan measures promoted throughout development	Ongoing	TPC
Monitoring of Welcome Packs and Travel Information Brochures distribution; Check information provided in the Travel Information Brochure regarding pedestrian, cycle and public transport is up to date. In particular check that any timetable information provided is current; Check that bicycle parking is well maintained; Action any feedback received from staff over preceding year.	Ongoing	TPC
A revised Travel Plan will be submitted to Manchester City Council if required.	When required	TPC
Check that details of the sustainable travel events promoted are current and determine next event dates.	May, June, October each year	TPC

PLANS



Legend

-  Entrance to Viaduct
-  Deansgate-Castlefield Metrolink
-  Deansgate National Rail
-  Pedestrian Route from Deansgate-Castlefield Tram Stop
-  Stairs to/from Viaduct to Duke Street / Beaufort Street
-  Lift to/from Viaduct to Duke Street / Beaufort Street
-  Tram Crossing Point
-  Stairs to/from Deansgate-Castlefield Tram Stop to Deansgate / Whitworth Street West
-  Lift to/from Deansgate-Castlefield to Deansgate / Whitworth Street West
-  Footbridge Connection to/from Deansgate-Castlefield Tram Stop to/from Deansgate Railway Station

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2019.

CLIENT:

The National Trust

PROJECT TITLE:

Castfield Viaduct Elevated Urban Park

DRAWING TITLE:

Pedestrian Access Route from Deansgate-Castfield

SCALE:

N.T.S

DRAWN:

TA

CHECKED:

GD

DATE:

Jun. 2021

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN211993-G100

REVISION:



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



© 2021 Microsoft Corporation © 2021 Maxar © CNES (2021) Distribution Airbus DS © 2021 TomTom

Legend

-  Entrance to Viaduct
-  Stairs to/from Viaduct to Duke Street / Beaufort Street
-  Lift to/from Viaduct to Duke Street / Beaufort Street
-  Museum of Science and Industry
-  Restaurants / Bars
-  Pedestrian Route to Castlefield Bowl and Restaurants/Bars around Bridgewater Canal
-  Pedestrian Route to Science and Industry Museum and Restaurants/Bars on Liverpool Road
-  Pedestrian Route to Deansgate and Restaurants/Bars on Liverpool Road

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2019.

CLIENT:

The National Trust

PROJECT TITLE:

Castelfield Viaduct Elevated Urban Park

DRAWING TITLE:

Pedestrian Desire Lines from Beaufort Street / Duke Street

SCALE:

N.T.S

DRAWN:

TA

CHECKED:

GD

DATE:

July 2021

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

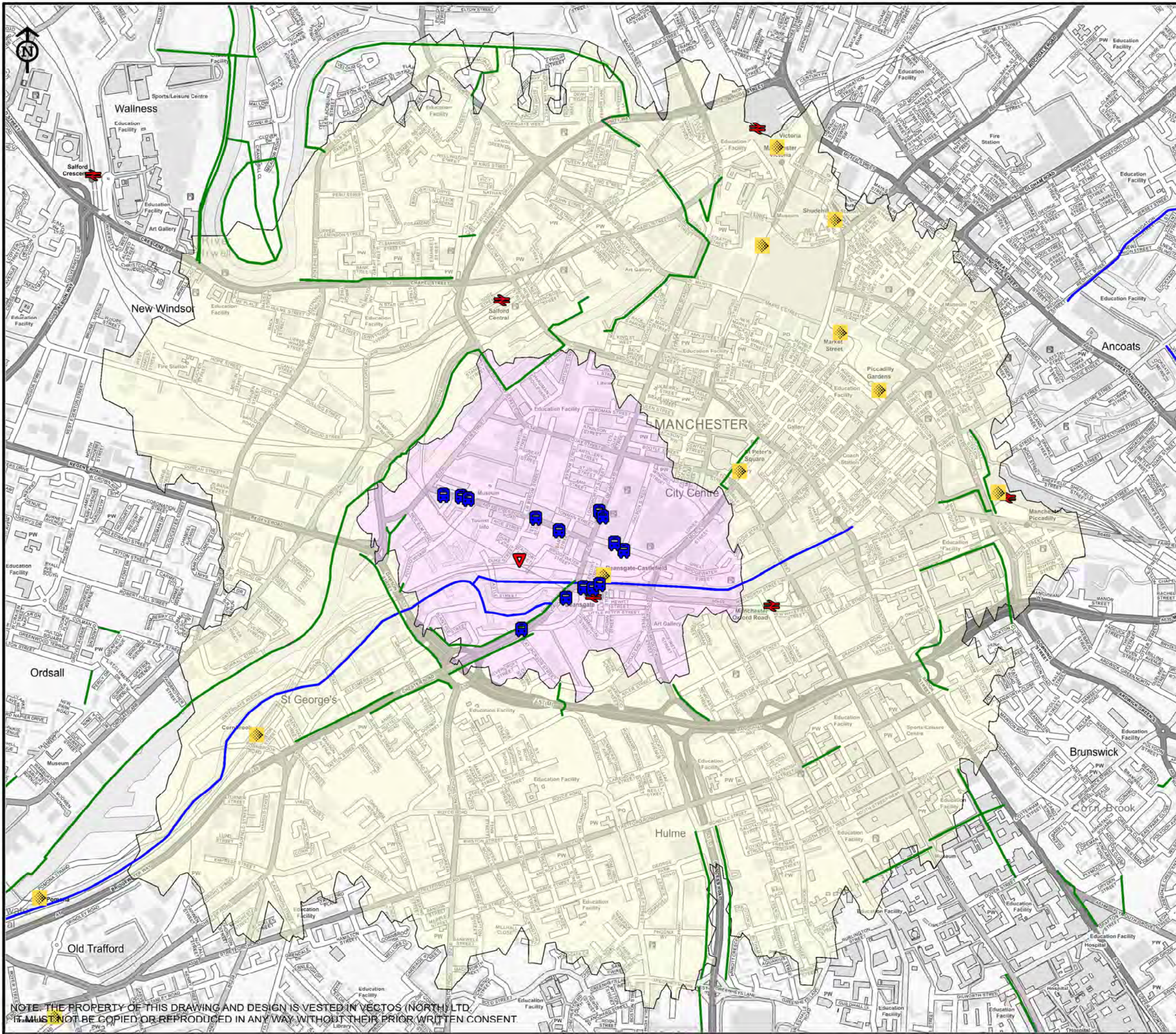
VN211993-G106

REVISION:



NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

© 2021 Microsoft Corporation © 2021 Maxar © CNES (2021) Distribution Airbus DS © 2021 TomTom



Legend

-  Entrance to Viaduct
-  Bus Stop
-  Metrolink
-  National Rail
-  Public Right of Way
-  Canal Tow Path

Walking Catchment

-  0 - 800m
-  800m - 2km

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2019.

CLIENT:

The National Trust

PROJECT TITLE:

Castfield Viaduct Elevated Urban Park

DRAWING TITLE:

Walking Catchment

SCALE:

N.T.S

DRAWN: TA

CHECKED: GD

DATE: Jun. 2021

vectos.

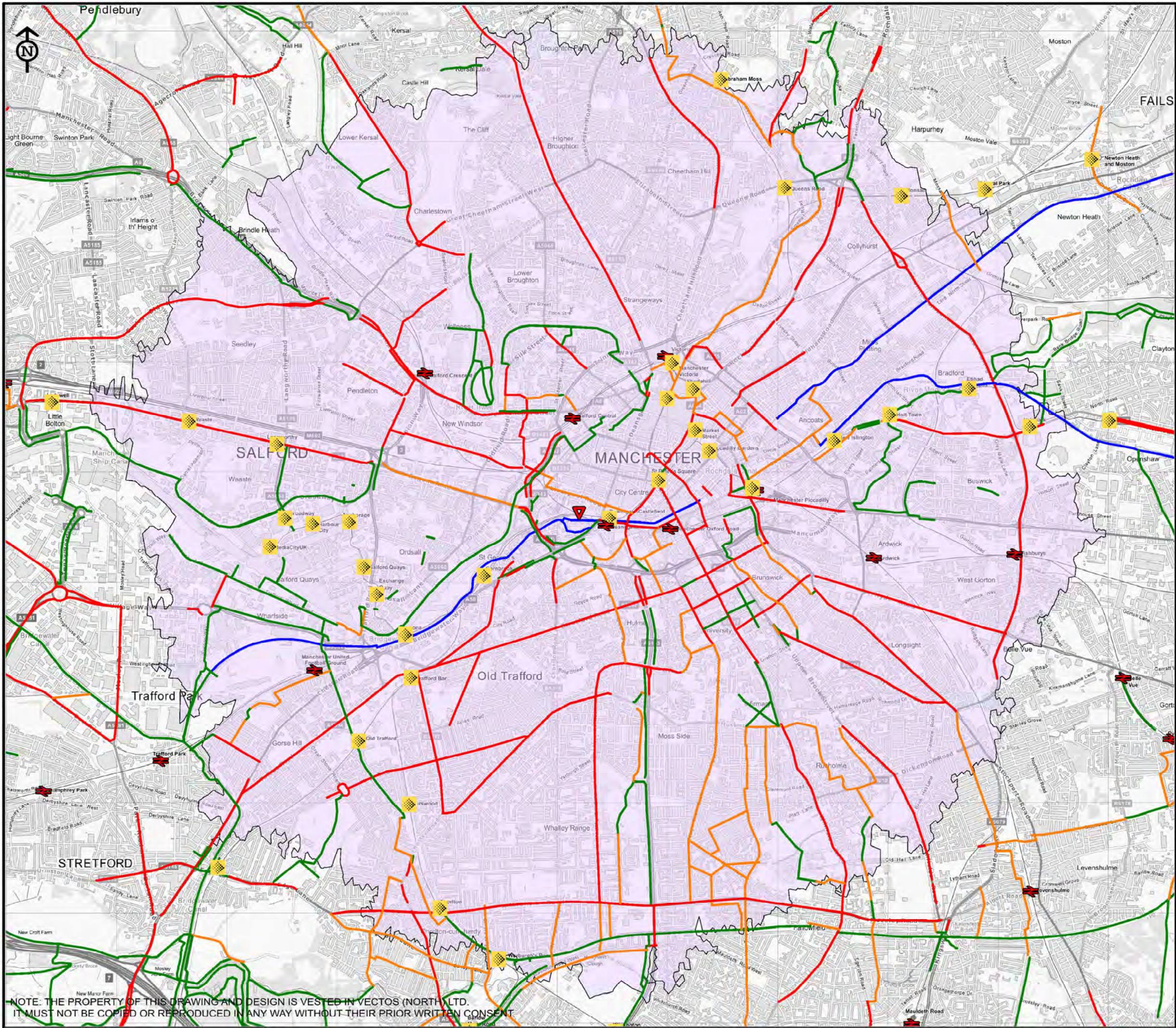
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN211993-G103

REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



PLAN 5

Legend

Entrance to Viaduct

Metrolink

National Rail

Cycle Routes

Signed Routes

On Road with Cycle Lanes

Off Road

Canal Tow Path

Cycling Catchment

0 - 5km

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2019.

CLIENT:
The National Trust

PROJECT TITLE:
Castfield Viaduct Elevated Urban Park

DRAWING TITLE:
Cycling Catchment

SCALE:
N.T.S

DRAWN: TA

CHECKED: GD

DATE: Jun. 2021

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:
VN211993-G104

REVISION:

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (North) Limited
Oxford Place
61 Oxford Street
Manchester M1 6EQ.
Company no. 07794057

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (North) Limited
Oxford Place
61 Oxford Street
Manchester M1 6EQ.
Company no. 07794057