

National Trust

Castlefield Viaduct

Castlefield Viaduct: Transport Statement

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1. Introduction

Ove Arup and Partners Ltd (Arup) has been commissioned by the National Trust to prepare a Transport Statement (TS) to support a planning application for the development of a temporary green park in Manchester city centre.

Castlefield Viaduct is part of a pilot project to deliver an elevated temporary garden in a Victorian-era steel viaduct. The viaduct is a national heritage site and is part of National Trust's Urban Places work to increase access to nature near urban areas.

1.1 Existing site

Figure 1 shows the site boundary of the Proposed Development in relation to the surrounding city centre area.

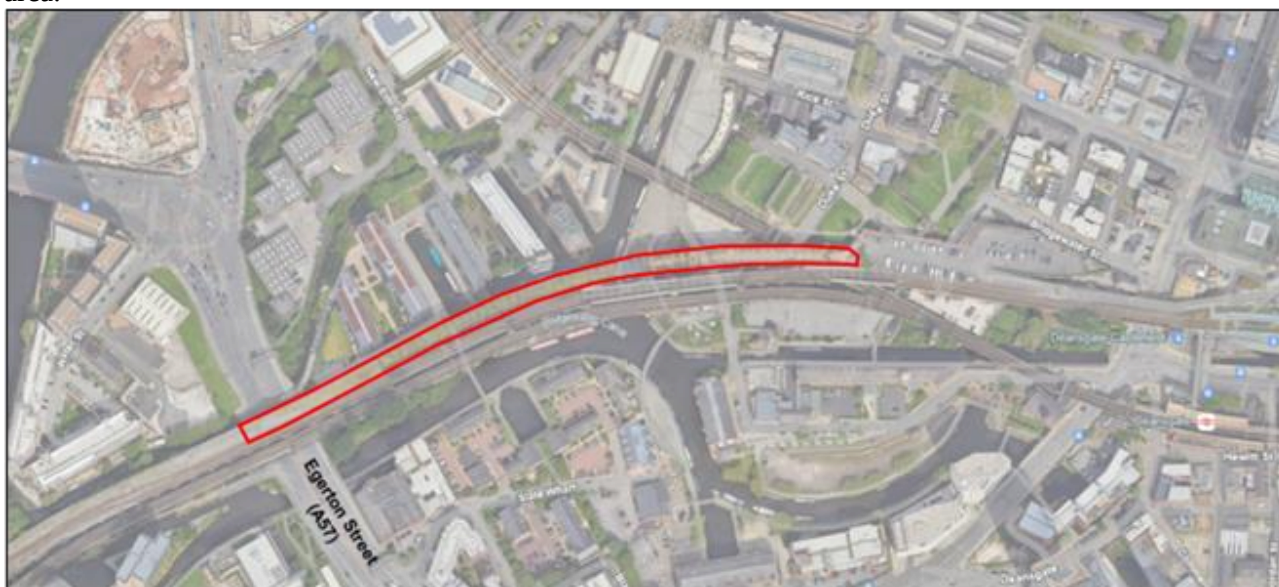


Figure 1 Site Location

The site is in Castlefield in Manchester City Centre and is currently occupied by a temporary urban park with green spaces across the elevation. It is bound by a car park to its east, unoccupied viaduct plots to its west, and rail tracks aligned to its southern boundary. The site is relatively level across the stretch of viaduct with the only level changes being the points of access to the site.

2. Existing Conditions

2.1 Site accessibility

The site is highly accessible by a range of transport modes, given its location in the City Centre and is within 300m walking distance to key transport hubs and surrounding commercial and retail areas. The site can be easily accessed by bus, with regular bus services running on Deansgate A56, as well as Metrolink with the closest stop being Deansgate-Castlefield a mere 250 m away. Deansgate train station is also in close proximity to the site, with frequent trains connecting the site to other areas in Manchester, Liverpool, Blackpool and further afield.

2.1.1 Walking network

The site can be easily accessed by pedestrians via the Deansgate-Castlefield tram stop or through Beaufort Street to the south of Castlefield Urban Heritage Park. Both points of access provide staircase and lift access. The majority of the city centre and several residential areas to the south, west and north of the site fall within a 2km catchment area, indicating that walking can be a highly attractive option for visitors accessing the proposed development.

Footway provisions around the site are generally of good quality, with tactile paving and dropped kerbs provided at most crossings. Signalised crossings are also present at most junctions, which is important for highway safety considering the presence of several trunk roads in the vicinity of the site.

Although pedestrians would be able to access the site with relative ease, walking infrastructure in its current state may not provide the most comfortable experience for pedestrians as most of the street space is allocated to motorists. The A5103 road to the east of the site and the A56 road intersect with local roads to form complicated junctions and limits pavement widths and placemaking in the area. The proposed development can help identify future opportunities for active travel infrastructure around the site and enable a more cohesive walking network.

It is understood that Manchester City Council intends to address the gaps in walking infrastructure provisions as part of a wider scheme to improve active travel routes in the city centre and encourage more people to utilise these routes. This includes several junctions and street space in Deansgate such as Liverpool Road – Bridgewater Viaduct which will see improved junction layout on Deansgate/Liverpool Road for pedestrians and cyclists, as well as a bus-gate on Whitworth Street West.

2.1.2 **Cycling network**

Cycling has the potential to replace short car trips and form parts of multimodal trips with public transport. The entirety of Manchester City Centre and several surrounding residential areas fall within a 5 km catchment area around the site, which makes cycling an attractive option for visitors to the site. Cyclists will Figure 2 shows a map of the cycle network and infrastructure produced by TfGM and indicates that the site

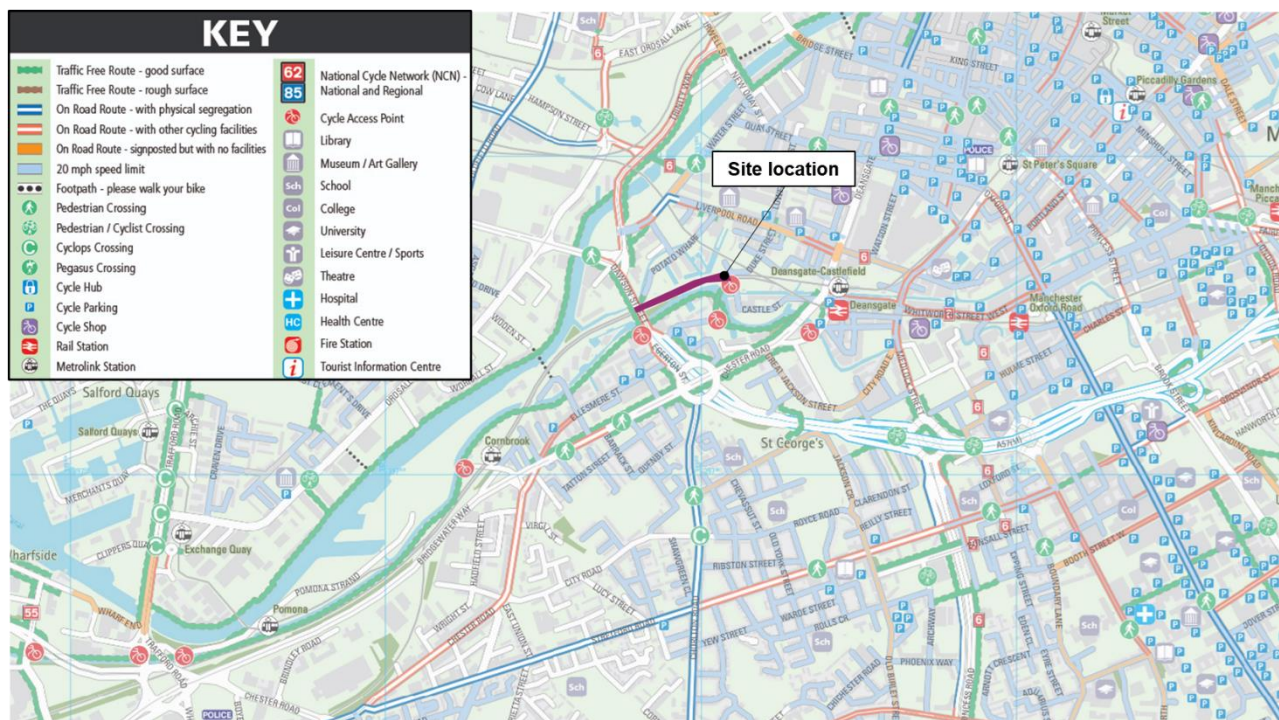


Figure 2 Cycle network map

is relatively well-connected in this network. There are traffic-free routes with good surfaces leading towards the site from the east, west, and north, and on an on-road route with physical segregation along Chorlton Road towards south of the site. Multiple cycle access points and cycle parking are available in the vicinity of the site.

However, cycle infrastructure in the city centre is still rather fragmented and improvements can be made to allow a more cohesive network for visitors travelling by bicycle. This is noted by Manchester City Council who are seeking to improve active travel routes in the city centre and supporting schemes to achieve this.

2.1.3 **Bus services**

There are several bus stops located within the vicinity of the site, the closest being on Deansgate approximately 70m walking distance from the site.

Several other bus stops are located within a short walking distance of the site on Whitworth Street West, directly north of Deansgate train station, and Liverpool Road. Most of these stops comprise of a flag and pole with timetable information only with no seating or shelter. Table 21 shows that a total of four services can be easily accessed from the site, providing 12 services per hour in all directions.

Table 21: Bus routes and frequencies serving the site

Route Number	Destination	Weekday daytime frequency (services per hour)	Destination	Weekday daytime frequency (services per hour)
Free Bus 1	Piccadilly Train Station	6	Deansgate Train Station	6
255	Partington	2	Manchester	2
X50	RHS Garden Bridgewater	2	Manchester	2

Route Number	Destination	Weekday daytime frequency (services per hour)	Destination	Weekday daytime frequency (services per hour)
33	Worsley	2	Manchester	2

2.1.4 Rail services

Deansgate train station is an approximate 100m walk from the proposed development site. The station provides regular services to several key destinations, including Manchester Airport, Manchester Oxford Road, Liverpool Lime Street, and Blackpool North. Services to local and regional destinations are also available including Barrow-in-Furness and Southport.

2.1.5 Tram services

The Deansgate-Castlefield tram stop is an approximate 50m walk(?) from the development site. Most Metrolink routes run through Deansgate-Castlefield stop, including the following services:

- East Didsbury – Rochdale Town Centre
- East Disbury – Shaw and Crompton
- Manchester Airport – Victoria
- Altrincham – Bury
- Altrincham – Piccadilly
- Eccles – Ashton-under-Lyne
- MediaCityUK – Etihad Campus
- The Trafford Centre – Deansgate-Castlefield

All services operate at a daytime frequency of one tram every 12 minutes in each direction, which makes the development site highly accessible by tram.

2.1.6 Local highway network

Figure 3 shows the location of the development site within the surrounding highway network.

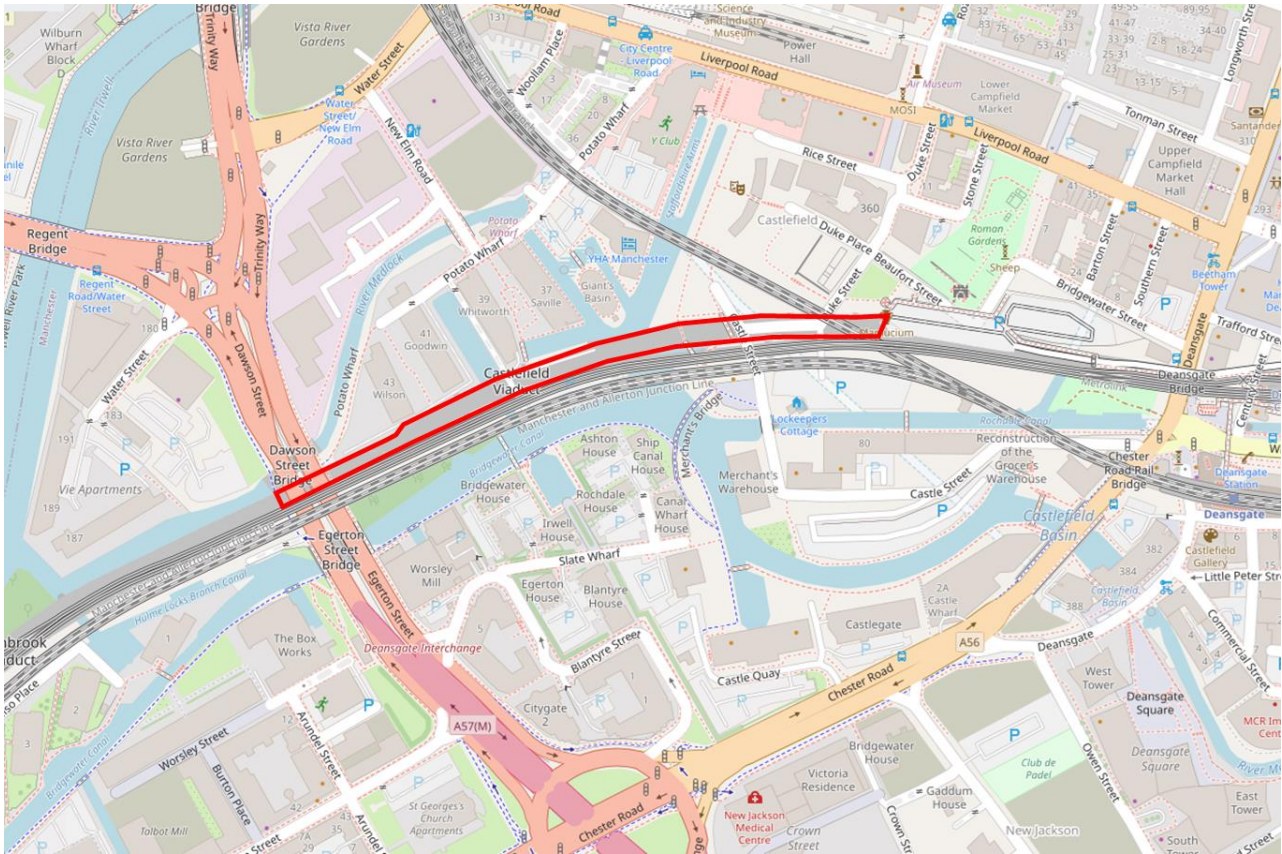


Figure 3 Surrounding highway network

Duke Street traverses in a northeast-southwest alignment from the north of the site and directly beneath the viaduct. It forms a priority junction with Liverpool Road and provides access near to the site, although it should be noted that the development site does not offer dedicated parking.

Liverpool Road A6143 is a trunk road that runs in an east-west alignment and forms a signalised junction with Deansgate A56 on its eastern end. Visitors travelling to the site by car will most likely access through Liverpool Road and onto Duke Street.

Deansgate A56 and **Bridgewater Viaduct A56** intersect with each other at Whitworth Street West with the former at the north of the junction and the latter to the south. They traverse in a northeast-southwest alignment and provide multiple signalised pedestrian crossings.

Whitworth Street West (B6469) runs in an east-west alignment and is a key route for vehicular traffic coming from the east. The road provides access to several public transport hubs including Deansgate Station and its associated bus stops as well as the Deansgate-Castlefield tram stop.

Deansgate Interchange is a major five-arm roundabout to the south-west of the site and connects the Ring Road, Mancunian Way, Chorlton Road A506, and the A56 road. This is a key junction for vehicular traffic travelling along these routes to and from the city centre.

2.2 Highway safety

As part of the reviewing existing highway safety, the last five years of validated collision data provided by the Department of Transport was analysed in the study area as shown in and illustrated in Figure 4. Across this period, there were 33 collisions in total of which 6 were rated as severe, 27 were rated as slight – there were no fatalities. However, there were 13 collisions involving vulnerable road users; 7 involved a cyclist and 6 records involved a pedestrian.

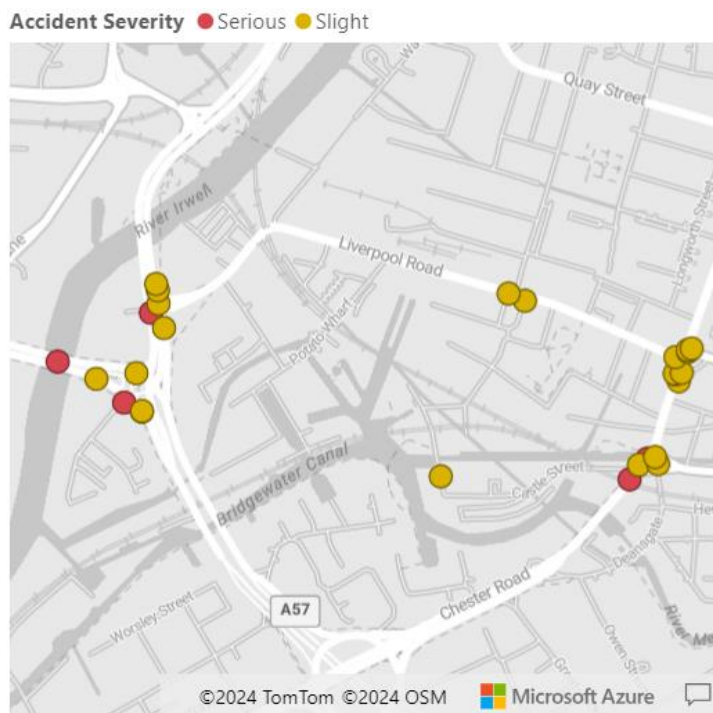


Figure 4 Location of collisions in the vicinity of the site in last 5 years (2018 - 2022)

Most of the accidents involving vulnerable road users occurred on main junctions; Deansgate, the Bridgewater Viaduct and Trinity Way.

The Trinity Way junction is a major intersection, where the A57 and Ring Road meets, comprising of 7 lanes in total. There has been a serious cyclist collision and a slight pedestrian collision at this junction. There are poorly demarcated cycling lanes at this junction, and they are not seamlessly integrated across the truncating roads. Since new access to the site is being installed on the east side, where visitors may pass through Trinity junction and the surrounding area to on route to the entrance, there are opportunities to improve the highway safety here. Across the validated accident data, 15 accidents involved car occupants, with 13 out of these occurring at the Trinity Way junction indicating the need to improve safety for all road users.

All pedestrian and cyclist collisions occurred in lit conditions, with one in unknown lighting. The occurrence of accidents in mainly lit conditions indicates that accidents are most likely occurring due to unsafe street conditions and traffic conditions and not due to poor visibility. Half of the accidents occurred in the peak traffic hours of the AM and PM when traffic is generally higher, and mobility conditions are more fraught and unsafe. The other half occurred in the late hours of the evening and early hours of the morning which could be related to irresponsible driving.

The 3 accidents in closest proximity to the site involved pedestrians crossing carriageways and presents an opportunity to improve the safety of crossings around the site area as visitors make their way on foot.

2.3 Hours of Operation

The current hours of operation are shown in Table 2.

Table 2 Current hours of operation

Period	Monday to Friday	Saturday	Sunday and Bank Holidays
June to September	10:00 to 17:00	10:00 to 17:00	10:00 to 17:00
October to December		10:00 to 17:00	10:00 to 17:00

Period	Monday to Friday	Saturday	Sunday and Bank Holidays
February to June	10:00 to 17:00	10:00 to 17:00	10:00 to 17:00

2.4 Summary

The proposed development is located in Manchester City Centre and is a highly accessible location due to its proximity to major transport links. The city centre and several residential areas fall into its catchment areas for walking and cycling, which makes active travel an attractive option for visitors to the site.

Public transport services are frequent and within a reasonable walking distance to the site, most notably the Free Bus that circles from Manchester Piccadilly to Deansgate Station and Deansgate-Castlefield tram stop where the majority of Metrolink routes serve.

The proposed development does not provide any car parking but visitors who arrive by car will be able to park at the public parking spaces offered within the vicinity of the site.

3. Proposed Development

3.1 Phase 2 Development

The proposed development involves transformation of the Grade II listed Castlefield Viaduct in Manchester into a publicly accessible urban green space by the National Trust. The first phase of the development (Planning Ref: 131621/FO/2021) has been carried out on the beginning 200m of the steel section of the Viaduct. It provided a point of entry from the Deansgate Tram car park, a visitor entrance and temporary facilities, a walkway from one end to the other, an area of existing vegetation, and an area of landscaped planters. The scheme also includes an event space at the end of the walkway that views the next section of the disused viaduct.

The proposed development is part of the phase 2 which extends the transformation to the rest of the steel section, the masonry section and towards Pomona Island. This is illustrated in Figure 5.

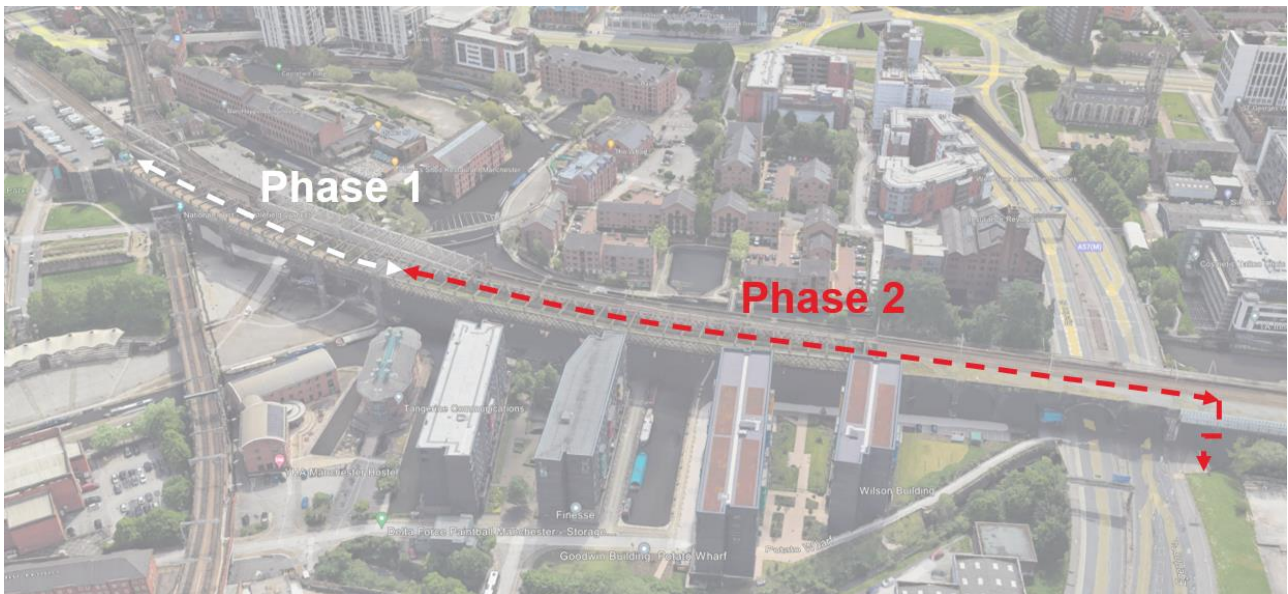


Figure 5 Extents of Proposed Development

The proposed development comprises of a number of key features (5 to 10) to complement phase 1 (1 to 4) as illustrated in the schematic in Figure 6.

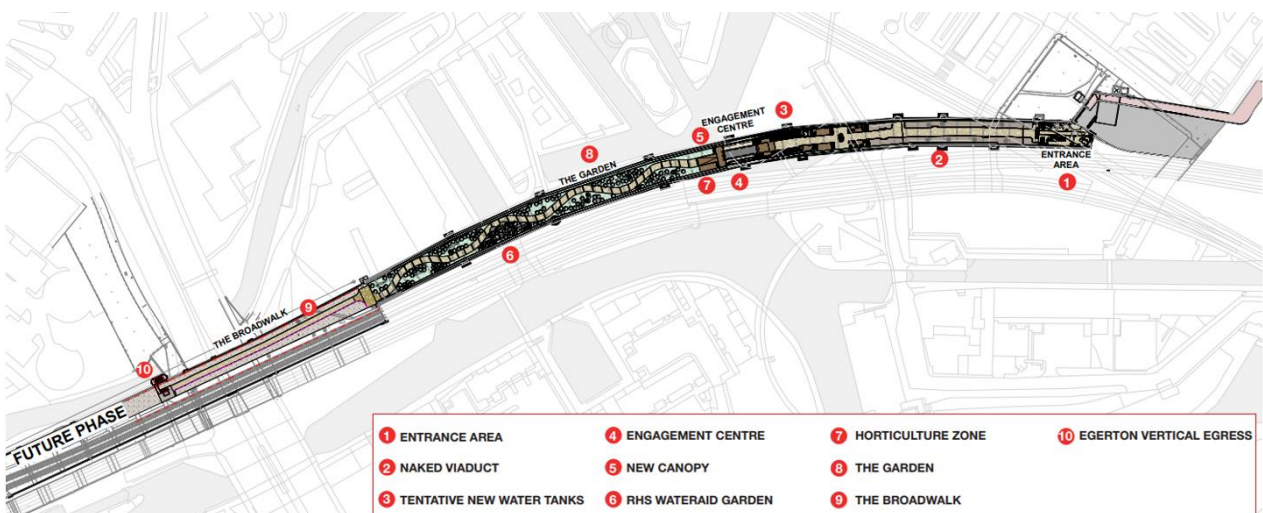


Figure 6 Details of proposed development

The most significant change from transport perspective is the provision of a pedestrian access on Egerton Street. It allows pedestrians egress via stairs and lift. The entire footprint of the access does not impact the existing shared path for pedestrians and cyclists across the Bridgewater canal and along the A57 Egerton

Street This is illustrated in Figure 7 while the full detailed design can be found in Appendix B



Figure 7 Location of proposed pedestrian access on Egerton Street

3.2 Uplift in visitors

At present, the site can accommodate up to 50 people as part of the ‘Weekly’ Special event which takes place between the hours of 17:00 to 21:00. Phase 2 enables the development footprint to grow such that it is aimed to accommodate a maximum of 250 guests. No changes to the hours of operations are proposed and remain as detailed in Table 2. Whilst the expansion from Phase 1 to Phase 2 in terms of the length of the viaduct, there is no net increase in assembly space. The uplift in proposed capacity is predominantly through the boardwalk and the additional garden space.

4. Policy Review

This section outlines the relevant national, regional, and local transport policy and planning guidance documents which form the context for the development proposals.

4.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was originally published by the Department for Levelling Up, Housing & Communities (DLHG) in March 2012, with the most recent revision being published in September 2023.

The NPPF details out the Government's planning policies for England and how these are to be applied. The document seeks to contribute to promoting sustainable transport, and states in paragraph 104 that 'transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'

NPPF also states in paragraph 110 that when assessing sites that may be allocated in plans or specific applications for development, it should be ensured that:

- 'Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

Paragraph 112 also provides an outline of what applications for developments should include:

- 'Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.’

In addition, paragraph 113 states that ‘all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.’

Throughout the Transport Statement, it is demonstrated that the proposed developed is consistent with these policies.

4.2 National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) was last updated in November 2023 and contains guidance on Travel Plans and Transport Assessments, setting out that they are required for all developments which generate significant amounts of movements. The NPPG states that these should be:

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest practicable possible stage of a development proposal;
- Be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);
- Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

The Transport Statement has been developed in line with this guidance to appropriately assess the potential transport impacts of the proposals and promote a sustainable development.

4.3 Greater Manchester Strategy

The Greater Manchester Strategy is a wider strategic framework that sets out a ‘collective ambition to make Greater Manchester one of the best places in the world’ and focuses on ‘ensuring that the people of Greater Manchester can all benefit from economic growth and the opportunities it brings throughout their lives.’ The vision stated in the Strategy is ‘to make Greater Manchester one of the best places in the world to grow up, get on and grow old:

- A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
- A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand, you’ll get it.
- A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
- A place where people live healthy lives and older people are valued.
- A place at the forefront of action on climate change with clean air and a flourishing natural environment.
- A place where all voices are heard and where, working together, we can shape our future.

The strategy for achieving this vision centres around 10 priorities, two of which have the most direct impact on the proposed development:

Priority 4: A thriving and productive economy in all parts of Greater Manchester

The outcomes of Priority 4 are as follows:

- Improved economic growth and reduced inequality in economic outcomes across Greater Manchester places and population groups; and
- Increased business start-ups and inward investment, and improved business performance.

One of the ambitions to achieve this is to ensure that ‘Greater Manchester’s town centres are quality places where people choose to live and work.’

Within this context, paragraph 6.23 states that ‘we will bring forward proposals for how our town centres can be re-purposed and modernised through transformational development so they can become quality places to live and work, balancing new higher-density residential development with quality cultural facilities, public spaces, a good environment for walking and cycling, public services, retail, entertainment, and employment offers, as well as key access points to an integrated transport network. Achieving those ambitions is a crucial element of our brownfield first priority and our place-making approach to deliver an inclusive economy.’

Priority 7: A green city region and a high-quality culture and leisure offer for all

The targeted outcomes for Priority 7 are as follows:

- Reduced carbon emissions and air pollution, increased resilience, more sustainable consumption and production, and an outstanding natural environment; and
- Increased local, national and international awareness of, pride in, and engagement with Greater Manchester’s culture, leisure and visitor economy.

In order to strengthen the natural environment, paragraph 9.5 states that ‘our natural environment, and the ecosystem services it provides, needs to be both protected and, where possible, enhanced in light of increasing pressures from people, the economy and a changing climate. We will seek to protect our existing green spaces by pursuing a brownfield and town centres first approach to housing and employment site development and improving the quality of our parks, rivers and canals.’

Paragraph 9.6 also states that ‘improving the environment and amenities at the heart of our city-region will be essential to enable us to compete with the best international cities in terms of the quality of life we can offer to existing and new residents. As Defra’s Urban Pioneer City, we are developing new models to manage and improve our environment. We will design and test innovative natural capital approaches to support sustainable economic growth, such as improved water management through the Natural Course project or supporting the City of Trees ‘City Park’ initiative.’

4.4 Greater Manchester Transport Strategy 2040 (2017)

The Greater Manchester Transport Strategy 2040 is a policy framework developed by Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Local Enterprise Partnership (GMLEP). The Strategy sets out the long-term ambitions for transport in Greater Manchester according to the vision for Greater Manchester to have ‘World class connections that support long-term sustainable economic growth and access to opportunity for all.’

The vision is composed of four key elements representing the goals of the Strategy:

- Supporting sustainable economic growth
- Protecting our environment
- Improving quality of life for all
- Developing an innovative city-region

Several policies may have a direct impact on the proposed development including:

Policy 4: ‘We will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.’

Policy 4 describes how TfGM and local planning authorities will continue to work with developers to better integrate transport and new developments according to the following principles:

- Reducing the need to travel;
- Reducing the need to travel by car, and the distance travelled;
- Maximising accessibility by sustainable modes;
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;
- Maximising opportunities to provide additional public transport; and
- Designing to encourage active travel.

Policy 11: ‘We will work with partners, including the Canals and Rivers Trust, to enhance green and blue infrastructure to provide a safe and attractive environment for walking and cycling.’

Policy 11 refers to how opportunities will be identified to ‘enhance biodiversity and green infrastructure through transport schemes, for example, through planting.’

4.5 Greater Manchester Places for Everyone Joint Development Plan 2022 to 2039 (2024)

The Places for Everyone Plan took effect and became part of the statutory development plan for each of the nine Greater Manchester districts in March 2024. It outlines the long-term plans for jobs, new homes, and sustainable growth and will ensure that all new developments are sustainably integrated into Greater Manchester’s transport network or supported by new infrastructure. It forms a part of the Manchester Local Plan.

The Plan aims to become one of the many ways in which to deliver the vision and objectives of the Greater Manchester Strategy. There are several policies listed in the Plan that will have a direct impact on the proposed development.

Policy JP-G1: Landscape Character

This policy states that ‘Development within a Landscape Character Type...should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:

- Topography, geology and drainage;
- Land use and field patterns;
- Semi-natural habitats and woodland cover;
- Archaeology and cultural heritage;
- Settlement, road pattern and rights of way; and
- Views and perceptual qualities.’

Policy JP-G6: Urban Green Space

This policy outlines that ‘To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions:

- existing urban green space will be protected and enhanced in balance with other considerations; and
- we will work with developers and other stakeholders to deliver new high quality urban green spaces.

Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.’

Policy JP-P2: Heritage

This policy states that ‘We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.’

In addition, it was noted that ‘particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.’

4.6 Manchester Local Plan – Core Strategy Development Plan (2012)

The Core Strategy is the key document in the Manchester Local Plan and outlines the Council’s vision for Manchester City across a period from 2012 to 2027, along with the planning policies that will be used to deliver the vision.

The Core Strategy vision consists of many attributes of what Manchester will be in 2027, several of which are the most relevant to the proposed development:

- ‘Meeting the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective Green Infrastructure.’
- ‘A City defined by excellence in urban design and environmental quality, where its distinctive historic environment is understood, valued, cared for and its potential fully realised.’
- ‘A City where residents and visitors regularly enjoy a network of quality open spaces, parks and river valleys, enriched with biodiversity, which provide recreational routes and opportunities for sport across the city.’

In addition, there are several policies that are directly linked to the proposed development.

Policy CC 10 – A Place for Everyone

Policy CC 10 outlines that ‘the City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through:

- Uses which increase the diversity of activity in the City Centre, with an emphasis on family-oriented activity; and,
- High standards of accessibility to buildings and across spaces in the City Centre.’

Through this policy, the Council ‘aims to extend the attractiveness of the City Centre to all groups of people...by promoting uses and public areas which appeal to a wide range of people, and which will promote the City Centre as a destination, for work and leisure, throughout the day.’

Policy EN 9 – Green Infrastructure

This policy states that ‘new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.’

4.7 Our Manchester Strategy - Forward to 2025 (2016)

‘Our Manchester Strategy’ sets out a plan and priorities for Manchester City to achieve its vision.

Halfway through the original strategy, the priorities were reset for the remaining years to 2025, although the original vision remains the same: ‘for Manchester to be in the top-flight of world cities by 2025 with a strong

economy and highly skilled people. Our goal was to be well-connected, limiting climate change and somewhere everyone feels safe and lives well in an attractive and welcoming city.

The priorities were reworked to emphasise a focus on young people, the economy, healthy, housing, environment, and infrastructure and make Manchester:

- A thriving and sustainable city
- A highly skilled city
- A progressive and equitable city
- A liveable and zero-carbon city
- A connected city

The priority that will have the most direct impact on the proposed development is for Manchester to be ‘a liveable and zero-carbon city’ through creating ‘sustainable, safe, resilient and cohesive neighbourhoods, with more affordable housing, good-quality green spaces, and accessible culture and sporting facilities.’

4.8 Manchester Green and Blue Infrastructure Strategy (2015)

The Manchester Green and Blue Infrastructure Strategy was developed by Manchester City Council and partners to focus on protecting and enhancing the green and blue spaces in the city to highlight their value and functionality. A long-term plan was set out over a ten-year period across 2015 to 2025, although this was updated in 2022 with a refresh plan.

The overarching vision and key objectives remain the same:

‘By 2025, climate-resilient well-maintained green and blue spaces remains an integral part of all neighbourhoods. The city’s communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces, and safe green routes for walking, cycling and exercise throughout the city. Green and blue infrastructure will be supporting Manchester’s growth.’

The key objectives are to:

1. Improve the quality and function of existing green and blue infrastructure
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city’s growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides for residents, the economy and the local environment

Castlefield Viaduct was mentioned in the refresh plan as one of the key projects driving environmental change. National Trust’s vision was outlined to ‘transform Castlefield Viaduct into a free-to-access park and meeting place for people and nature. It will be a space that respects the listed structure, celebrates the nature, beauty and history of the viaduct, and fits in with existing plans for the city.’

4.9 City Centre Transport Strategy to 2040 (2021)

The City Centre Transport Strategy was developed by Transport for Greater Manchester, Manchester City Council and Salford City Council, and is a sub-strategy to the Greater Manchester Transport Strategy 2040 to guide how city centre transport will be improved over the next two decades. The vision is set out for a ‘a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit.’

The vision is supported by seven ambitions, with Ambition 2 being most relevant to the proposed development: ‘The city centre is cleaner, greener and less congested.’

One of the ways in which to achieve this is ensuring that ‘there are more green spaces and trees in the urban environment, with good access to the rivers, canals and parks.’

5. Traffic Impact

The proposed development is not expected generate any additional vehicular traffic. This is due the following points:

- The proposed expansion, as illustrated in Figure 6, is not adding additional assembly space.
- The hours of operation when it is expected to reach maximum capacity are during the weekend and bank holidays. This is unlikely to have any material impact on the safe operation of local highway network during peak hours.
- The site has excellent public transport and active travel links in close proximity as discussed above.
- It is aimed at attracted visitors that have already travelled to Manchester and are visiting attractions in the City Centre. As such these trips are already on the network.
- The proposed new access does not impact existing pedestrian and cycling infrastructure on Egerton Street and provides a direct link to existing infrastructure supporting active travel
- The proposed access arrangement distributes the visitors offer greater options and expanding the catchment for access via walking and cycling.

6. Conclusion and Recommendations

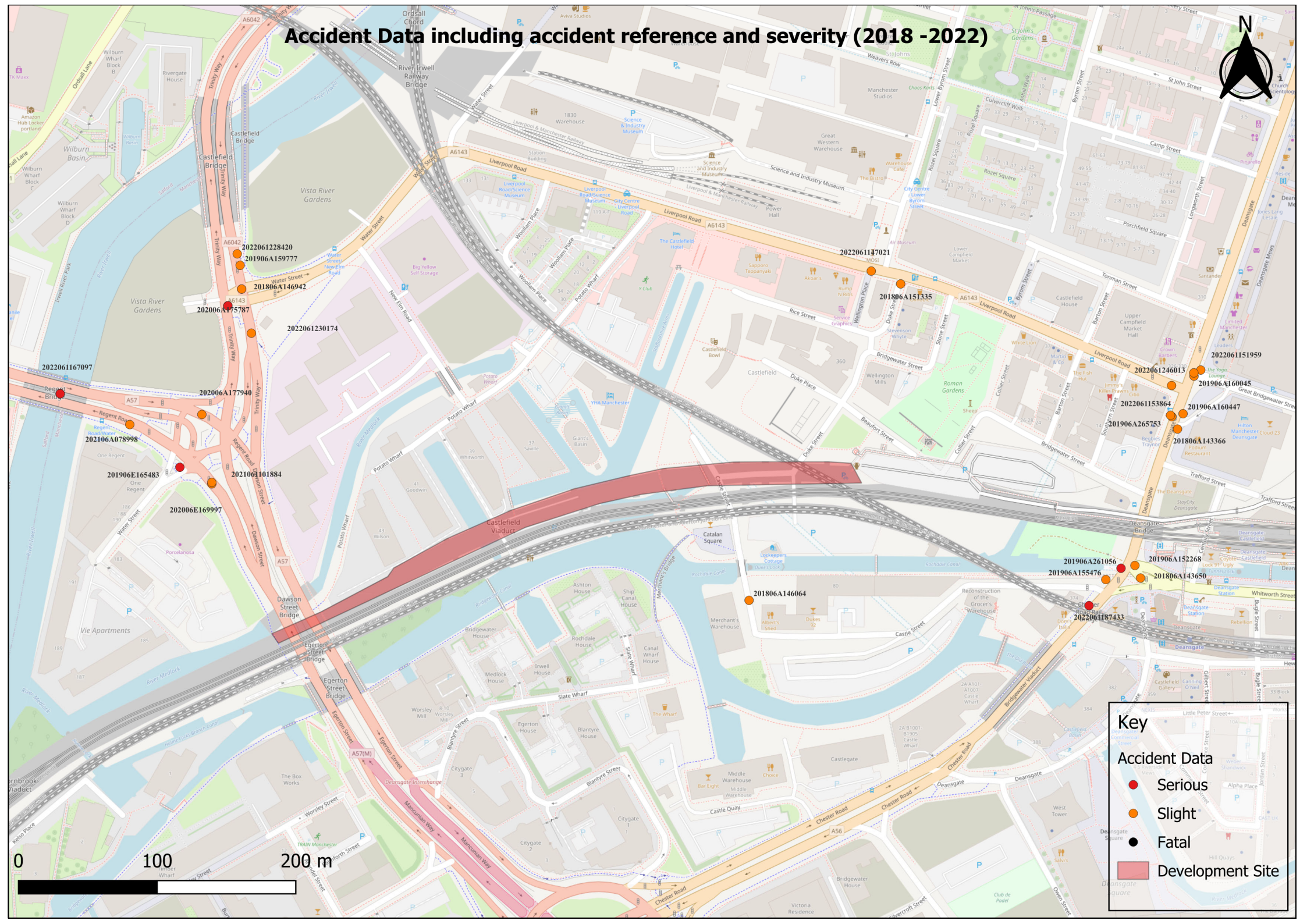
The proposed development is aimed at deriving and uplifting greater value of an existing asset. The nature of development encourages and promotes green spaces and active travel. The existing operation of Phase 1 have not presented any challenges or issues and have added positively to the ambitions and vision for the area in line with the local plan and policies.

It is concluded that the Proposed Development is not likely to have material impact on the safe operation of highway network and it is recommended that the Proposed Development is approved on transport grounds.

Appendix A

Road collision and casualty data from DfT

Accident Data including accident reference and severity (2018 -2022)



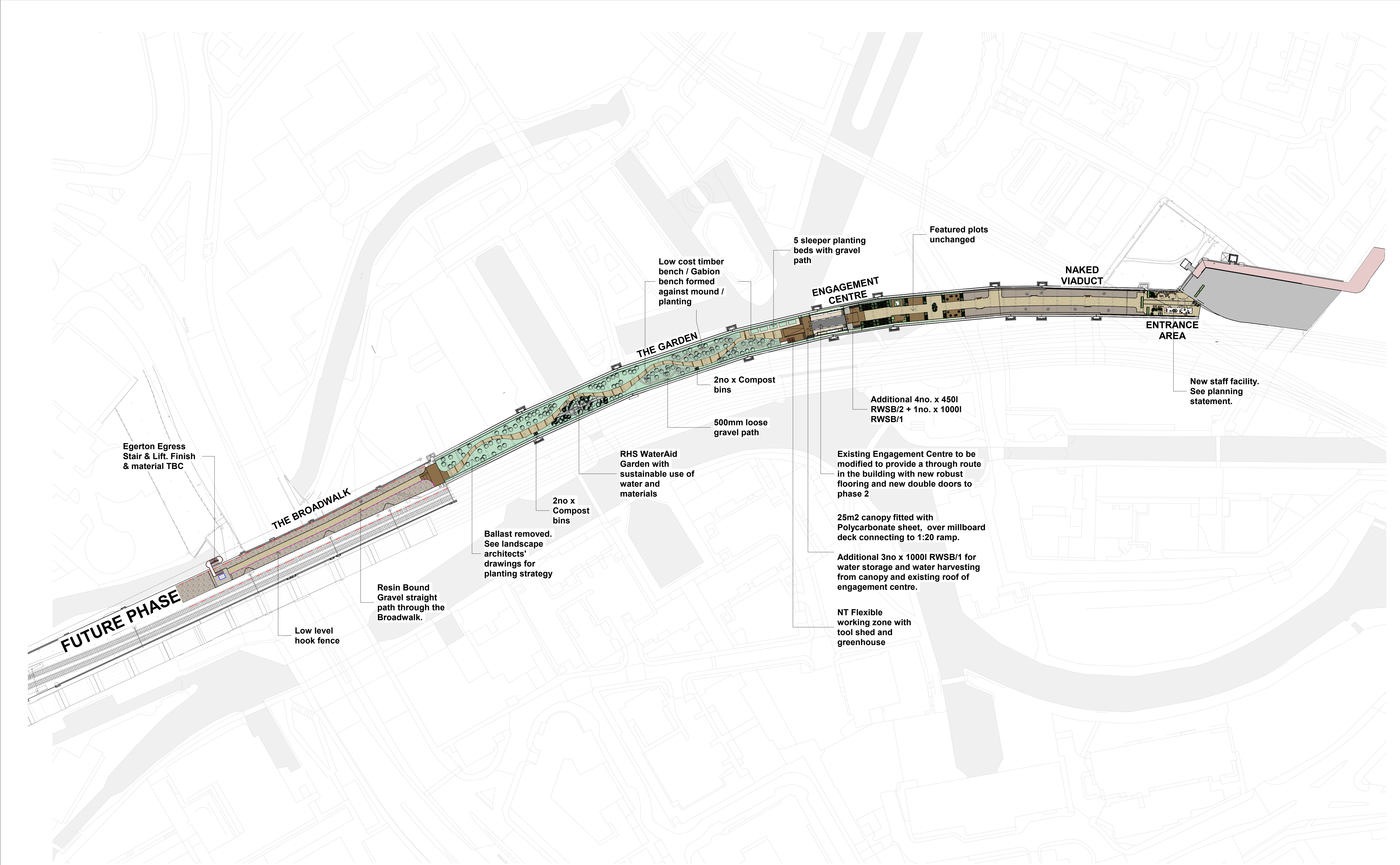
Key

- Accident Data
 - Serious (Red dot)
 - Slight (Orange dot)
 - Fatal (Black dot)
- Development Site (Red shaded area)



Appendix B

General Arrangement Drawing



CDM Issues - Significant/Residual Hazards:		<table><tr><th>Hazard</th><th>Description</th><th>Measure/Location/Reference</th></tr><tr><td>Fall from height</td><td>☒ The entire viaduct is an elevated structure with deep falls at the edges.</td><td></td></tr><tr><td>Falling objects</td><td>☐</td><td></td></tr><tr><td>Hazardous materials</td><td>☒ Ballast is contaminated (metals & PAHs), presence of metals in paint on existing viaduct.</td><td></td></tr><tr><td>Uncontrolled substances</td><td>☐</td><td></td></tr><tr><td>Site transport/parking</td><td>☒ Emergency access only possible from one end.</td><td></td></tr><tr><td>Crushing/entanglement</td><td>☐</td><td></td></tr><tr><td>Hazardous operations</td><td>☒ Existing historic deck plates have limited capacity, refer to Structural Engineer reports.</td><td></td></tr><tr><td>Confined spaces</td><td>☐</td><td></td></tr><tr><td>Noise</td><td>☐</td><td></td></tr><tr><td>Dust</td><td>☒ Inhalation of dust generated from construction is a hazard to health.</td><td></td></tr><tr><td>Vibration (HAV)</td><td>☐</td><td></td></tr><tr><td>Manual handling</td><td>☒ Sensible H&S measures to be in place to prevent and avoid injury.</td><td></td></tr><tr><td>Asbestos</td><td>☐</td><td></td></tr><tr><td>Others</td><td>☒ Viaduct is adjacent to the live Metrolink and on Span 1 overalls a railway line.</td><td></td></tr></table>		Hazard	Description	Measure/Location/Reference	Fall from height	☒ The entire viaduct is an elevated structure with deep falls at the edges.		Falling objects	☐		Hazardous materials	☒ Ballast is contaminated (metals & PAHs), presence of metals in paint on existing viaduct.		Uncontrolled substances	☐		Site transport/parking	☒ Emergency access only possible from one end.		Crushing/entanglement	☐		Hazardous operations	☒ Existing historic deck plates have limited capacity, refer to Structural Engineer reports.		Confined spaces	☐		Noise	☐		Dust	☒ Inhalation of dust generated from construction is a hazard to health.		Vibration (HAV)	☐		Manual handling	☒ Sensible H&S measures to be in place to prevent and avoid injury.		Asbestos	☐		Others	☒ Viaduct is adjacent to the live Metrolink and on Span 1 overalls a railway line.		Notes: 1. Do not scale from this drawing. 2. Dimensions are in millimetres (mm) unless otherwise stated. 3. This drawing is to be read in conjunction with all relevant Architectural, Civil, Structural and Service Engineer's drawings, schedules and specifications.		Key:		<table><tr><th>Rev.</th><th>Date</th><th>Description</th><th>Dm.</th><th>Chkd</th><th>Appd.</th></tr><tr><td>A</td><td>17/07/24</td><td>General revision</td><td>DL</td><td>DL</td><td>MC</td></tr><tr><td>B</td><td>18/07/24</td><td>General revision</td><td>DL</td><td>DL</td><td>MC</td></tr><tr><td>C</td><td>23/07/24</td><td>General revision</td><td>KK</td><td>DL</td><td>MC</td></tr><tr><td>D</td><td>24/07/24</td><td>General revision</td><td>DL</td><td>DL</td><td>MC</td></tr><tr><td>E</td><td>25/07/24</td><td>RWSB & planting rev'd</td><td>DL</td><td>DL</td><td>MC</td></tr></table>		Rev.	Date	Description	Dm.	Chkd	Appd.	A	17/07/24	General revision	DL	DL	MC	B	18/07/24	General revision	DL	DL	MC	C	23/07/24	General revision	KK	DL	MC	D	24/07/24	General revision	DL	DL	MC	E	25/07/24	RWSB & planting rev'd	DL	DL	MC	Key Plan:		Issue Status: PRELIMINARY		twelve architects & masterplanners 148 Tooley Street London SE1 2TU UK t: +44 (0) 207 846 2012 e: info@twelvearchitects.com w: www.twelvearchitects.com	
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• Unlikely to be obvious to a competent contractor or other designers;														Drawing Title																																																																																		
• Unusual;														MASTERPLAN OPTION 3B																																																																																		
• Likely to be difficult to manage effectively.														BALLAST REMOVED / WATERAID IN																																																																																		
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As a design and building project, the Main Contractor is deemed to be a designer under the CDM Regulations as well as the Client, Architect, Engineer or subcontractors. This risk schedule is not a design risk assessment of a full and complete risk schedule and should not be deemed as such. Copies of the designer's risk assessment along with risk schedules are to be available from the Main Contractor's site office upon request.														Scale @ A1:																																																																																		
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