Transport for Greater Manchester

Piccadilly Gardens Safety Review Committee (SRC) Meeting

Friday 9th October 2026
09:30–10:15

Microsoft Teams Video Call

Attendees:

[redacted]

Transport for Greater Manchester

Section	MCC Transforming Piccadilly Gardens	Action	By When
1.0	**Introduction**		
1.1	The Chair confirmed the SRC Panel members, introduced the presenters and reviewed the agenda as circulated.		
2.0	**Objectives**		
2.1	**Presenters – The Project Team** • Provide the SRC with an overview of Phase 1 of the Piccadilly Gardens Transformation Project.		
3.0	**Presentation Overview**		
3.1	• Scope and Phasing • Why do we need to redesign Piccadilly Gardens? • Developing the Concept • Proposed Masterplan • Access and Movement • Materiality: Hard Landscape • SRC Focus Areas • Tram Interface (west) • Bus Interface (north) • Our Town Hall / Albert Square precedent • CDM Roles and Responsibilities		
4.0	**Discussion Highlights**		
4.1	**Questions and Responses** ID asked whether the site hoarding can be designed to allow visibility through it to reduce concealment risks in close proximity to Metrolink operations and comply with security requirements. AL advised that the current hoarding design includes open mesh sections at corner locations. The project team will review whether additional transparent sections can be incorporated and discuss this with Manchester City Council. ID explained that visibility through the hoarding is required to minimise concealment risks and support compliance with security requirements close to the tramway. AL confirmed there were no concerns in principle with increasing visibility through the hoarding and agreed to review the proposal with stakeholders. **Action: Review the hoarding design and consider increasing visibility.** ID asked whether new trees would be planted further away from the overhead line to reduce future vegetation management requirements and minimise potential service impacts. MS advised that no new trees will be planted closer to the tramway than the existing trees. Ongoing maintenance, vegetation management and stewardship arrangements will be included within the scheme.	**AL**	**23.10.26**

	ID asked whether pedestrians would be able to pass through the site during construction. AL advised that the central gardens area will be closed during construction, however pedestrian routes around the site perimeter will remain available and will be adjusted as works progress. KC asked whether pedestrian modelling had been undertaken to justify the proposed 1.5m footway adjacent to the tramway. MS advised that pedestrian modelling has been completed and has informed the proposed design. The 1.5m dimension relates to tramway separation, while pedestrian routes elsewhere within the scheme range from 2m to 6m wide. The design encourages pedestrian movement through the gardens rather than along the tram boundary. KC asked whether consideration had been given to bus visibility, pedestrian movements and potential impacts on bus reliability at the proposed crossing location near stand D. MS/AL advised that the crossing design remains at an early stage. Discussions with UTC have commenced, with further modelling and design development to be undertaken before proposals are finalised. KG asked whether arrangements are in place to communicate construction activities and any operational impacts to Metrolink and tram drivers. AL advised that engagement is already taking place with Metrolink representatives and that communication and coordination arrangements will continue throughout the project. BK asked whether Metrolink Operations and Maintenance teams had reviewed the proposals, particularly in relation to access, trees and operational risks. AL advised that engagement to date has primarily been with access representatives and welcomed a wider review involving Operations and Maintenance teams. **Action: Arrange a review session with relevant Operations and Maintenance representatives.** LK asked whether further detail could be provided on the Hostile Vehicle Mitigation (HVM) arrangements and whether wider safety concerns relating to Parker Street had been considered. NS advised that further HVM details will be developed as the design progresses. Future CRSTS works will include lighting improvements in surrounding areas, including Parker Street, and existing safety perception research will be reviewed.	**BK**	**23.10.26**

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5.0	Actions		
5.1	The following actions were raised during the Piccadilly Gardens SRC meeting: • Review the hoarding design and consider increasing visibility. • Arrange a review session with relevant Operations and Maintenance representatives.	 AL BK	 23.10.26 23.10.26
6.0	**Next Meeting**		
6.1	Next meeting: TBC	FIO	

Circulation

SRC Attendees (Meeting invite, agenda, and minutes)
All Attendees