Briefing Note 4

Date: 20 March 2025

Project No. 410.066238.00001

RE: Viadux Phase 2
Highway Improvement Summary

Introduction

SLR are advising Salboy Central Ltd on the proposed development of Viadux Phase 2. As requested by Manchester City Council (MCC), this Briefing Note provides a summary of the highway's layout, and highway operation with development. The analysis within this document has also been subject to scrutiny by Manchester Central Convention Centre Ltd (MCCCL) and their consultants Momentum and the design solutions reflects feedback from all parties.

Development Transport Overview

Parking

The development is car free but extensive parking (inc Disabled) is available at NCP Manchester Central/Gt Northern opposite. On street parking (2xDisabled 3xP&D) is provided on Great Bridgewater St (GBSt) plus a Car Club space provided on Watson St (agreed with Viadux Ph1 S278).

Plot 2a Entrance and Hotel Drop Off from Albion St with Quality Landscaping. Secondary entrance from GBSt.

Plot 2b Entrance from new Public Realm area off GBSt opposite Watson St which also serves as the landing space for the Metrolink access stairs.

Cycle Parking

Plot 2b 133 (100% provision)

Plot 2a shares with Phase1 (as the Ph1 demand is v low – with max 7 parked surveyed over 2 weeks). Therefore, the total Phase 1/Plot 2a cycle provision is 374 (45% provision) supported by Cycle Hire offering quality bikes helping meet demand for cycle use without needing to own a bike.

Hotel: 16 spaces matching parking standards.

Servicing

Main servicing for Plot 2a is from a Service Yard off Trafford St under the Metrolink Bridge.

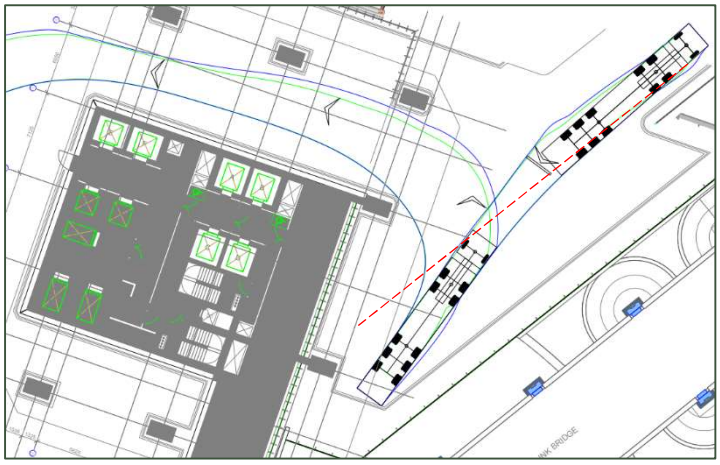
Additional Loading Bay on GBSt for Plot 2a light walk-in goods if needed.

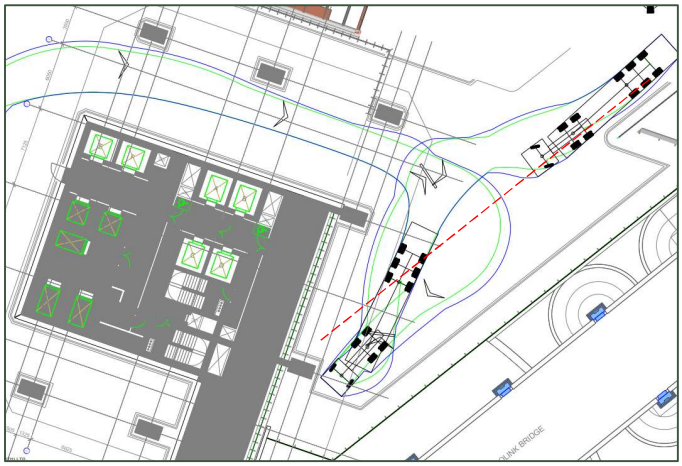
Plot 2b served mainly from Trafford St (W). Secondary existing Loading Bay on GBSt west of Watson St.

Manchester Central Service Yard

The operation and tracking of the Manchester Central Service has been assessed with multiple vehicle tracking tests on CAD and also (on the previous layout) using live lorry tracking on a mocked-up layout. Throughout this process Manchester Central have been consulted and provided with the vehicle tracking.

Following the live vehicle testing, the footprint of Plot 2a scheme was reduced in size and extra service yard space provided by shifting the eastern boundary of the service yard east closer to the Metrolink bridge effectively over the roof of the ground floor Plot 2a building as below. The vehicle tracks show that the largest vehicles can access Central Hall either in a forward gear or reversing in and there are two corridors available which can be used flexibly to separate traffic streams or pedestrians as required. These were presented fully in the Transport Assessment and consulted with MCCCL.





The operation of the service yard currently does become busy and at times, vehicles are held back on Trafford Street before entering to manage the movements. To help manage the arrivals of vehicles the developer is facilitating the implementation of the Voyage Control booking system (which is used by the Olympia Events venue, London) to spread the arrival of events traffic over time and as well as drivers booking an arrival slot, the system allows up to communication for drivers, exhibitors and MCCCL to know of issues in advance of arriving.

Highway Layout

The highway layout is given in **Dwg SVA-VEC-0-P2-DR-CH-0000 P11.** A previous version of this was subject to a Road Safety Audit and this plan reflects the recommended changes by the Auditor and also responds to comments made by MCC Highways and also MCCCL's consultants Momentum.

Thay layout has been tracked for vehicle manoeuvres including Articulated HGVs and these are given in **Appendix A**.

We describe the specific areas of highway and the design/operation aspects next.

Signal Improvement Albion St/Gt Bridgewater St/Lwr Mosley St

The junction is transformed to meet the needs of pedestrians who currently do not have a dedicated crossing phase. The key elements are:

- An All-Red Pedestrian Crossing Stage.
- Pedestrian Footways widened on the SW/NW/NE corners of the junction.
- Advanced Cycle Stoplines are provided on all approaches. MCC asked us to consider cycle improvements on the Gt Bridgewater St E arm. Here we have proposed a cycle approach lane and an advisory cycle lane heading east currently not provided.
- We have allowed hatching on GBSt E to allow ahead traffic to get passed left turning vehicles.
- Due to the existing congestion on Albion St & GBSt W (mainly in the PM peak) we have retained the yellow box.
- The left turn from Albion St into Gt Bridgewater St is removed. This short link is in fact unsuitable for articulated HGVs who cannot turn unless they overswing into other traffic lanes on Gt Bridgewater St.
- The proposed layout has been tracked for articulated HGV movements.

Albion Street

Albion Street is very wide (currently up to 6 lanes) making it difficult for pedestrian to cross. Part of that width is down to a left slip lane from Trafford Street which forces traffic to turn left onto Albion St. That traffic then turns left onto Gt Bridgewater St and finally left again onto Deansgate. We have looked at alternative options to allow vehicles to turn right and immediately head south but this is not possible due to the proximity of the Whitworth St signals.

Hotel Drop Off

The Hotel Drop Off area is designed to be a quality environment which allows taxis and guests to drop off/pick up and move on. It is not a taxi rank and would be managed by on site staff to avoid long stayers. We don't intend to apply a TRO as this is a private area and this can be managed in a similar manner as the Drop Off at No.1 Spinningfields, Byrom St.

The number of vehicles using this Drop Off Area is expected to be very low (ie less than 5 in the peak AM/PM hours). There is a Loading Bay on Gt Bridgewater St which can also be used by taxis close the entrance which can be used if needed.

Preventing Right Turners

Following discussions MCC we propose to prevent right turners from the drop off heading south installing a 1.3m wide physical island. (Note there is scope for a ANPR Moving Traffic Enforcement Camera as back up if needed).

The Drop Off exit is angled and shifted it closer to the stop line to also prevent right turners. We note that exiting vehicles will have to wait until there is a gap before emerging onto Albion St. However, from observation there are plenty of gaps in the traffic and the number of taxis is low.

Internal Layout

We have tracked a vehicle coming into the Hotel Drop Off and passing a vehicle already parked up.

In discussion with MCC, the design now includes tactile paving for pedestrians on the adopted highway. At the accesses there are kerbed edges as shown in blue which also make it clearer where vehicles are expected.

The design of the levels has not been conducted yet and would be subject to the S278 detail design.

Internally within what is private landscaped space we did not want raise kerbs to hinder pedestrians with suitcases but the area where traffic passes is bounded by bollards. The Road Safety Auditor was specifically asked about the movement of visually impaired people using this space and he considered this was not a risky location as traffic would be entering at very low speeds looking to stop.

The materials to be applied and how the Adopted and Private footways/landscaping would be maintained would be resolved as part of the S278 Agreement.

Trumpet Street

The proposed physical island on Albion Street has been designed so that it does not affect vehicles access Trumpet Street. We note that currently a refuse lorry reverses in from Albion St. We have replicated that manoeuvre in the vehicle tracking but equally it can easily enter in a forward gear and serve the properties turn and exit in a forward gear.

Trafford Street

Trafford St junction with Albion St is proposed to operate as a give way junction with the removal of the left turn slip lane. MCCCL have expressed concerns about the risks of delays for vehicles exiting Trafford Street.

There is considerable comfort here in that the traffic it needs to give way to comes from the Whitworth St signals there are many gaps in the traffic provided. (eg during Ped Stage, the intergreens and some northbound turning movements are lightly trafficked)

To ensure that MCCCL traffic is not delayed here we propose vehicle detector loops on the ramp that are linked to the Whitworth St signals. This can provide extra time to hold northbound traffic. These detectors can be a key element for the Event Traffic Management Plan (see later) and offer a way to get data and calibrate that plan.

Finally, following discussion with MCC we propose a yellow box on Albion St.

Trafford St Right Turn

MCC have been concerned about the potential for some HGVs to turn right from Trafford St and head south and then potentially block other traffic lanes. This movement cannot be accommodated due to the proximity of the Whitworth St Signals.

To prevent right turners here we propose to:

- Extend the Albion Street traffic island;
- Implement a ‘No Right Turn Traffic Order’ & signage; and
- Install an ANPR Moving Traffic Enforcement Camera.

We recommend that MCCCL inform the drivers of the route away from Trafford Street and not to risk a fine.

Great Bridgewater Street West

GBSt (W) currently has 2 x Disabled Bays and 4 x P&D Bays. There is also a bus stop where the parking is so if spaces are parked up then buses stop in the carriageway. As part of the agreed Viadux Ph1 S278 works, this will be changed to provide 2 Disabled 3 x P&D and 1 Loading Bay.

This Loading Bay can be used by taxi drivers dropping off/picking up if needed.

A further loading bay west of Watson St signals can also serve the Viadux Plot 2b building. Finally, a new Car Club Bay would be installed on Watson St as part of the Ph1 S278 works.

Structures

The GB St overbridge will be partly removed and the bridge beams taken off repaired and reinstated. The structural implications of the removal of the 'Central Bridge' structures on the abutments will be considered as part of any Construction Management Plan and we will engage with MCC Highways Structures team. It is noted that that parts of the over bridge have already been removed with the Viadux Phase 1 works without the need for any mitigation.

Trafford Street (W), Accessed from Deansgate

Trafford St (W) will act as a service route for Plot 2b. Refuse lorries can access here and make a 3-point turn to exit.

Plot 2a Trafford Street Service Yard

The Service Yard access from Trafford St has a c18m visibility splay looking west up the Ramp, which is suitable for speeds of 15mph noting that the ramp has a 5mph limit.

Notwithstanding that, to help the safe operation of vehicle movements, it is proposed that the vehicle sensors on the Trafford Street down ramp are linked to a Red/Green signal for the Viadux Service Yard drivers as they look to join Trafford Street. This would be a small signal on a bollard or at the gatepost to give drivers advance notice of a vehicle approaching.

Highway Operation

The current highway operation is busy in the AM peak but operating efficiently. During the day the network is relatively quiet but in the PM peak congestion arises from blocking back form the Whitworth Street and Deansgate signals back to the GBSt/Albion St signals which in turn block back along GBSt (E).

The signals in the area are changing with the active travel improvements and also the Watson St Signal upgrade. These changes do allow the signals to work together to help reduce congestion.

The Active Travel Scheme will convert the right turn lane on the southbound Albion St link to a Bus/Taxi/Cycle only lane and promote Active Travel at the other junctions on Deansgate and Whitworth St.

We have modelled the network of GBSt and Albion St and consulted with TfGM and have made adjustments accordingly. The local network has been modelled in LINSIG as given in **Appendix B**. It is noted that we have now tidied up the LINSIG model following comments from Momentum.

The 20 second All Red pedestrian crossing phase at the GBSt/Albion St signals is designed for a walk speed of 1.3m/s. If a slower person is on the crossing, then we propose to use On Crossing Detection to give extra time if needed.

Overall, the model shows that the network will operate in a similar manner as existing. This is because the controlling factors for network operation are the signal junctions on Whitworth St and Deansgate which in the critical PM peak cause the blocking back of vehicles along Albion St and GBSt.

The main effect with development is not by adding traffic as it is car free but improving the pedestrian crossing and cycle facilities.

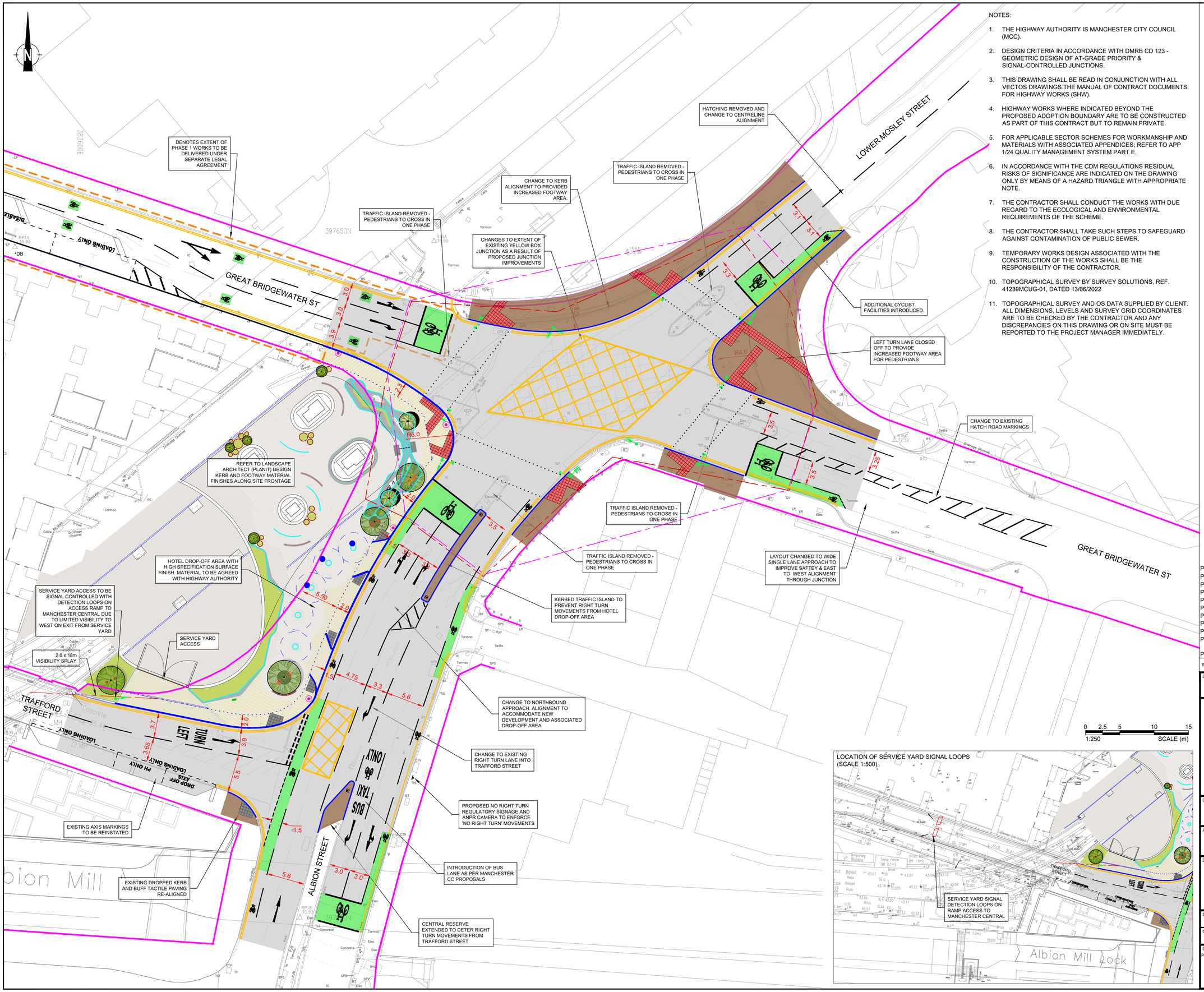
Event Management Strategy

It is considered appropriate to implement an Event Management Strategy coordinated by Steve Gilholme of TfGM. This would allow signal timings in the area to be adjusted for large events at Manchester Central, particularly for event breakdowns that can result in Event traffic joining the PM Peak congestion. This strategy would be supported by the vehicle detectors on Trafford St ramp linking to Whitworth St which can give extra time for event traffic to egress Trafford St and also hold back traffic coming onto Albion St. The signals can be linked to offer a green progression for the event traffic through the network.

TfGM have asked for cameras to observe Albion St/Trafford St, there are existing cameras available but if needed then extra can be provided as part of the Event Strategy.

Overall, we still expect that there will still be congestion in the area following the highway layout changes, but there is scope to mitigate the effects for Event traffic.

Highway Improvement Drawing
Dwg SVA-VEC-0-P2-DR-CH-0000 P11



NOTES:

1. THE HIGHWAY AUTHORITY IS MANCHESTER CITY COUNCIL (MCC).
2. DESIGN CRITERIA IN ACCORDANCE WITH DMRB CD 123 - GEOMETRIC DESIGN OF AT-GRADE PRIORITY & SIGNAL-CONTROLLED JUNCTIONS.
3. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL VECTOS DRAWINGS THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS (SHW).
4. HIGHWAY WORKS WHERE INDICATED BEYOND THE PROPOSED ADOPTION BOUNDARY ARE TO BE CONSTRUCTED AS PART OF THIS CONTRACT BUT TO REMAIN PRIVATE.
5. FOR APPLICABLE SECTOR SCHEMES FOR WORKMANSHIP AND MATERIALS WITH ASSOCIATED APPENDICES; REFER TO APP 1/24 QUALITY MANAGEMENT SYSTEM PART E.
6. IN ACCORDANCE WITH THE CDM REGULATIONS RESIDUAL RISKS OF SIGNIFICANCE ARE INDICATED ON THE DRAWING ONLY BY MEANS OF A HAZARD TRIANGLE WITH APPROPRIATE NOTE.
7. THE CONTRACTOR SHALL CONDUCT THE WORKS WITH DUE REGARD TO THE ECOLOGICAL AND ENVIRONMENTAL REQUIREMENTS OF THE SCHEME.
8. THE CONTRACTOR SHALL TAKE SUCH STEPS TO SAFEGUARD AGAINST CONTAMINATION OF PUBLIC SEWER.
9. TEMPORARY WORKS DESIGN ASSOCIATED WITH THE CONSTRUCTION OF THE WORKS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
10. TOPOGRAPHICAL SURVEY BY SURVEY SOLUTIONS, REF. 41239MCUG-01, DATED 13/06/2022
11. TOPOGRAPHICAL SURVEY AND OS DATA SUPPLIED BY CLIENT. ALL DIMENSIONS, LEVELS AND SURVEY GRID COORDINATES ARE TO BE CHECKED BY THE CONTRACTOR AND ANY DISCREPANCIES ON THIS DRAWING OR ON SITE MUST BE REPORTED TO THE PROJECT MANAGER IMMEDIATELY.

KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED KERB LINE
- PROPOSED DELINEATION OF PUBLIC HIGHWAY AND DEVELOPMENT SITE. DETAILS TO BE AGREED WITH HIGHWAY AUTHORITY.
- PROPOSED CARRIAGEWAY RESURFACING / REPROFILING
- PROPOSED FOOTWAY CONSTRUCTION / RECONSTRUCTION OF EXISTING
- PROPOSED CYCLE LANE - GREEN HATCH AREAS
- RED TACTILE PAVING - PROPOSED / EXISTING CONTROLLED PEDESTRIAN CROSSING
- BUFF TACTILE PAVING - PROPOSED / EXISTING UNCONTROLLED PEDESTRIAN CROSSING
- GREY / CHARCOAL TACTILE PAVING - PROPOSED / EXISTING UNCONTROLLED PEDESTRIAN CROSSING
- PROPOSED SIGNAL POLES / PUSH BUTTONS (NOTE: INDICATIVE - EXACT DETAILS TO BE CONFIRMED BY TfGM DESIGN)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

PLEASE REFER TO THE HEALTH AND SAFETY FILE FOR A FULL LIST OF THE HAZARDS ASSOCIATED WITH THIS WORK - THE FOLLOWING ARE THE MOST SIGNIFICANT ITEMS TO BE AWARE OF.

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WORK CAN ONLY BE CARRIED OUT BY SUITABLY TRAINED AND BRIEFED PERSONNEL.

AWAITING TECHNICAL APPROVAL

This drawing has NOT been technically approved by Local Authority and/or Water Authority.
All works subject to change through technical review process with relevant approving authorities.

Rev	Details	Drawn	Checked	Auth	Date
P11	MINOR DESIGN UPDATE	IW	GD	GD	19.03.2025
P10	MCC COMMENTS	IW	GD	GD	11.03.2025
P09	SIGNAL JCTN EAST ARM REVISED	IW	GD	GD	20.02.2025
P08	SIGNAL JCTN EAST ARM REVISED	IW	GD	GD	13.02.2025
P07	ALBION STREET DESIGN REVISED	IW	GD	GD	10.02.2025
P06	PLANIT DESIGN ADDED	IW	GD	GD	31.10.2024
P05	LAYBY REVISED	IW	GD	GD	29.10.2024
P04	ALBION STREET DESIGN REVISED	IW	GD	GD	14.10.2024
P03	ALBION STREET DESIGN REVISED	IW	GD	GD	08.10.2024
P02	TRAFFORD ST ENTRANCE REVISED SITE LAYOUT UPDATED	IW	NM	NM	18.01.2024
P01	LOADING BAY RELOCATED	IW	NM	NM	03.11.2023

Drawing Status: FOR REVIEW & COMMENT
Suitability: S3

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Client: SALBOY CENTRAL LIMITED

Project Title: VIADUX PHASE 2 S278 WORKS

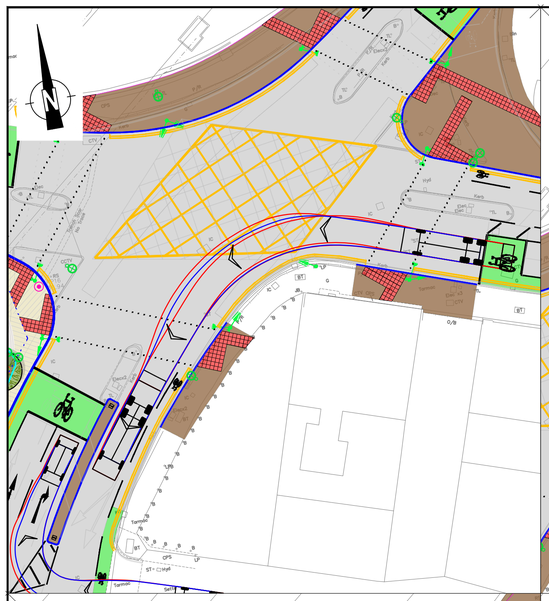
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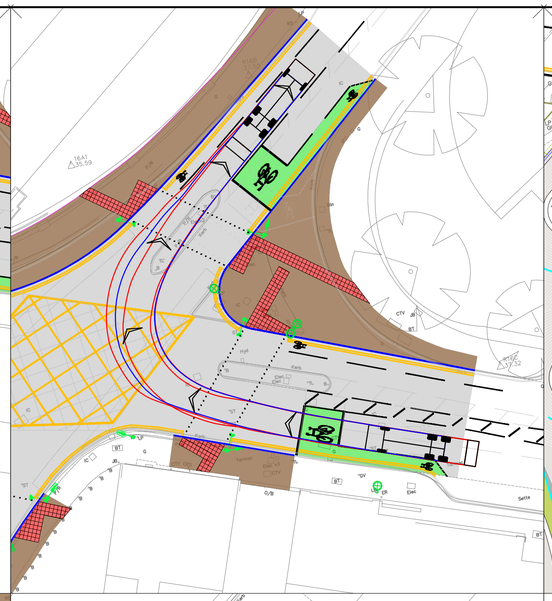
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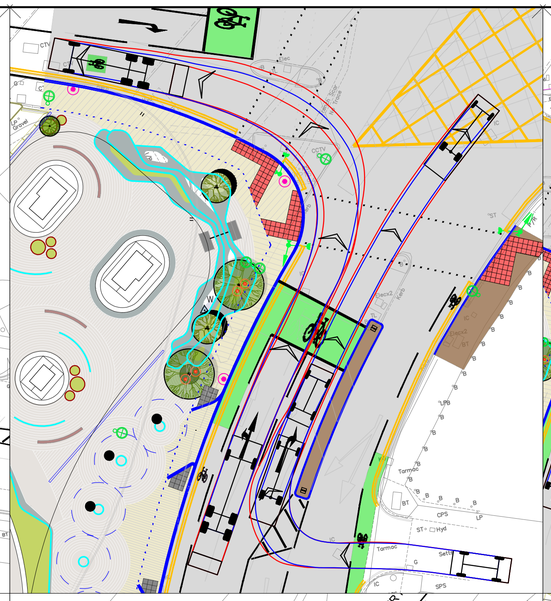
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SVA - VEC - 0 - P2 -DR-CH- 0000
Project Ref. No.: VD23901
Revision: P11

LOCATION OF SERVICE YARD SIGNAL LOOPS (SCALE 1:500)

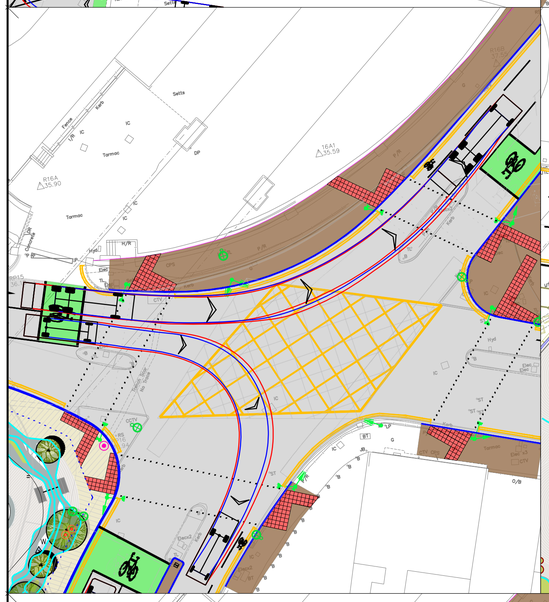
Appendix A Vehicle Tracking Plans

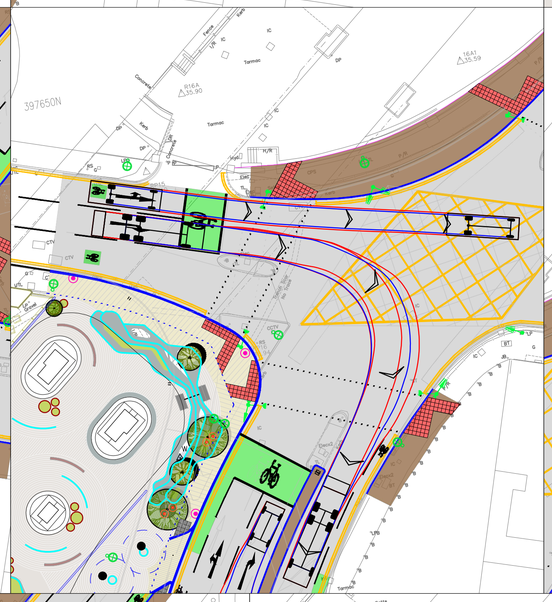


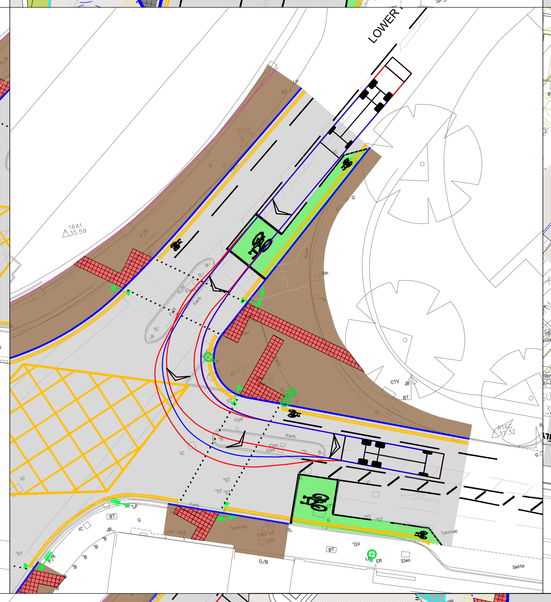


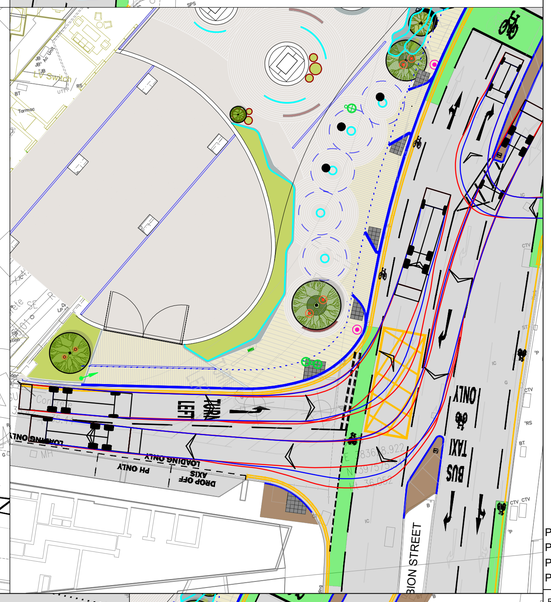


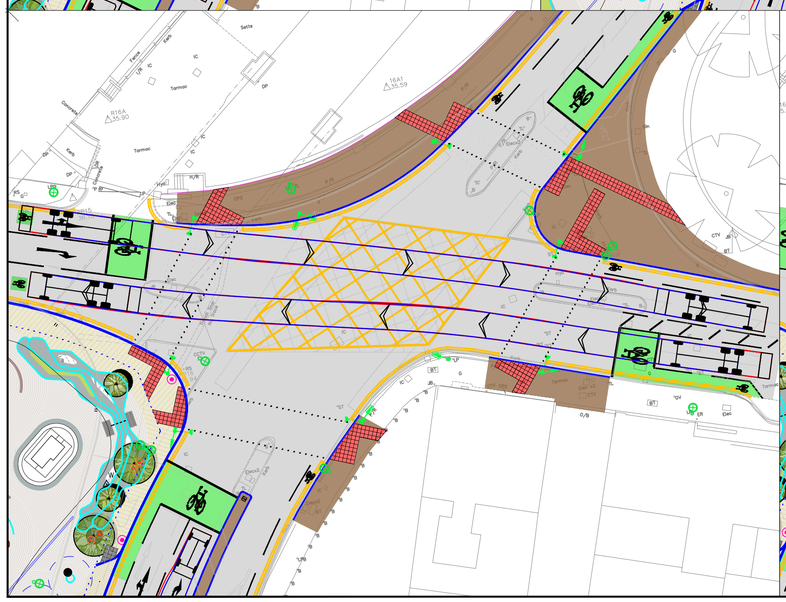


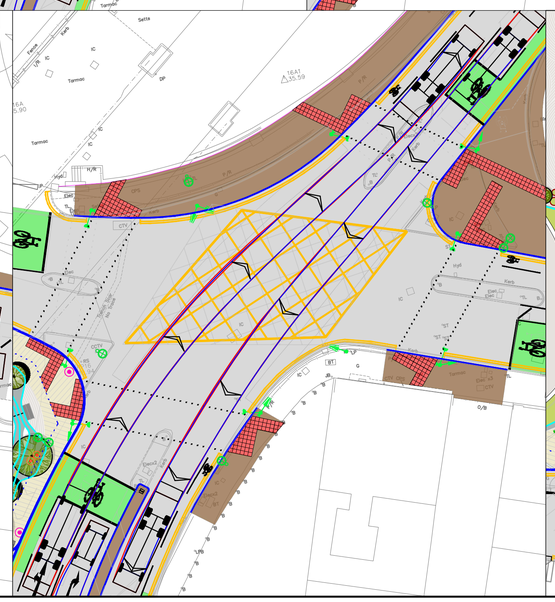


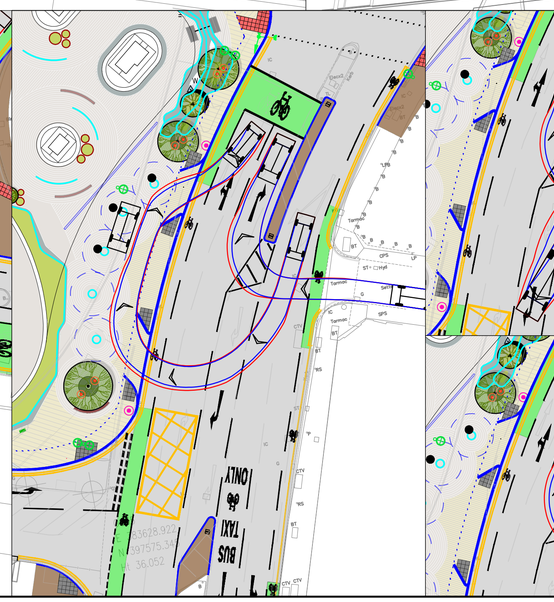


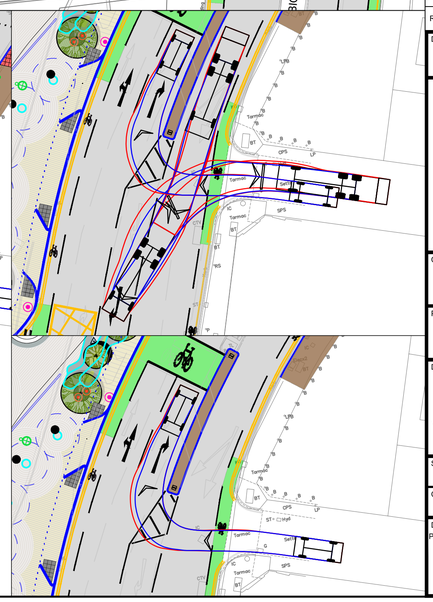




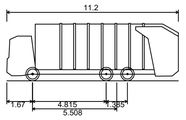






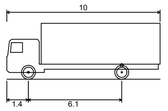


VEHICLE PROFILES



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



Standard Design Vehicle (SDV)

Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

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P03	DESIGN CHANGE - TRACKING UPDATED	IW	GD	GD	18.03.2025
P02	DESIGN CHANGE - TRACKING UPDATED	IW	GD	GD	20.02.2025
P01	DESIGN CHANGE - TRACKING UPDATED	IW	GD	GD	13.02.2025

Drawing Status: FOR REVIEW & COMMENT — Suitability: S3

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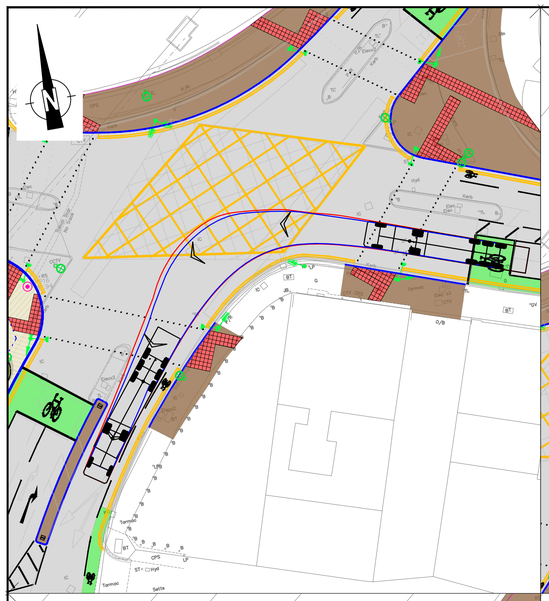
Drawing Title: GREAT BRIDGEWATER STREET / ALBION STREET JUNCTION VEHICLE TRACKING INFORMATION SHEET 2

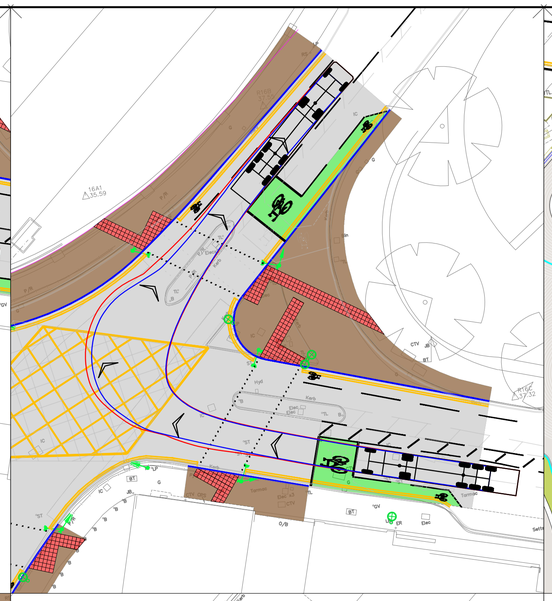
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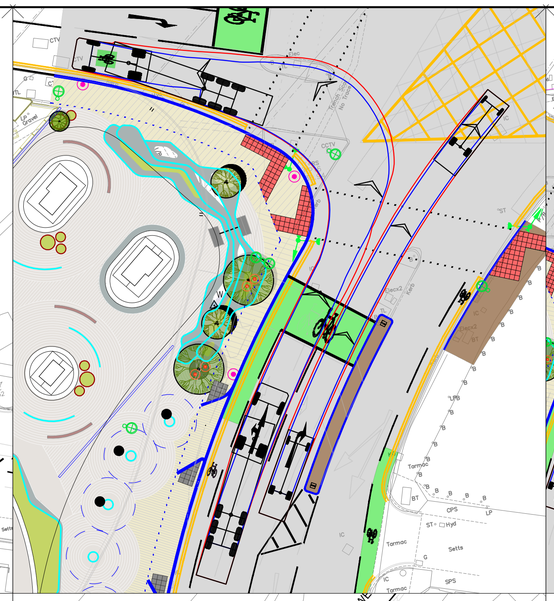
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Project Ref. No.: VD23901

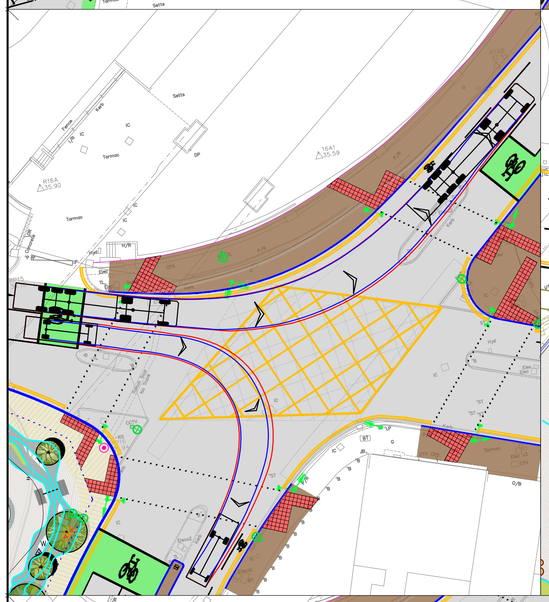
Revision: P04

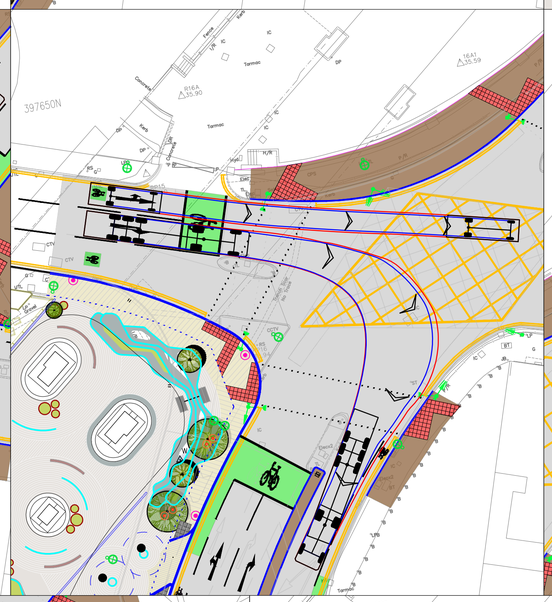


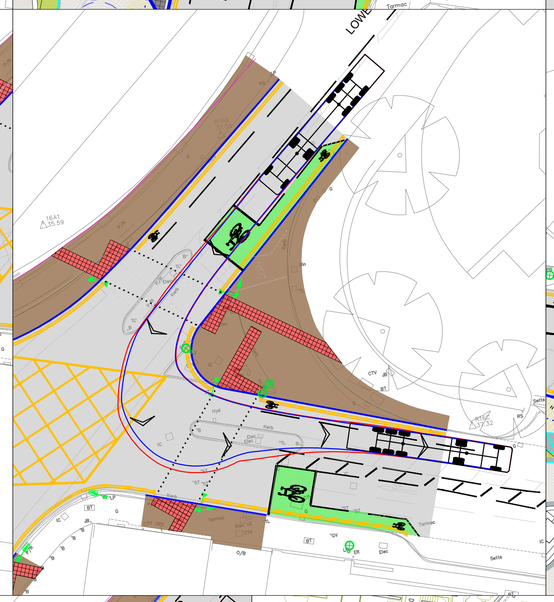




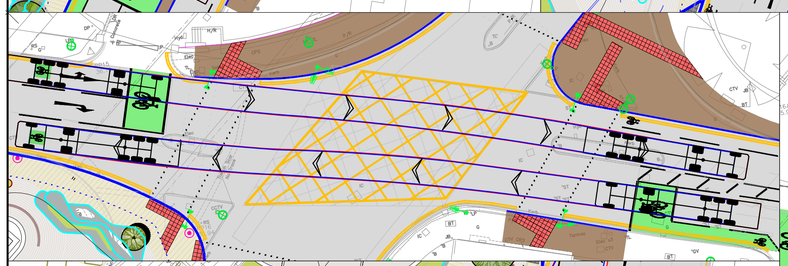


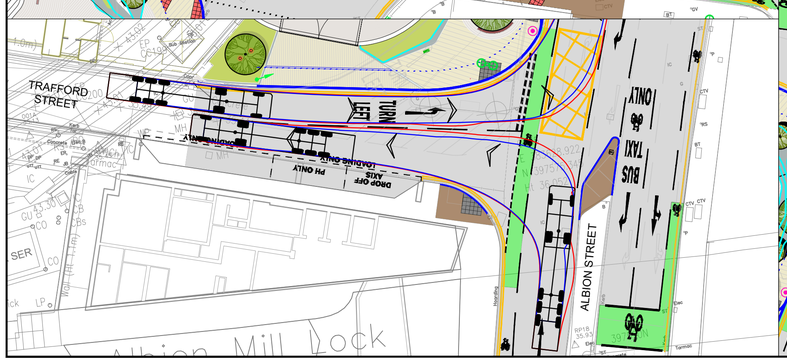


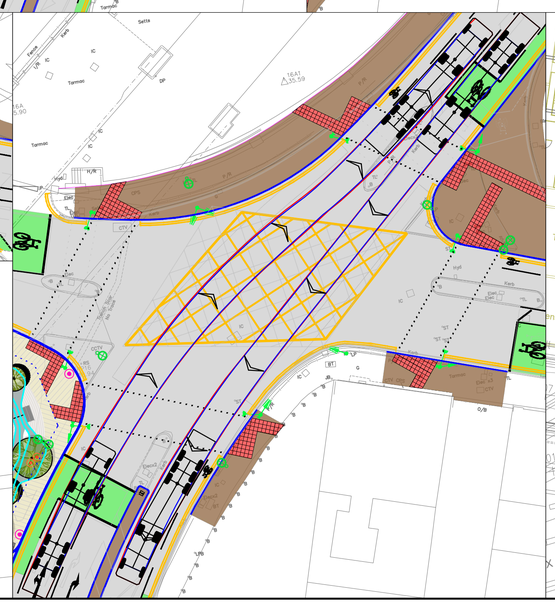






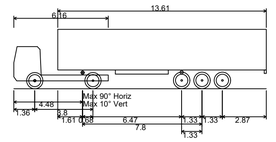






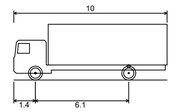


VEHICLE PROFILES



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

PLEASE REFER TO THE HEALTH AND SAFETY FILE FOR A FULL LIST OF THE HAZARDS ASSOCIATED WITH THIS WORK - THE FOLLOWING ARE THE MOST SIGNIFICANT ITEMS TO BE AWARE OF.

CONSTRUCTION

1. OPERATIVES TO TAKE PRECAUTIONS WHEN WORKING ADJACENT TO OR WITHIN OPEN EXCAVATIONS. METHOD STATEMENT TO BE PRODUCED BY CONTRACTOR PRIOR TO WORKS COMMENCING.
2. ATTENTION IS DRAWN TO THE EXISTENCE OF BOTH EXISTING UNDERGROUND AND OVERHEAD UTILITIES.

ENVIRONMENTAL

1. EXISTING WATERCOURSES IN CLOSE PROXIMITY TO WORKS, A POLLUTION PREVENTION STRATEGY AND WORKING METHOD STATEMENTS TO BE PRODUCED BY THE CONTRACTOR FOR ALL WORKS.
2. CONSIDERATION GIVEN TO NOISE LEVELS GIVEN PROXIMITY TO EXISTING PROPERTIES.
3. CONSIDERATION GIVEN TO GROUND CONDITIONS. CONTRACTOR TO REVIEW GEOTECHNICAL REPORT PRIOR TO UNDERTAKEN EXCAVATION WORKS.

WORK CAN ONLY BE CARRIED OUT BY SUITABLY TRAINED AND BRIEFED PERSONNEL.

AWAITING TECHNICAL APPROVAL

This drawing has NOT been technically approved by Local Authority and/or Water Authority.
All works subject to change through technical review process with relevant approving authorities.

Rev	Details	Drawn	Checked	Auth	Date
P03	DESIGN CHANGE - TRACKING UPDATED	IW	GD	GD	18.03.2025
P02	DESIGN CHANGE - TRACKING UPDATED	IW	GD	GD	20.02.2025
P01	DESIGN CHANGE - TRACKING UPDATED	IW	GD	GD	13.02.2025

Drawing Status: FOR REVIEW & COMMENT
Suitability: S3

vectos. | PART OF SLR
4th Floor Oxford Place
61 Oxford Street
Manchester
M1 6EQ
t: 0161 228 1008
e: manchester@vectos.co.uk
LRQA CERTIFIED ISO 9001

Client: SALBOY CENTRAL LIMITED

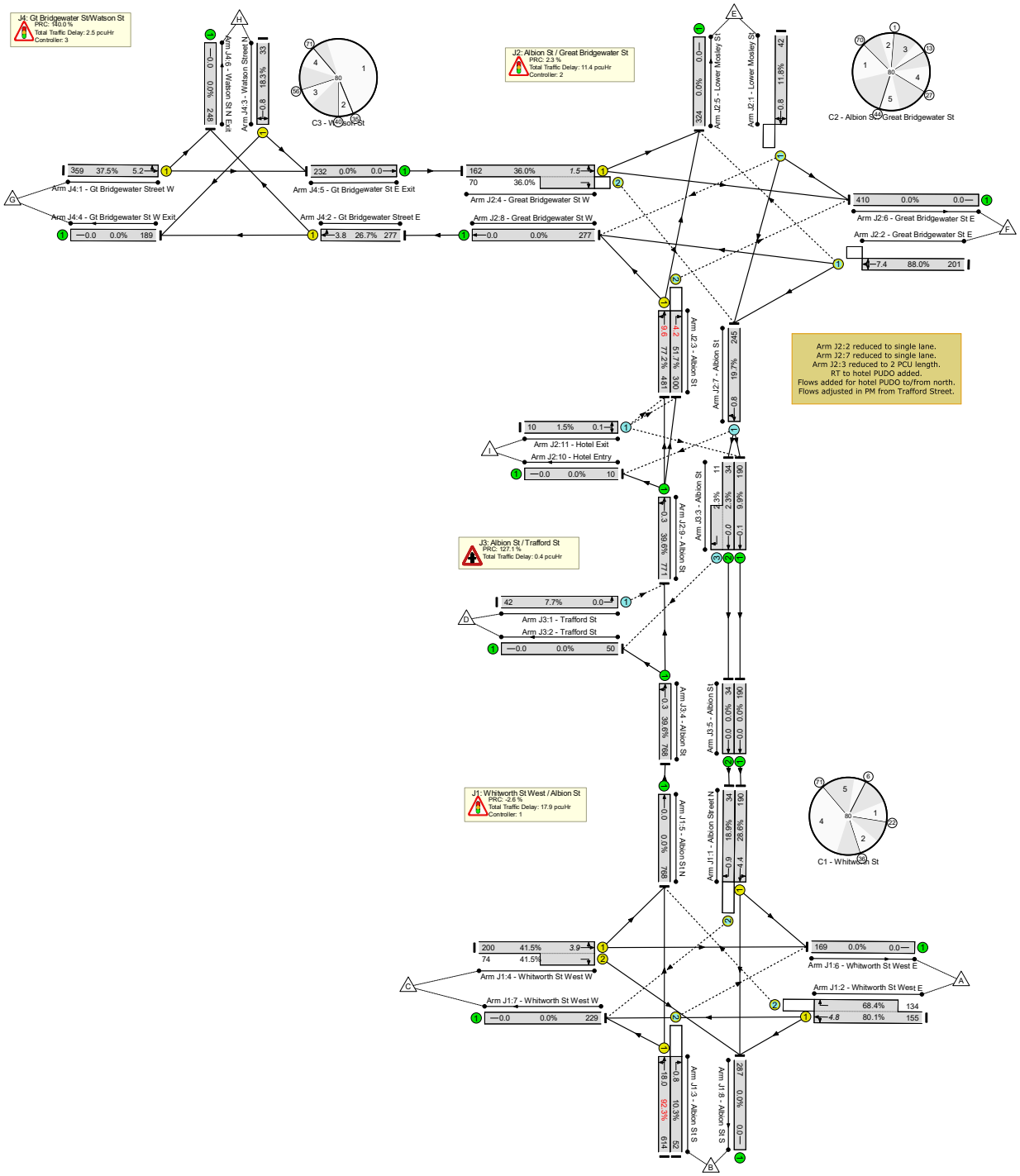
Project Title: VIADUX PHASE 2 S278 WORKS

Drawing Title: GREAT BRIDGEWATER STREET / ALBION STREET JUNCTION VEHICLE TRACKING INFORMATION SHEET 1

Scale	Designed	Drawn	Checked	Authorised
NTS	IW	IW	NM	NM
Original Size	**Date**	**Date**	**Date**	**Date**
A1	25.10.2023	25.10.2023	25.10.2023	25.10.2023

Drawing Number (PIN/Proj. Ref. No. | Originator | Volume | Location | Type | Role | Number): SVA - VEC - 0 - P2 -DR-CH- 0002
Project Ref. No.: VD23901
Revision: P03

Appendix B LINSIG Model Outputs (Model Sent via Email)



Project Name

Manchester Central

Company

SLR

Address

Author	Date	Scale
JL	19 Mar 2025	NTS

Project Location

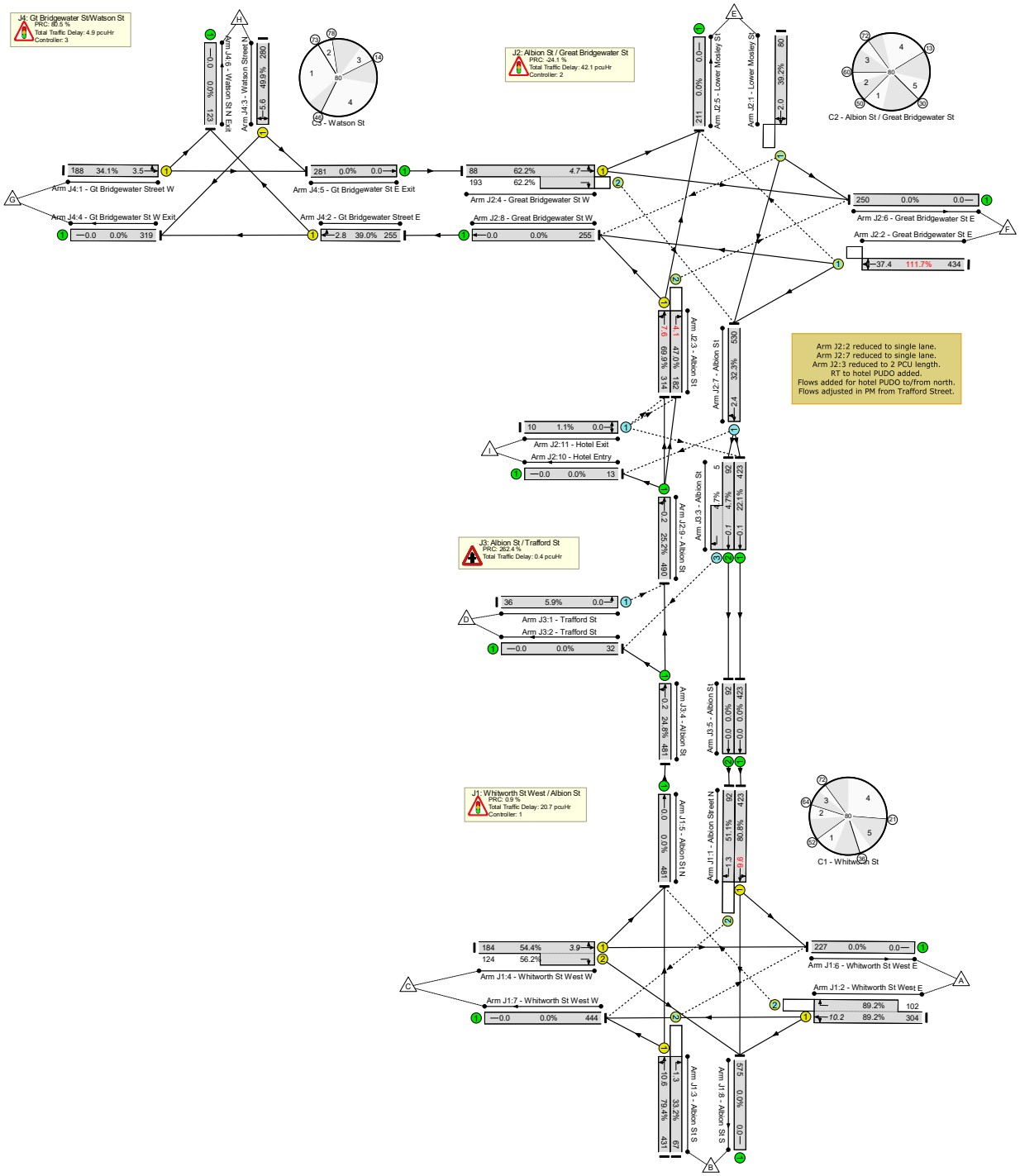
Project Title

Drawing Title

Network Layout

FileName

Albion St Network Improvement - Update v3d - revised scheme.lsg3x



Project Name

Manchester Central

Company

SLR

Address

Author	Date	Scale
JL	19 Mar 2025	NTS

Project Location

Project Title

Drawing Title

Network Layout

FileName

Albion St Network Improvement - Update v3d - revised scheme.lsg3x