Framework Travel Plan

Viadux Plot 2A, Plot 2B, Manchester

Salboy Central Ltd

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Basis of Report

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Drawings

Site Boundary
10448-SHP-ZZ- A-B5D9-G000-XP-01-001-01-P01

Great Bridgewater St / Watson St Phase 1 Highway Improvements
SVA-VEC-0-P1-DR-CH-000-P07

Great Bridgewater Street / Albion Street Phase 2 Highway Improvements
SVA-VEC-0-P2-DR-CH-0000 P06

Appendices

Appendix A: Scheme Plans
Appendix B: Active Travel Committed Highway Improvements
Appendix C: Cycle Parking Survey
Appendix D: Draft Travel Surveys

1.0 Introduction

1.1 Overview

1.1.1 This Framework Travel Plan (FTP) has been prepared by SLR on behalf of Salboy Central Ltd in support of the proposed development on land to the south of Manchester Central Convention Complex in Manchester city centre.

1.1.2 The Site is located in Manchester city centre. It is bounded by the Manchester Central Conference Complex and Great Northern Warehouse to the north, Albion Street to the east, the Deansgate Castlefield Metrolink station and Deansgate Locks to the south, and the Beetham Tower to the west. It extends to 1.49 ha.

1.1.3 The Proposed Development will be delivered across two plots comprising the following:

- Plot 2a is located immediately east of the recently completed Phase 1 building, on land partially comprising the grade II listed Castlefield Viaduct. This plot will deliver a 76-storey mixed use tower comprising a hotel (Use Class C1) with associated bar and restaurant and residential units above comprising 1, 2 and 3 bed, and penthouse apartments (Use Class C3) with associated residential amenity spaces. Secure cycle spaces, serving this and the Phase 1 building, are provided at the ground floor level. At viaduct level, a redesigned service yard for the conference centre is enclosed by a new podium structure with residents' external amenity space above. A section of the Great Bridgewater Street bridge (deck) is removed to bring light into the street below.
- Plot 2b, located at the western-most section of the Site between the viaduct and Beetham Tower, consists of a 23-storey residential building accommodating affordable 1-, 2- and 3-bed apartments (Use Class C3), secure cycle parking spaces, flexible commercial units (Use Class E) opening onto the viaduct, and public realm enhancements on Great Bridgewater Street.

1.1.4 The Site extends to 1.49ha and the redline boundary is shown in **Dwg 10448-SHP-ZZ- A-B5D9-G000-XP-XX-001-P02**. The broad arrangement of the two plots is shown in **Figure 1.1** with respect to the surrounding area.

1.1.5 The relevant scheme plans are provided in **Appendix A**.

Figure 1.1: Site Location



1.1.6 A Transport Assessment (TA) also accompanies the planning application and that document provides detail on the transport aspects of the proposed development including trip generation forecasts.

1.2 Travel Plan Objectives

1.2.1 A Travel Plan is effectively a combination of information, proposals and incentives designed to promote sustainable travel modes and reduce the reliance on travel by private car.

1.2.2 As will be described, this development is highly accessible by means other than the car and will be a car-free development. This means that the development will naturally result in sustainable transport outcomes. The Travel Plan will therefore place a greater emphasis on monitoring the provision of sustainable transport infrastructure, such as cycle parking, and providing residents with the relevant information on alternative travel modes.

1.2.3 The specific aims of the Travel Plan are:

- To encourage the use of sustainable transport patterns by residents;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To improve the health and well-being of residents of the development through the promotion of travel by walking and cycling; and
- To ensure that the development is accessible to the widest possible range of sustainble transport services.

1.2.4 It should be noted that this is a working document and is recognised as being the first stage in the Travel Plan process. It will be important to monitor the effectiveness of various Travel Plan measures over the time, so the most effective measures are prioritised toward subsequent residents.

1.2.5 This document will set out the principal strategies of the Travel Plan which will then inform the subsequent development of the operational Travel Plan.

1.3 Report Structure

1.3.1 Following this introductory chapter, this FTP comprises of following chapters:

- Section 2 summarises the baseline conditions;
- Section 3 presents an audit of the accessibility of the site by sustainable travel modes;
- Section 4 provides description on development proposal;
- Section 5 provides information on the role of the Travel Plan Co-ordinator and outlines the measures that the travel plan will adopt;
- Section 6 provides information on the on-going targets and monitoring of the travel plan; and
- Section 7 provides an Action Plan for delivery of the travel plan.

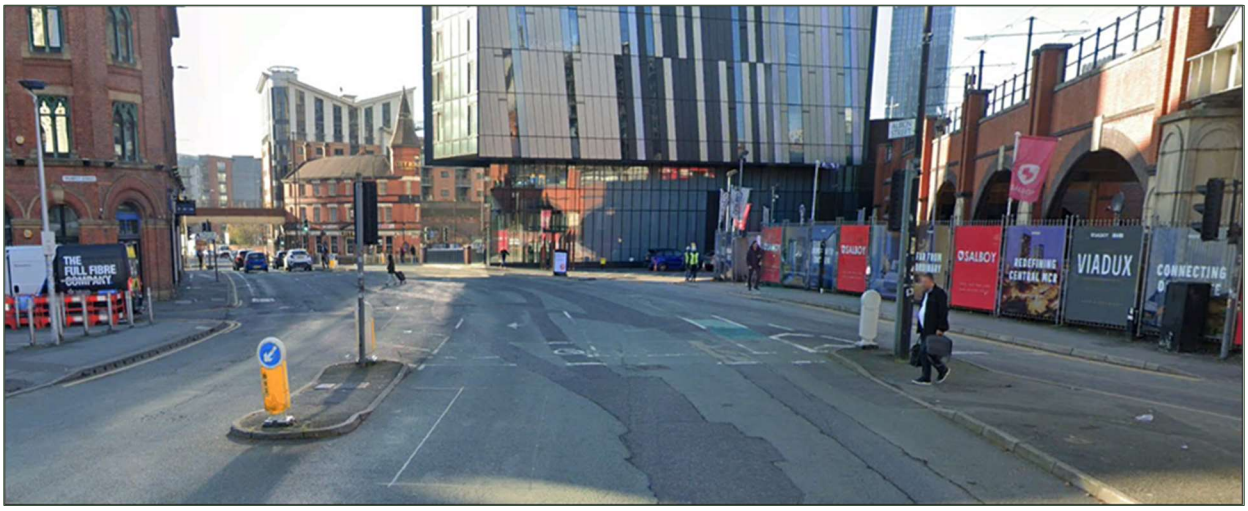
2.0 Baseline Conditions

2.1 Local Highway Network

Albion Street

2.1.1 Albion Street borders the site to the east and runs in a general north/south alignment past the site. To the north, Albion Street becomes Lower Mosley Street which leads towards St Peter's Square. To the south, the road heads away from the city centre, ultimately becoming Medlock Street which links with the Mancunian Way. The nature of Albion Street is described in **Figure 2.1**.

Figure 2.1: Albion Street (Looking South)



(Source: Google Earth)

2.1.2 A 20mph speed restriction is in place along Albion Street. There are also waiting and loading restrictions along the length of the road. A yellow box junction is provided at the Albion Street/Great Bridgewater Street junction.

2.1.3 Albion Street is one of the main routes into the city centre from the Mancunian Way. It is a very wide road within the city centre road at up to 6 lanes wide. To the south is the signalised junction of Whitworth Street which includes signalised pedestrian crossing facilities and to the north there is the Great Bridgewater signal junction, but this does not have signalised pedestrian crossing facilities and the crossing width for pedestrians is very wide.

2.1.4 One aspect that makes Albion Street so wide is a left turn slip road from Trafford Street. This directs Manchester Central vehicles from Trafford Street to turn left onto Albion Street, then left onto Great Bridgewater Street and this traffic then turns left again onto Deansgate to head south towards Mancunian Way.

2.1.5 Footways and street lighting are provided along Albion Street. In the immediate vicinity of the site, the road provides two lanes for northbound traffic. An additional lane is introduced at the junction with Great Bridgewater Street to accommodate traffic turning left.

2.1.6 Cycle lanes are provided along both sides of Albion Street in the vicinity of the site and form part of National Cycle Route 6. Advanced cycle stop lines are also provided at the junctions with Great Bridgewater Street and Whitworth Street West.

2.1.7 There are drop kerbs at pedestrian crossing points all along Albion Street but there is only tactile paving to assist visually impaired persons at the Whitworth Street signals and part of of Trafford Street. the Left Turn Slip Road, Trumpet Street and the Great Bridgewater Street signals do not have any tactile paving

Trafford Street

2.1.8 Trafford Street formerly linked Albion Street with Deansgate. It now provides a ramp to the Manchester Central Service Yard while from Deansgate it provides a link to the service area to the rear of Deansgate Locks.

2.1.9 Vehicular access to Trafford Street from Albion Street has a left only slip road as shown in **Figure 2.2** which direct traffic from the Manchester Central service yard to turn left.

Figure 2.2: Albion Street/ Trafford Street Junction (Looking North)



(Source: Google Earth)

2.1.10 This section of Trafford Street also serves the Axis Tower with a layby available.

Great Bridgewater Street

2.1.11 Great Bridgewater Street runs west from Albion and connects with Deansgate and runs beneath a bridge viaduct. Footways and street lighting are provided along the route although the lighting environment is considered poor for pedestrians.

2.1.12 Beneath the viaduct arches, there are two bus stops are provided for the 33 bus service in the eastbound and westbound directions. East of the junction with Albion Street/Lower Mosley Street, Great Bridgewater Street is a principal bus route for the 33/255/256 and X50 bus services to/from Piccadilly bus station.

2.1.13 Great Bridgewater Street under the Viaduct overbridge is quite gloomy for pedestrians despite lighting being present. The nature of the footways on Great Bridgewater Street under the arches is shown in **Figure 2.3**.

Figure 2.3: Great Bridgewater Street Footway



2.1.14 Traffic Regulation Orders which are in place along Great Bridgewater Street include a 20mph speed restriction and waiting restrictions along the length of the road. 'No Loading' restrictions also apply by the Albion Street and Deansgate junctions. A row of 4 pay and display parking bays and 2 x disabled parking bay are available on the southern kerbline. Further west, adjacent to the Beetham Tower there is a designated loading bay which is 12m long.

Deansgate (A56)

2.1.15 Deansgate lies to the west of the development site, immediately beyond the Beetham Tower. It is the longest road in the centre of Manchester and runs in a general north/south alignment providing a principal arterial route through the western section of the city centre.

2.1.16 Immediately to the south of Deansgate Railway Station, the road becomes the Bridgewater Viaduct which eventually meets the Deansgate Interchange roundabout where the A57 Mancunian Way can be accessed. To the north, Deansgate passes restaurants, bars, retail and leisure facilities and forms junctions with Victoria Bridge Street, Blackfriars Street, Bridge Street and Quay Street as key east-west highway links.

2.1.17 Traffic survey data obtained from TfGM shows that Deansgate is a heavily trafficked route during the peak periods with a decline in flows during off-peak periods. This is a typical characteristic of a main distributor road running through the city centre.

2.1.18 In the vicinity of the site, Deansgate is a wide single carriageway road with additional lanes being introduced at major junctions to accommodate turning traffic. The road provides footways on both sides of the carriageway along with street lighting.

2.1.19 Signalised crossing facilities with dropped kerbs are provided at the major junctions in the vicinity of the site including the Deansgate/Whitworth Street and Deansgate/Great Bridgewater Street junctions. Additionally, advanced cycle stop lines are provided at these junctions.

2.1.20 A number of Traffic Regulation Orders (TROs) are in place along the section of Deansgate closest to the site. These include a 20mph speed restriction and loading and waiting restrictions along both sides of the carriageway. A yellow box junction is provided at the Deansgate/Great Bridgewater Street/Liverpool Road junction.

Whitworth Street West

2.1.21 Whitworth Street West runs to the south of the site beyond the Rochdale Canal. It runs in an east/west alignment connecting with Deansgate to the west and continuing to Oxford Road and then on to Piccadilly to the east.

2.1.22 Being a main distributor route, the road is congested during the peak hours with lower flows at all other times. In the vicinity of the site, it is a single carriageway road with additional turning lanes introduced at the junctions with Albion Street and Deansgate.

2.1.23 Cycle lanes are provided on both sides of the road and advanced cycle stop lines are provided at all major junctions. A number of bus services operate along Whitworth Street West with services to the Trafford Centre, Chorlton and Partington.

2.1.24 Signal controlled pedestrian crossing facilities are located at the Whitworth Street West/Albion Street and Whitworth Street West/Deansgate junctions.

2.1.25 Whitworth Street West has a 20mph speed restriction and is also subject to waiting and loading restrictions. Pay and display parking bays are provided along both sides of the carriageway with disabled bays, a taxi rank and a bus waiting area also being located along the northern carriageway.

Watson Street

2.1.26 Watson Street is accessed from Great Bridgewater Street and provides a pedestrian route from the city centre to the development site. It is a lightly trafficked single carriageway road which connects with Peter Street to the north of the site.

2.1.27 Approximately 150m north of the Great Bridgewater Street junction, Watson Street becomes a narrow one-way road for traffic heading northbound. Access to the Great Northern NCP car parks is afforded just south of this via a mini-roundabout.

2.1.28 The Great Northern Warehouse runs along the majority of the western side of Watson Street with offices, bars and garages along the western section. There are footways along both sides of the carriageway and a signal-controlled pedestrian crossing is provided at the Great Bridgewater Street junction.

2.1.29 The road is subject to a 20mph speed restriction and waiting restrictions are in place along its length. There are loading restrictions at the mouth of the junction with Great Bridgewater Street. A 16m loading bay is located off the western section of Watson Street, around 70m north of its junction with Great Bridgewater Street.

Deansgate and Whitworth Street West Active Travel Scheme

2.1.30 Manchester City Council (MCC) are implementing an Active Travel Fund for the area aiming to ensure that 90% of all morning peak trips to the city centre to be made on foot, by cycle or using public transport by 2040. In this vicinity there will be works to implement pedestrian, cycle and public transport improvements to Deansgate, Whitworth Street and parts of Chester Road.

2.1.31 These works are described in **Appendix B** and as well as the cycle and pedestrian improvements, the key traffic changes are to make Deansgate one way Southbound and to introduce segregated cycle lanes and a Cyclops junction with Bridgewater Street along with a one lane approach from the south. It is noted that the left turn from Deansgate onto Bridgwater Street will remain as it is currently (the previous proposals showed it as a banned movement).

2.1.32 On Whitworth Street there are changes to bus stops and the implementation of segregated cycle routes and for traffic there is Bus Gate to permit Buses Only to travel westbound. On Whitworth Street West the cycle route now merges into the existing cycle lanes prior to the junction on Whitworth Street West and Albion Street.

2.1.33 On Albion Street the right-hand turn into Whitworth Street West will be for buses, hackney carriages and cycles only.

3.0 Accessibility by Sustainable Modes of Travel

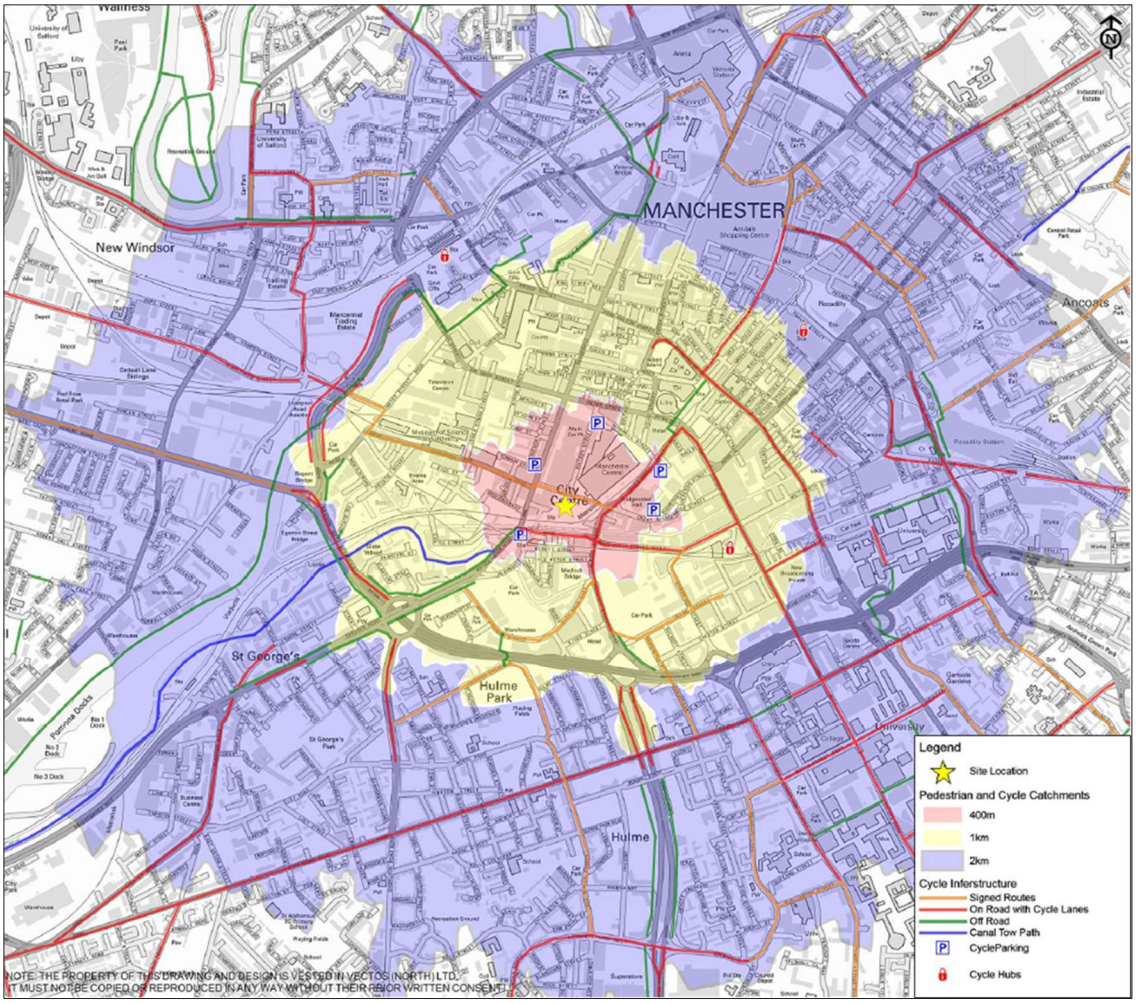
3.1 Walking

3.1.1 The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances. The document states that the acceptable maximum walking distance for commuting trips is 2 kilometres which roughly equates to a 25-minute walk, while an 800 metres walking distance is stated as being the preferred maximum distance for shopping trips.

3.1.2 An analysis of the pedestrian routes in the area has been completed to identify areas situated within a 1km and 2km catchment and this is presented in **Figure 3.1**. This plan shows that a 2km walk covers the entirety of Manchester city centre providing access to extensive retail, employment and leisure opportunities.

3.1.3 The catchment also extends into parts of some nearby residential areas including Hulme and Ordsall. Furthermore, two rail stations and two Metrolink stations are accessible within an 1km walk of the site for those wishing to travel further distances.

Figure 3.1: Walking Catchment Plan

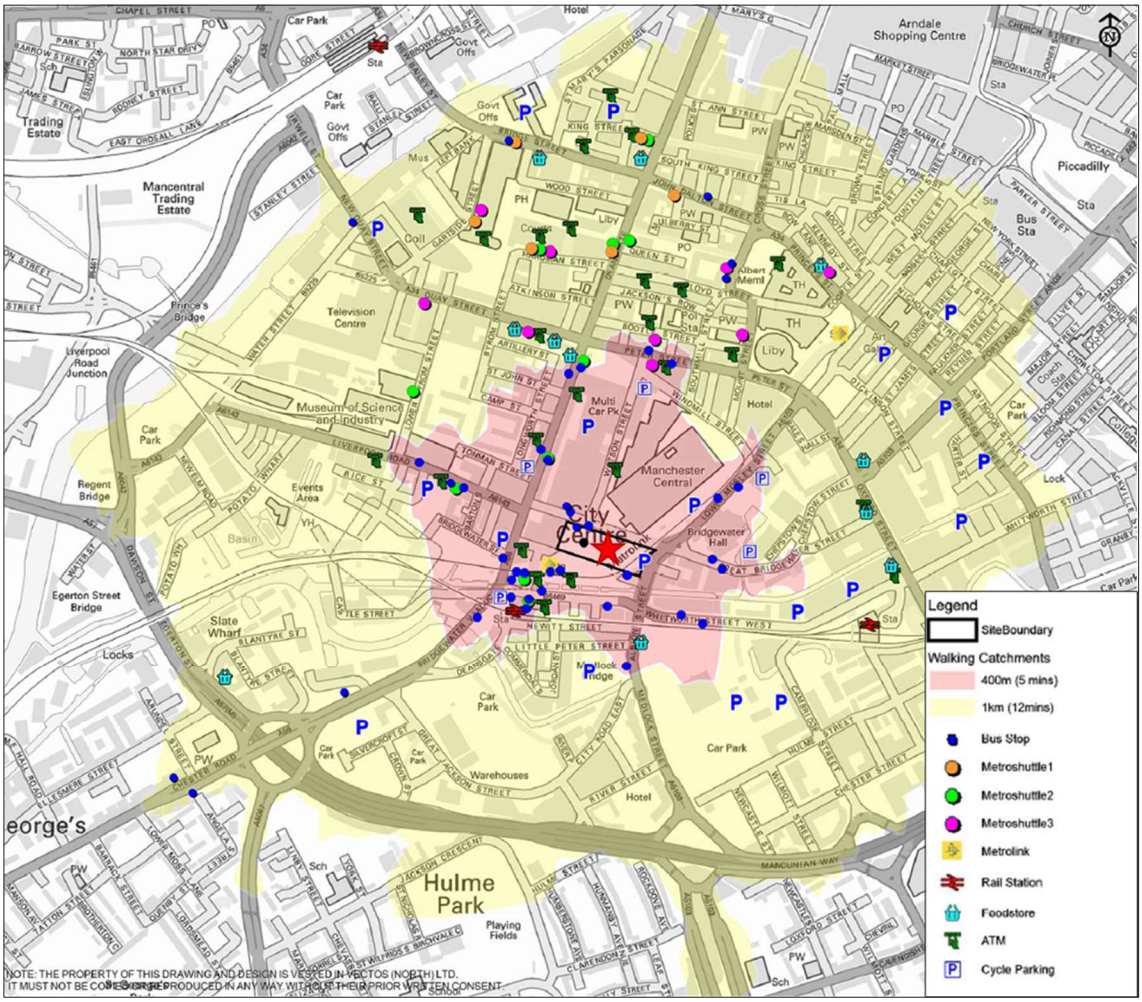


3.1.4 Given the city centre location of the proposals, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the site which lead to the primary routes towards the centre of Manchester along Lower Mosley Street, Deansgate and Watson Street. All footways in the surrounding area are lit and there are appropriate crossing facilities across all the main highways.

3.1.5 Many local amenities are situated within the immediate vicinity of the site, including a Sainsbury's convenience store on First Street, a number of ATM facilities and a wealth of cafes and restaurants. This allows occupiers and visitors to the development to access a wide range of services and amenities in the immediate locality.

3.1.6 The range of amenities located within a 5 minute (400m) and 12 minute (1km) walk of the site is given in **Figure 3.2**. Within a 20-minute walk, practically all of the city centre can be reached. The development site itself will have retail/leisure uses on the ground floor for use by residents and visitors.

Figure 3.2: Local Amenities within Walking Catchment Area

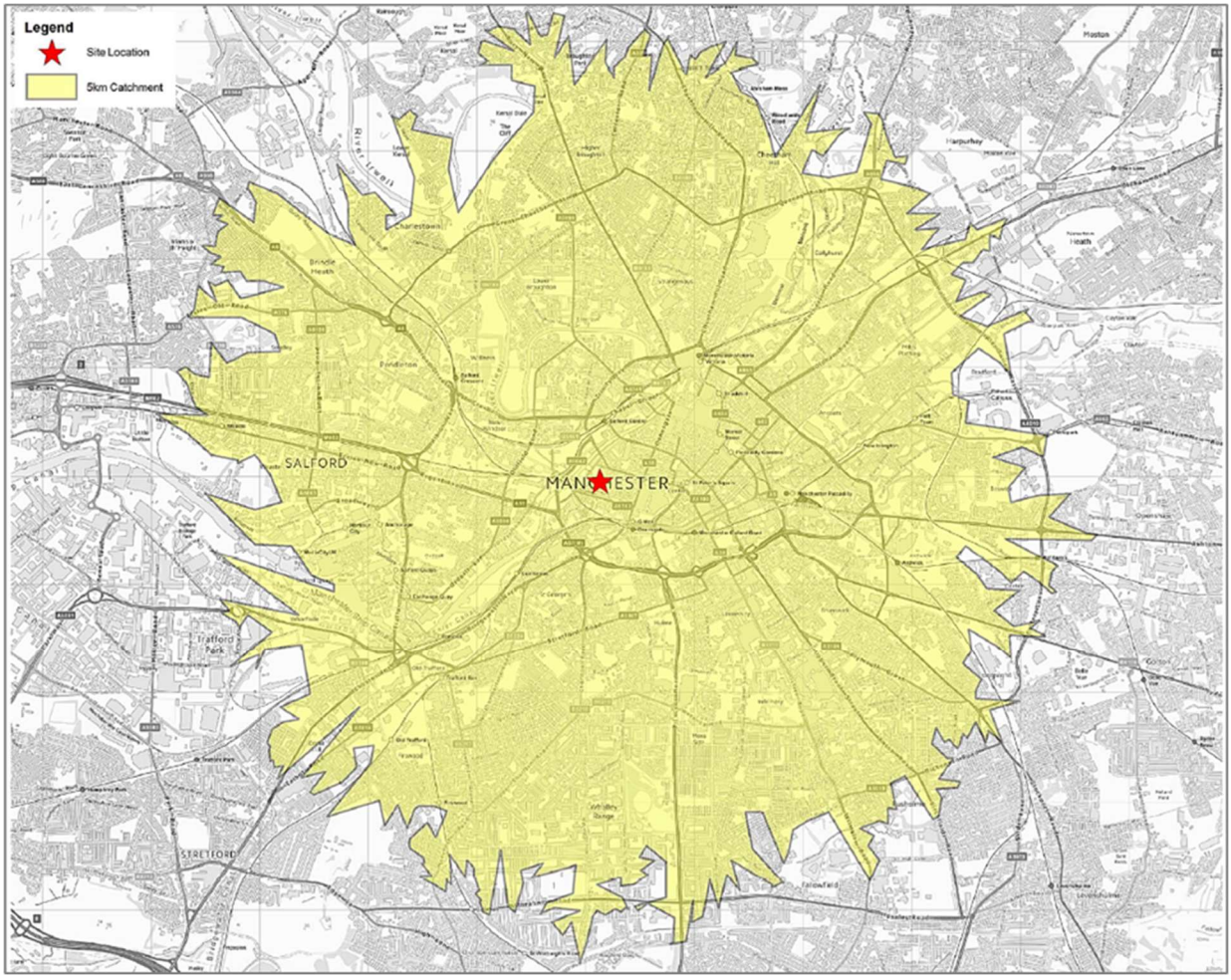


3.2 Cycling

3.2.1 Cycling is another effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon.

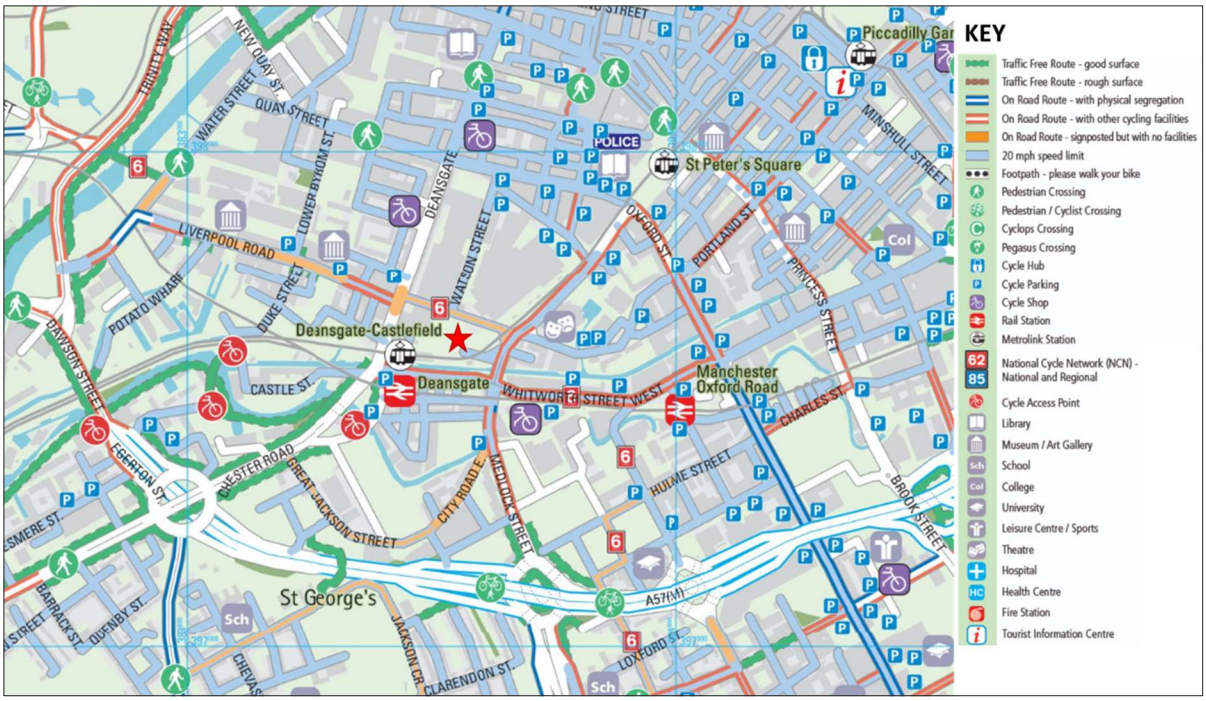
3.2.2 **Figure 3.3** illustrates that the 5-kilometre cycling catchment area encompasses the whole of Manchester city centre and much of the surrounding conurbation and would equate to a journey of around 25 minutes cycling trip.

Figure 3.3: Cycling Catchment Plan



3.3 **Figure 3.4** presents the local cycle routes within the vicinity of the site. It can be seen from this plan that there is an on-road cycle route along Great Bridgewater Street and Albion Street. These form part of National Cycle Route 6 which runs from London to Threlkeld in Cumbria. Locally, it connects with Chorlton, Hulme and Reddish to the south and Radcliffe and Bury to the north.

Figure 3.4: Cycling Map

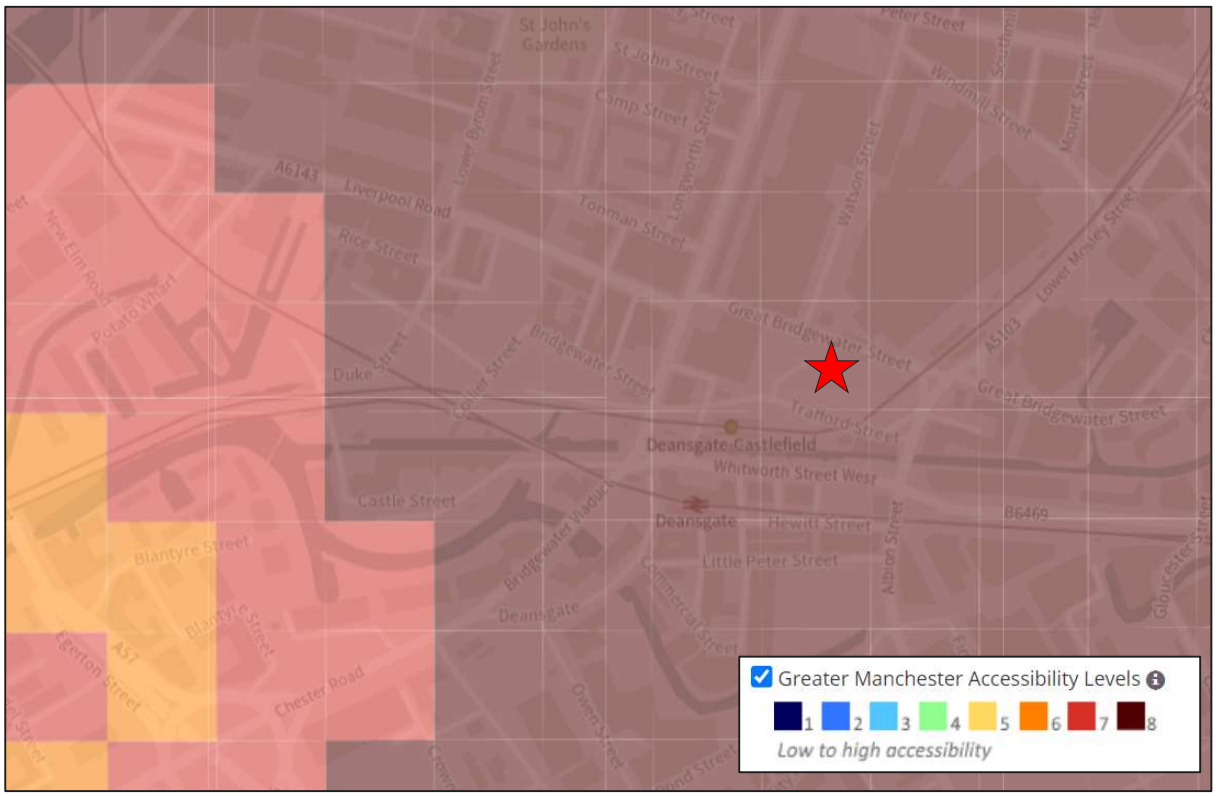


3.3.1 These excellent cycle links offer attractive cycle routes from both Salford and Trafford to the site whereupon cyclists will benefit from a good level of cycle parking provision.

3.4 Public Transport

3.4.1 Access by public transport represents a key mode choice to and from the Site. The Greater Manchester Combined Authority publish a plan of public transport accessibility levels which describe broadly how easy it is to access public transport. As show below in **Figure 3.5**, the site is located in the city centre area where the accessibility level is at its highest level for access by public transport. In practice, this means that within a short walk occupiers can access public transport and then travel across the city, the conurbation and to make onward journeys nationally.

Figure 3.5: GM Accessibility Levels

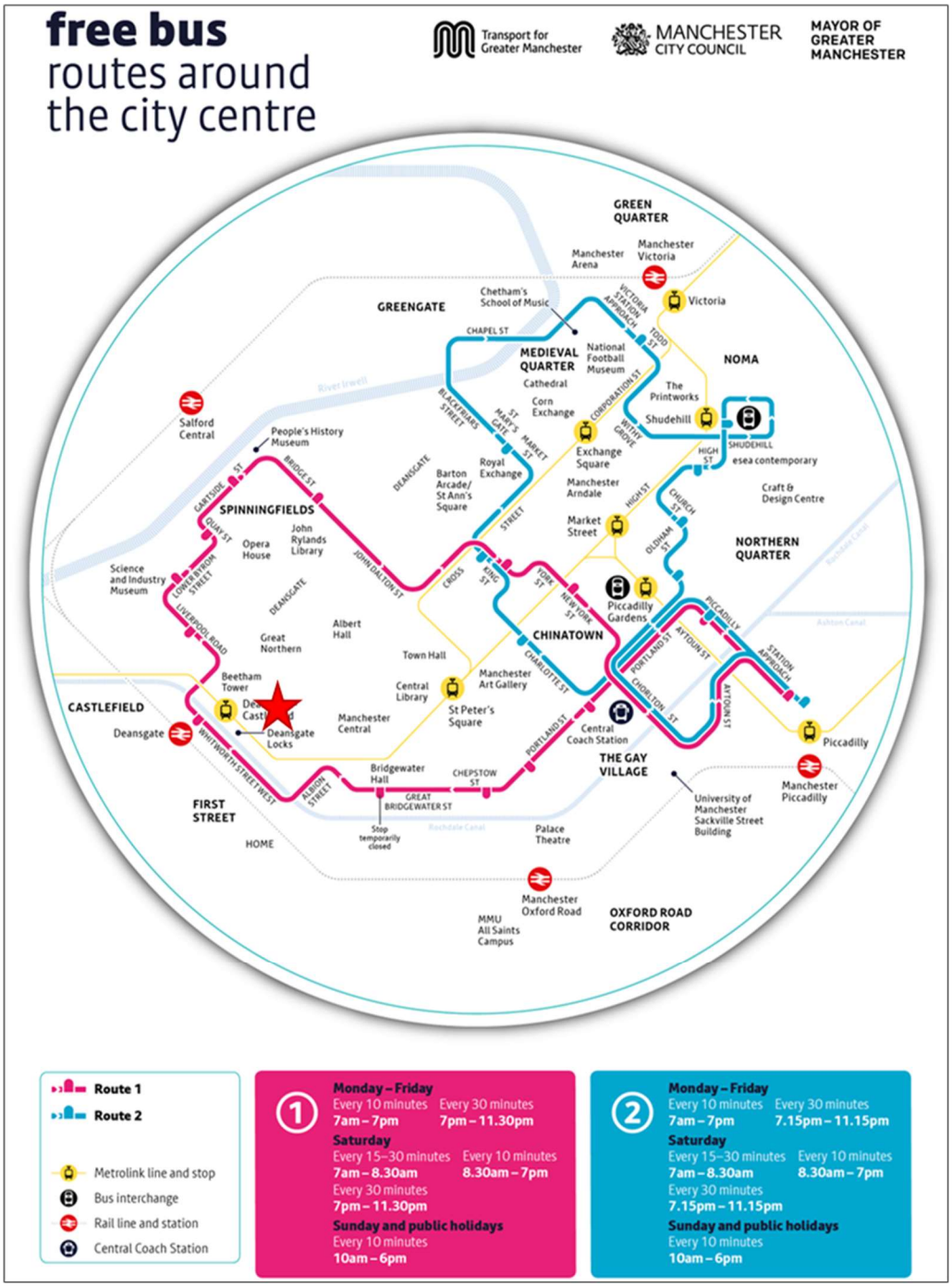


Free Bus

3.4.2 Free Bus is a free of charge bus service linking all the main destinations across Manchester City Centre. Free Bus buses are highly branded, are accessible by disabled users and run on a 10-minute daytime frequency. There are two routes, with Route 1 running from Piccadilly Station to Spinningfields and Deansgate area and Route 2 operates from Piccadilly Station to China Town and Northern Quarter.

3.4.3 The residents could access Route 1 from stops on Great Bridgewater Street and Whitworth Street. As illustrated in **Figure 3.6**, 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.

Figure 3.6: Free Bus Map



Scheduled Bus Services

3.4.4 Other significant bus services are available within a short walk of the Site. The bus stops are located along Deansgate, Great Bridgewater Street and B6469 which are well within 200 meters of walking distance from the proposed site.

3.4.5 **Table 3.1** summarises the bus services accessible through the above-mentioned bus stops.

Table 3.1: Bus Services

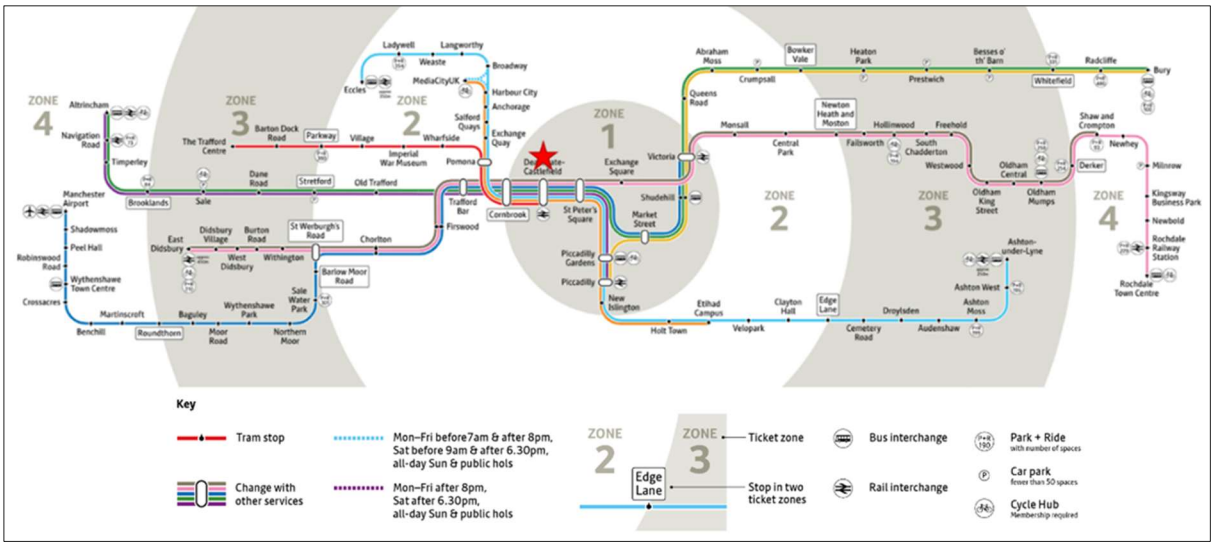
Service No.	Route	Frequency (Services/ Hr)		
		Mon - Fri	Sat	Sun
Freebus 1	Piccadilly-Castlefield-Spinningfields Circular	6	6	6
33	Shudehill - Ordsall - Weaste - Eccles - Winton – Worsley	2	2	1
255	Piccadilly Gardens - Stretford - Carrington - Partington	2	2	2
256	Piccadilly Gardens - Hulme - Stretford - Lostock – Flixton	3	3	2
X50	Piccadilly Gardens - Trafford Park - The Trafford Centre	5	5	5

3.4.6 Buses within It can therefore be concluded that the existing bus services operating in the vicinity of the Site provide the opportunity for many people travelling between the proposed development and the outlying surrounding areas of the conurbation to do so by bus. Occupiers of Viadux can therefore readily access bus services covering much of the conurbation directly or with an interchange.

Metrolink

3.4.7 The Viadux site is located adjacent to the Deansgate Castlefield tram stop. The Metrolink services currently covers much of Greater Manchester accessing key destinations and its outlying residential districts across the conurbation. The destinations and Metrolink stops are shown in **Figure 3.7** with respect to the site location highlighted in red.

Figure 3.7: Metrolink Network Map



3.4.8 The Metrolink network includes following services:

- Bury (via Manchester Victoria);
- Oldham & Rochdale (via Manchester Victoria);
- Ashton-Under-Lyne (via Manchester Piccadilly);
- East Didsbury;
- Manchester Airport (with a change at Cornbrook);
- Trafford Central
- Altrincham;
- Eccles and Media City.

3.4.9 The Metrolink will offer excellent public transport connectivity for occupants and visitors to the development.

Rail

3.4.10 The Site is conveniently located near to a number of rail stations such as Deansgate and Oxford Road Stations. Deansgate Railway Station is the closest, located immediately to the south of the development, just a five-minute walk away.

3.4.11 Major destinations accessible through this station are Manchester Airport, Blackpool North, Windermere and Southport. Manchester Piccadilly Station is accessible by a longer walk but is readily accessible by the Free Bus and access to further regional and national services is provided from this station.

3.5 Disabled Access

3.5.1 The consideration of access by disabled access into the site is described in the Design and Access Statement. We set out below the accessibility for disabled users on approach to the site using the main transport modes.

3.5.2 For this arriving by car there are 2 disabled parking bays on Great Bridgewater Street and the other standard parking bays can be used by Blue Badge disabled drivers without charge. Drivers can also park in disabled bays in eth adjacent Manchester Central and Great Northern Warehouse NCP car parks.

3.5.3 Disabled pedestrians will in future benefit from disabled compliant crossing facilities at all the junctions in the area including tactile paving, audible tones and tactile cones for deaf and visually impaired persons.

3.5.4 For disabled users arriving by bus they benefit from all buses meeting legal accessibility standards and in the future all Bee Network buses will be fully accessible, with ramps, wheelchair bays, hearing induction loops, anti-slip flooring and audio and visual announcement systems – including announcements of next stop and final destination. Eligible disabled users can apply for a pass allowing them to travel for free after 09:30.

3.5.5 All Metrolink trams and tram stops are accessible for wheelchair users. Mobility scooter users must have a mobility scooter permit to take their scooter on a tram. All stops have a ramp, lift, or escalator, step-free access for wheelchair users and people with pushchairs, CCTV and emergency call-points plus platforms with tactile edges for visually impaired passengers. On the trams there is an area for people who use wheelchairs, space for pushchairs, seats marked for people who have trouble standing and emergency call points.

3.5.6 For disabled users, train services are becoming far more accessible, and many disabled people can use the rail network without help. If help is needed then they can book for assistance to get on and off trains.

3.5.7 Manchester hackney carriages (black cabs) are all equipped to accommodate wheelchair users with lowered floors and wheelchair ramps/lifts, as well as space to accommodate them and accompanying passengers safely. Many Private Hire taxis also have wheelchair-adapted vehicles with a ramp or a passenger lift to assist the wheelchair user getting into the vehicle.

4.0 Development Proposals

4.1.1 The Site is located in Manchester city centre. It is bounded by the Manchester Central Conference Complex and Great Northern Warehouse to the north, Albion Street to the east, the Deansgate Castlefield Metrolink station and Deansgate Locks to the south, and the Beetham Tower to the west. It extends to 1.49 ha.

4.1.2 The Proposed Development will be delivered across two plots comprising the following principal uses:

- Plot A: a hotel with residential apartments above.
- Plot B: affordable homes.

4.1.3 Together with these principal uses, the Proposed Development comprises residential amenities; secure cycle parking; public realm improvements and new green landscaping; and associated works to the public highway.

4.1.4 The Proposed Development will be delivered across two plots:

- Plot 2a is located immediately east of the recently completed Phase 1 building, on land partially comprising the grade II listed Castlefield Viaduct. This plot will deliver a 76-storey mixed use tower comprising a hotel (Use Class C1) with associated bar and restaurant and residential units above comprising 1, 2 and 3 bed, and penthouse apartments (Use Class C3) with associated residential amenity spaces. Secure cycle spaces, serving this and the Phase 1 building, are provided at the ground floor level. At viaduct level, a redesigned service yard for the conference centre is enclosed by a new podium structure with residents' external amenity space above. A section of the Great Bridgewater Street bridge (deck) is removed to bring light into the street below.
- Plot 2b, located at the western-most section of the Site between the viaduct and Beetham Tower, consists of a 23-storey residential building accommodating affordable 1-, 2- and 3-bed apartments (Use Class C3), secure cycle parking spaces, flexible commercial units (Use Class E) opening onto the viaduct, and public realm enhancements on Great Bridgewater Street.

4.1.5 Plot 2a is designated to accommodate a maximum of 452 residential apartments and 160 hotel rooms. Meanwhile, Plot 2b is planned for a maximum of 133 residential units. The relevant plans that show the scheme layout which relate to access, and transport are presented in **Appendix A**.

4.2 Cycle Parking

4.2.1 Cycle parking for the site will be provided in a combined cycle store that is shared with Viadux Phase 1. The overall cycle parking provision for Viadux as a whole is given below:

- Plot 2a – 390 Secure Cycle Parking (Shared with Phase 1). 16 spaces allocated for Hotel use.
- Plot 2b – 133 Secure Cycle Parking in a ground floor cycle store.

4.2.2 Therefore, Plot 2b benefits from 1:1 cycle parking provision. Plot 2a includes a hotel land use which will be allocated 16 cycle parking spaces. The remaining 374 spaces are shared between the residents of Viadux Phase 1 and Plot 2a (375+452 apartments) c.45%.. This is well in excess of the likely demand for a city centre location.

4.2.3 Recently, Urban Bubble conducted a similar survey examining five city-centre apartment schemes. The survey found that, on average, only 15% of the cycle storage spaces were occupied, despite the apartments within these buildings being nearly at full occupancy. The survey data is presented in **Appendix C**.

4.2.4 Therefore, the current level of provision is anticipated to significantly exceed the actual demand. This suggests that the available resources will likely surpass what is necessary to meet resident needs.

4.2.5 The allocation of cycle parking access will be managed through the Travel Plan to help allocate spaces according to demand. The Travel Plan will also assist cyclists with information and promotion of events such as Bike Doctor visits that will play a vital role in keeping people moving and act as a central hub for cycle use.

4.3 Parking Provision

4.3.1 It is noted that there is no on-site car parking provided as part of the Phase 2 development due to its excellent location and accessibility characteristics. There is parking available nearby with 2 disabled parking bays and 3 standard parking bays on Great Bridgewater Street.

4.3.2 The car parks at Great Northern Warehouse NCP (527 spaces, 25 disabled) and Manchester Central NCP (643 spaces, 15 disabled) offer a convenient adjacent car parking provision for those that need to find a close parking space. In fact, there are over 3300 parking spaces available within a 10 minute walk of the site.

4.3.3 The site will also benefit from a Car Club Bay located on Watson Street being delivered as part of Phase 1.

4.4 Highway Improvements

4.4.1 The highway network around the Viadux will be transformed with particular improvements for pedestrians and cyclists.

4.4.2 Firstly, as described before, MCC are implementing the Deansgate Active Travel Scheme which will significantly benefit pedestrians and cyclists through the area.

4.4.3 Secondly, Viadux Phase 1 will deliver highway improvements to Great Bridgewater Street/Watson Street and these are described in **Dwg SVA-VEC-0-P1-DR-CH-000-P07**. This will significantly improve pedestrian crossing facilities, particularly for Metrolink passengers heading into the city who will now have a dedicated route on their desire line and will also widen the pavement on Watson Street, narrowing the carriageway there making the crossing distance shorter for pedestrians heading east-west.

4.4.4 The route from the Metrolink stop will benefit from a Lift, Stair and Public Realm improvements. It will also improve the public realm on Watson Street by widening the footway and resurfacing that area and resurface the footway on Great Bridgewater Street.

4.4.5 With the Viadux Phase 2 scheme there will be an environmental transformation of Great Bridgewater Street by removing the overbridge structures thereby opening up the route to daylight. This route will also benefit from footway surfacing upgrades.

4.4.6 There is then a further transformation of the signal junction of Albion Street with Great Bridgewater Street. This junction is currently a hindrance to pedestrian movement as there is no dedicated signalised pedestrian crossing facility and the width of the crossings are excessive.

4.4.7 As shown in **Dwg SVA-VEC-0-P2-DR-CH-0000 P06** the highway improvement will narrow Albion Street by rationalising the underused sections of highway and removing the left slip exit from Trafford Street and the left turn from Albion Street into Great Bridgewater Street. The road narrowing widens the footway on the west side of Albion Street giving opportunities for landscaping interventions and improves the on-street cycle facilities.

4.4.8 The scheme proposes a hotel drop off area within that new public realm. Here the Metrolink bridge structures would be wrapped to hide the Metrolink Bridge Piers and the adjacent Service yard that will serve the Viadux Plot 2A. This public realm improvement will transform the space and a high quality hotel entrance will be made under the Metrolink Bridge.

4.4.9 All of these works are coordinated with the Active Travel Scheme being implemented on Deansgate and Whitworth Street.

5.0 Travel Plan Measures

5.1.1 This Framework Travel Plan is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because the site is yet to be constructed and occupied. It is noted that the development is car free and will mean that inherently the vast majority of trips to and from the site being undertaken by sustainable modes. Notwithstanding, the Travel Plan will seek to maximise the appeal and convenience of sustainable travel for residents at the development.

5.1.2 The Travel Plan is not specifically aimed at any visitors to the development as their travel patterns are more difficult to establish, however it is expected that visitors will be informed online of the excellent accessibility of the site by modes other than the car and the measures to encourage that.

5.1.3 The following measures are expected to be delivered through the Travel Plan by the Travel Plan Co-ordinator (TPC).

5.1.4 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the TPC should investigate other potential initiatives which could be beneficial based on circumstances at the time.

5.1.5 It is important for the Travel Plan to be flexible to changing circumstances and innovations. Once it has been implemented, the TPC will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

5.2 Travel Plan Coordinator

5.2.1 The Travel Plan will be managed by a TPC. TPC will be appointed prior to the proposed new development being occupied. In the interim, George Hewitt of SLR will act as the interim Travel Plan Co-ordinator for the development. His contact details are:

George Hewitt

ghewitt@slrconsulting.com

+44 07812 681537

5.2.2 The Travel Plan Co-ordinator will ultimately be appointed by the developer within 3 months of occupation.

5.3 Travel Information Pack

5.3.1 In order to build on the locational advantages that the Site enjoys, it is proposed that on occupation a Travel Pack is provided to all residents and staff members either as a hard copy or digitally. The contents of such a travel pack should include the information that informs occupants of sustainable travel options that are available to them. The measures that should be considered for inclusion in the pack are:

- Public transport timetable information and route maps;
- Walking / cycling map of the city centre and other key local destinations; and
- Information on city centre car clubs (e.g., Enterprise Car Club), which can reduce the reliance on car ownership for people who need to use a car occasionally.

5.3.2 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a development.

5.4 Walking Measures

5.4.1 Many amenities in Manchester City Centre are within a short walk of the site which means we expect that walking will be the primary transport mode. Building on this, public realm improvements in the area will create a more pleasant environment for pedestrians.

5.4.2 Measures to further encourage walking as part of a multi-modal journey might include:

- Review of local pedestrian facilities to ensure that access widths are appropriate and gradient changes allow for comfortable wheelchair and mobility impaired access;
- Provision of umbrellas in reception areas;

5.5 Cycling Measures

5.5.1 Cycling is promoted with secure cycle parking provided within the development and public realm improvements in the area to reduce the dominance of the motor vehicle. As part of the development secured cycle parking spaces and a cycle repair shop/ cafe is proposed.

5.5.2 As the level of cycle parking is below 1:1 levels The Travel Plan Coordinator will allocate cycle parking access to the residents that require it. Further measures to encourage cycling might include:

- Promote the financial benefits of the Cycle to Work scheme;
- Option for partnership with local cycle store which may facilitate the provision of vouchers or discounts for residents;
- Practical advice on cycle maintenance, safety information and local route information;
- Advertisement of a local bicycle user group to new residents;
- Special travel events could be promoted at the site (e.g. Cycle and Stride); and
- The Travel Plan Co-ordinator to liaise with the Highway Authority to ensure that cycle routes are appropriately maintained.

5.6 Public Transport

5.6.1 As previously noted, there are bus stops located on Great Bridgewater Street, Whitworth Street and Deansgate in close proximity of the site with many other services within reasonable walking distance. In addition, the site is within a 5 mins walk from the Metrolink and Rail station at Deansgate Castlefield.

5.6.2 The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus, tram and train usage include:

- Up to date information provided on bus, tram and train services, including route information and service frequencies, available to residents through links such as:
  - https://tfgm.com/plan-a-journey
  - http://www.nationalrail.co.uk/
- The Travel Plan Co-ordinator to liaise with the Local Authority and the public transport operators to ensure that information remains valid;
- The Travel Plan Co-ordinator to bring to the bus, tram and rail operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised; and
- Promote Travel Discount offers and Travel Cards such as 'Bee Card'.

5.7 Car Sharing and Taxis

5.7.1 A list of local taxi companies' contact details will be included within the Travel Pack.

5.7.2 The GM car sharing scheme www.carsharegm.com would be promoted for occupiers and administered using a local database via a community website.

5.7.3 The Travel Pack will advertise at least one link to a website where the cost of owning and running a car can be calculated. This is intended to highlight the often unseen costs of owning a car.

5.8 Car Clubs

5.8.1 A Car Club Bay is being provided on Watson Street which is conditioned as part of the Phase 1 works. The Travel Plan Co-ordinator will highlight the availability of Car Club to the new occupiers and facilitate demonstrations if required.

5.9 Off-Street Car Parking

5.9.1 The Travel Plan recognises that there may be demand for visitor car parking associated with the site. Therefore, information relating to local car parking facilities will be provided as part of welcome packs.

5.9.2 As an on-going part of the monitoring process, the 'Welcome Pack' will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on to all the occupiers via an appropriate form of communication. This will be the responsibility of the Travel Plan Co-ordinator.

6.0 Administration, Monitoring & Review

6.1 Administration

Management

6.1.1 The administration of the Travel Plan will initially be the responsibility of a Travel Plan Co-ordinator. The Travel Plan Co-ordinator can be part of the site management team or an external provider and can provide residents with details of the environmental, social and health benefits to be gained by using sustainable transport modes. They should be the first point of contact for residents and other outside organisations in all matters regarding travel.

6.1.2 This post will run for the lifetime of the Plan which is typically five years with duties of the Travel Plan Co-ordinator generally including:

- The operation of the Plan;
- Management of the allocated budget;
- Maintenance of a database containing existing travel information;
- Monitoring of the Travel Plan;
- The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
- Liaison with the Local Authority Travel Plan Co-ordinator (where appropriate);
- Liaison with Public Transport providers (where appropriate);
- Promotion of the Travel Plan; and
- Promotion of travel events.

6.1.3 The Action Plan for the implementation of the Travel Plan is discussed in subsequent sections of this document.

6.2 Monitoring

Travel Surveys

6.2.1 The monitoring of travel behaviour is essential to measure progress towards the objectives and targets outlined on the next subsection.

6.2.2 In order to fully understand travel and transportation issues at the site, it is considered necessary to undertake Resident Travel Surveys. Occupiers are not yet known and therefore the surveys will be completed within six months following first occupation of the development.

6.2.3 Therefore, the information obtained will be used to undertake travel performance indicator and modal split analysis.

6.2.4 As part of the ongoing development of the Travel Plan there will be a commitment to undertake surveys annually.

6.2.5 An example of travel surveys is presented in **Appendix D**.



Targets

6.2.6 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful. They should be 'SMART' Targets – Specific, Measurable, Achievable, Realistic and Timed.

6.2.7 The development site does not offer any parking and so the traditional travel plan targets to reduce car trips may not be applicable here. However, we would like to understand whether any occupiers drive and park in local car parks. If that is the case and it is picked up in the travel survey, then we can set a forecast target to reduce that proportion as agreed with TfGM.

6.2.8 Thus, no definitive targets have been defined until the baseline survey is completed across the site. The overall aim is to reduce the number of single occupancy car trips to / from the site, whilst increasing travel by more sustainable modes.

Review

6.2.9 The first review will be 12 months after completion of the full Travel Plan and will include production of a brief Travel Plan review report. This will be submitted to the Local Authority for information.

6.2.10 After the initial review, a further update should be carried out annually, which would include the submission of a summary report to the Local Authority. This should continue for a period of five years. The review of the Plan might include:

- Analysis of the latest travel survey responses;
- Review of the Travel Plan budget and spending;
- The latest bus, cycle, and walking route information;
- Consideration of any subsequent development or new transport provision in the local area and its implications on the Plan;
- Review of targets for the future year;
- Any additional measures, any changes/refinements to existing measures; and
- Evaluation of the success of the various measures implemented to date.

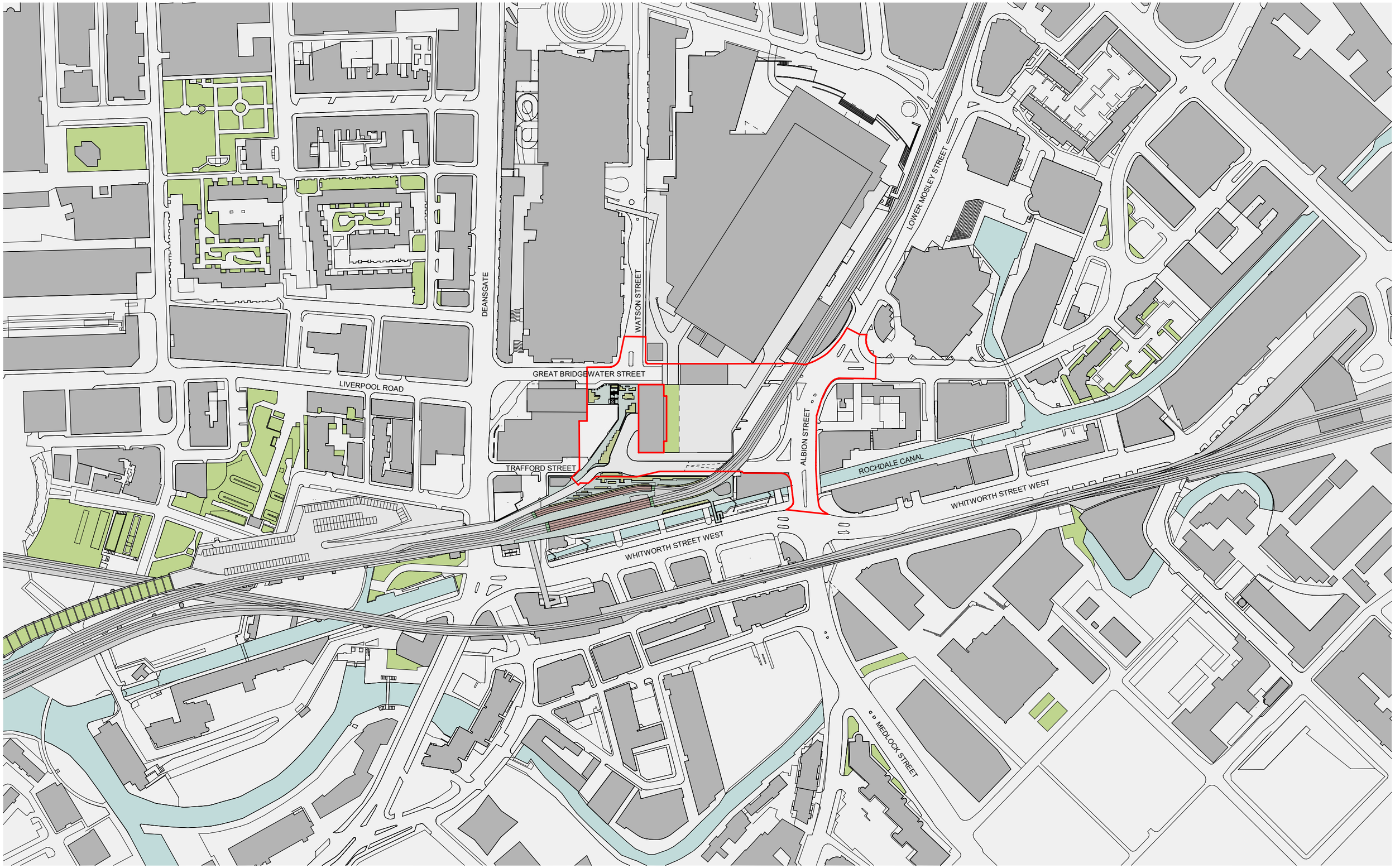
7.0 Draft Action Plan

7.1.1 The following list describes the proposed measures that are to be taken to help achieve the Travel Plan objectives. The measures can be developed in the form of an Action Plan as outlined in **Table 7.1**. The Action Plan should:

- Include a time frame for each action to provide a clear approach for the implementation of the Travel Plan;
- Name the person who is to be responsible for making sure the actions are accomplished; and
- Include a range of measures of varying degrees of complexity. It is important to ensure that all measures are attempted and that not just the easiest measures are achieved.

Table 7.1: Action Plan

Measure	Target Date	Ownership
Prior to Construction		
Appointment of Travel Plan Coordinator	At planning application	Developer
During Construction		
Installation of on-site infrastructure for sustainable travel including cycle parking	On completion	Developer
Construct quality pedestrian links to access the site	On completion	Developer
Set up Travel Plan budget	On completion	Developer
Sustainable travel information included within initial information pack	Prior to opening	Developer
Investigate potential for community website	Prior to opening	Travel Plan Coordinator
Establish contact with local cycle store	Prior to opening	Travel Plan Coordinator
Upon Occupation (Short Term)		
Provision of Travel Packs for Residents	Upon individual occupation	Travel Plan Coordinator
Baseline travel data to be analysed	Within 6 months of first occupation	Travel Plan Coordinator
Promote benefits of walking and cycling – make health benefits clear via 3rd party promotional material	Upon individual occupation	Travel Plan Coordinator
Advertise car sharing initiatives and active travel information	Upon individual occupation	Travel Plan Coordinator
During Occupation (Medium Term)		
Conduct further travel surveys/travel questionnaires (if considered appropriate)	On-going	Travel Plan Coordinator
Manage Travel Plan budget and make residents aware of ongoing initiatives	On-going	Travel Plan Coordinator
Advertise travel events such as Dr Bike and national travel days to encourage participation	On-going	Travel Plan Coordinator
Ensure travel information is periodically kept up to date and made available for residents	On-going	Travel Plan Coordinator
Complete annual review for Local Authority for 5 years following first occupation	On-going	Travel Plan Coordinator



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Do not scale off dimensions.
All dimensions to be checked on site by Contractor.

Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

Site area: 14866 m²
1.4866 ha

SCALE 1:1250

0 25m 50m 75m 125m

NORTH

Rev	Date	Description
P01	26-03-2024	Planning Issue
P02	31-10-2024	Planning Issue - Hotel & Residential

Project Title
Viadux Phase 2 - Plot 2a & 2b
Manchester

Status
PLANNING

Drawing Title
Viadux Phase 2 - Plot 2a & 2b
Existing Site Location Plan
Upper Levels

Job No
10448

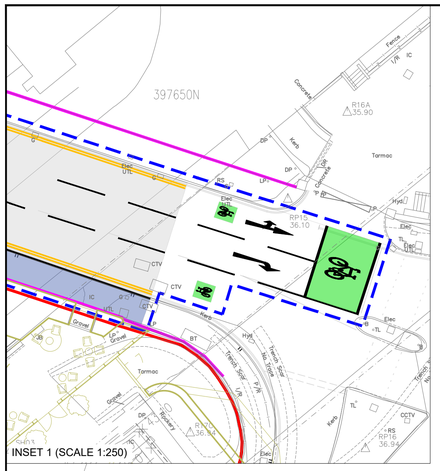
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10448-SHP-ZZ- A-B5D9-G000-XP-XX-001

Revision
P02

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0 2.5 5 10 15
1:250 SCALE (m)

KEY:

- S278 WORKS BOUNDARY
- ADOPTED HIGHWAY BOUNDARY
- DEVELOPMENT RED LINE BOUNDARY
- DESIRABLE JUNCTION INTERVISIBILITY LINE TO DMRB CD109.
- ACHIEVABLE JUNCTION INTERVISIBILITY LINE.
- PROPOSED KERB LINE
- PROPOSED PCC SQUARE EDGE CHANNEL
- PROPOSED CARRIAGEWAY RESURFACING
- PROPOSED FOOTWAY CONSTRUCTION / RECONSTRUCTION OF EXISTING
- PROPOSED PEDESTRIAN DETERRENT PAVING
- PROPOSED CYCLE LANE - GREEN HATCH AREAS
- PROPOSED RED SURFACE DRESSING AT PEDESTRIAN CROSSINGS, PSV 68+
- PROPOSED RED TACTILE PAVING (CONTROLLED PEDESTRIAN CROSSING)
- PROPOSED BUFF TACTILE PAVING (UNCONTROLLED PEDESTRIAN CROSSING)
- PROPOSED SIGNAL POLES / PUSH BUTTONS / SIGNAL HEADS / ABOVE GROUND DETECTION. (BASED ON TfGM DESIGN)
- EXISTING LIGHTING COLUMN (TO REMAIN)
- EXISTING LIGHTING COLUMNS REMOVED DURING CONSTRUCTION OF DEVELOPMENT SHALL BE REINSTATED LIKE FOR LIKE
- B — NEW 115mm Ø MARSHALLS DEANSGATE RF FERROCAST BOLLARD WITH YELLOW REFLECTIVE BAND INSTALLED WITHIN PRE-CUT GROOVE. REFER TO VECTOS DRAWING 4000 FOR FURTHER INFORMATION
- G — NEW ROAD GULLY. SHALL UTILISE CONNECTION OF NEARBY GULLY TO BE REMOVED (UNLESS SPECIFIED OTHERWISE)
- FG — NEW FOOTWAY GULLY. SHALL CONNECT INTO NEW ROAD GULLY CONNECTION (UNLESS SPECIFIED OTHERWISE)
- REFER TO VECTOS DRAWING 4000 FOR GULLY CONSTRUCTION & CONNECTION DETAILS

Rev	Details	Drawn	Checked	Auth	Date
P07	MCC COMMENTS	IW	NM	NM	08.04.2024
P06	MCC COMMENTS / TfGM SIGNAL DESIGN / CAR CLUB BAY	IW	NM	NM	19.02.2024
P05	MCC COMMENTS	IW	NM	NM	08.11.2023
P04	CHANGE TO WORKS EXTENTS	IW	NM	NM	29.09.2023
P03	RSA2 COMMENTS	IW	NM	NM	22.09.2023
P02	TfGM/MCC MEETING COMMENTS	IW	NM	NM	21.07.2023
P01	FOR INFORMATION	JD	DRC	DRC	16.08.2022

Drawing Status: FOR REVIEW & COMMENT
Suitability: S3

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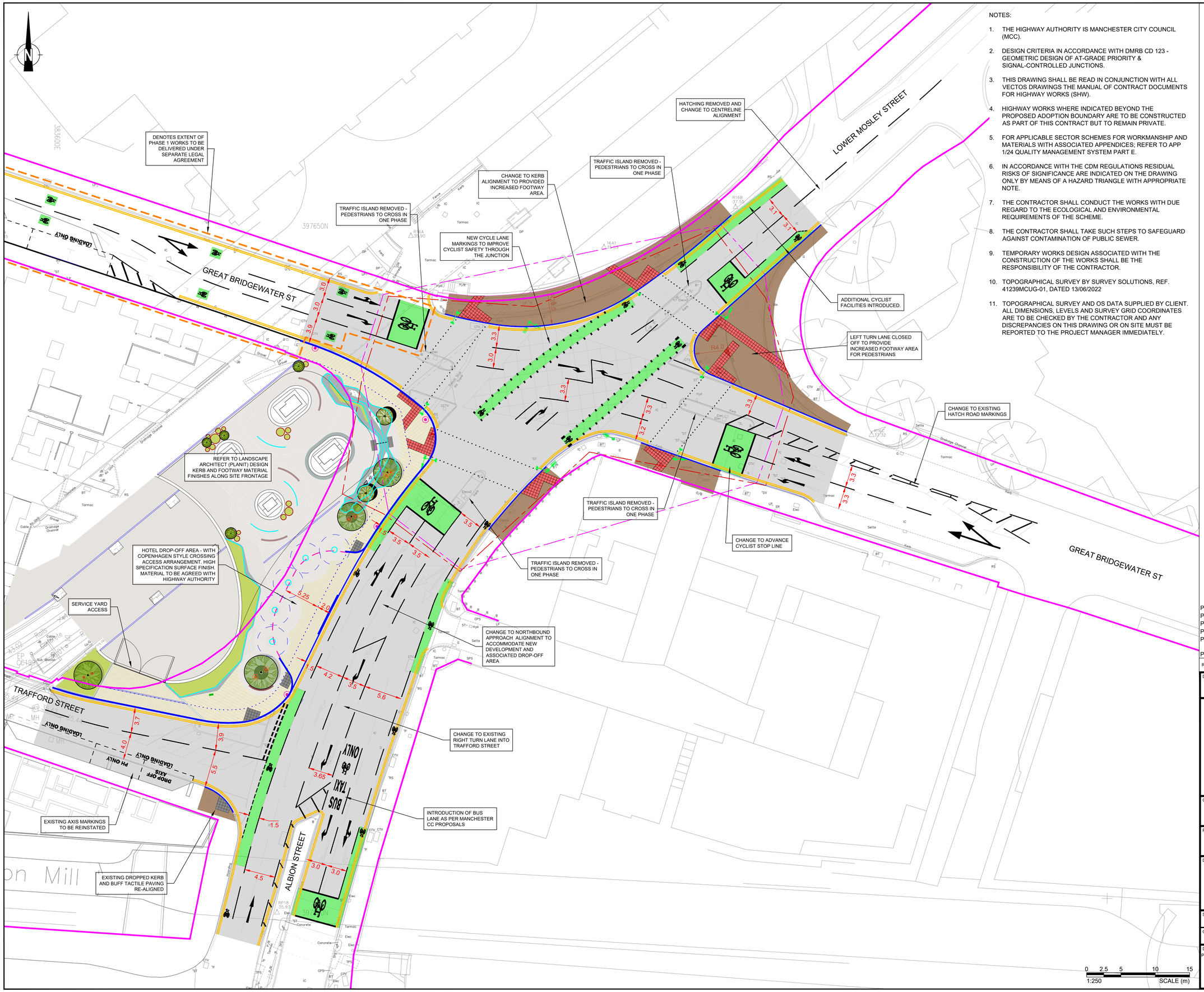
Client: SALBOY CENTRAL LIMITED

Project Title: VIADUX PHASE 1 S278 WORKS

Drawing Title: GREAT BRIDGEWATER STREET WATSON STREET JUNCTION GENERAL ARRANGEMENT

Scale	Designed	Drawn	Checked	Authorised
1:250	JD	JD	DRC	DRC
Original Size	Date	Date	Date	Date
A1	16.08.22	16.08.22	16.08.22	16.08.22

Drawing Number (PIN/Proj. Ref. No. | Originator | Volume | Location | Type | Role | Number): SVA - VEC - 0 - P1 - DR-CH- 0000
Project Ref. No.: VD23901
Revision: P07



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KEY:

- EXISTING HIGHWAY BOUNDARY
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- 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)

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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

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Suitability: S3

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Client: SALBOY CENTRAL LIMITED

Project Title: VIADUX PHASE 2 S278 WORKS

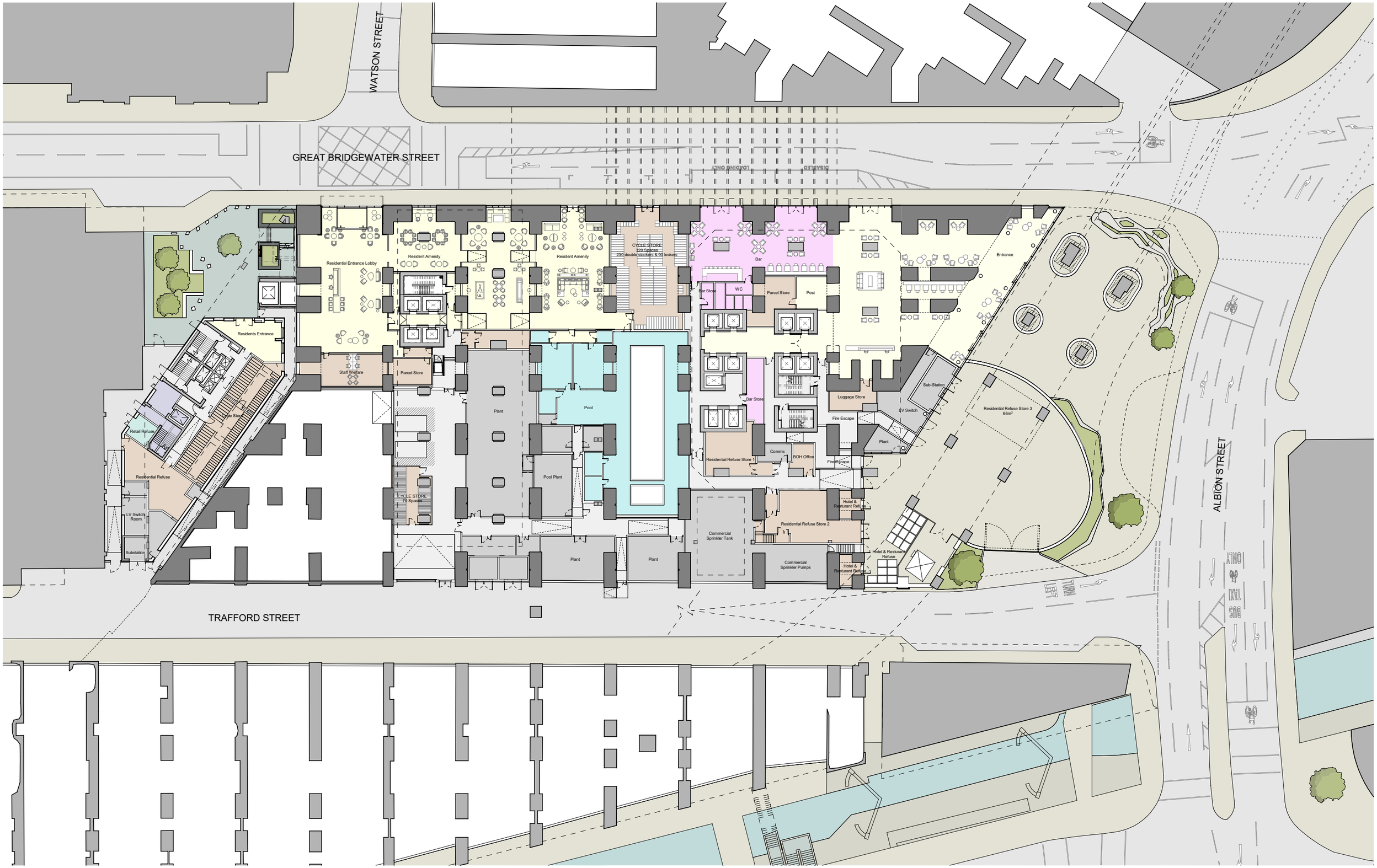
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Original Size	Date	Date	Date	Date
A1	25.10.2023	25.10.2023	25.10.2023	25.10.2023

Drawing Number: PIN/Proj. Ref. No. | Originator | Volume | Location | Type | Role | Number
SVA - VEC - 0 - P2 -DR-CH- 0000

Project Ref. No.: VD23901
Revision: P06

Appendix A: Scheme Plans



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SCALE 1:250

0 5m 10m 15m 25m

NORTH

Rev	Date	Description
P01	26-03-2024	Planning Issue
P02	31-10-2024	Planning Issue - Hotel & Residential

Project Title
Viadux Phase 2 - Plot 2a & 2b
Manchester

Status
PLANNING

Drawing Title
Viadux Phase 2 - Plot 2a & 2b
Masterplan
Ground Floor Plan

Job No
10448

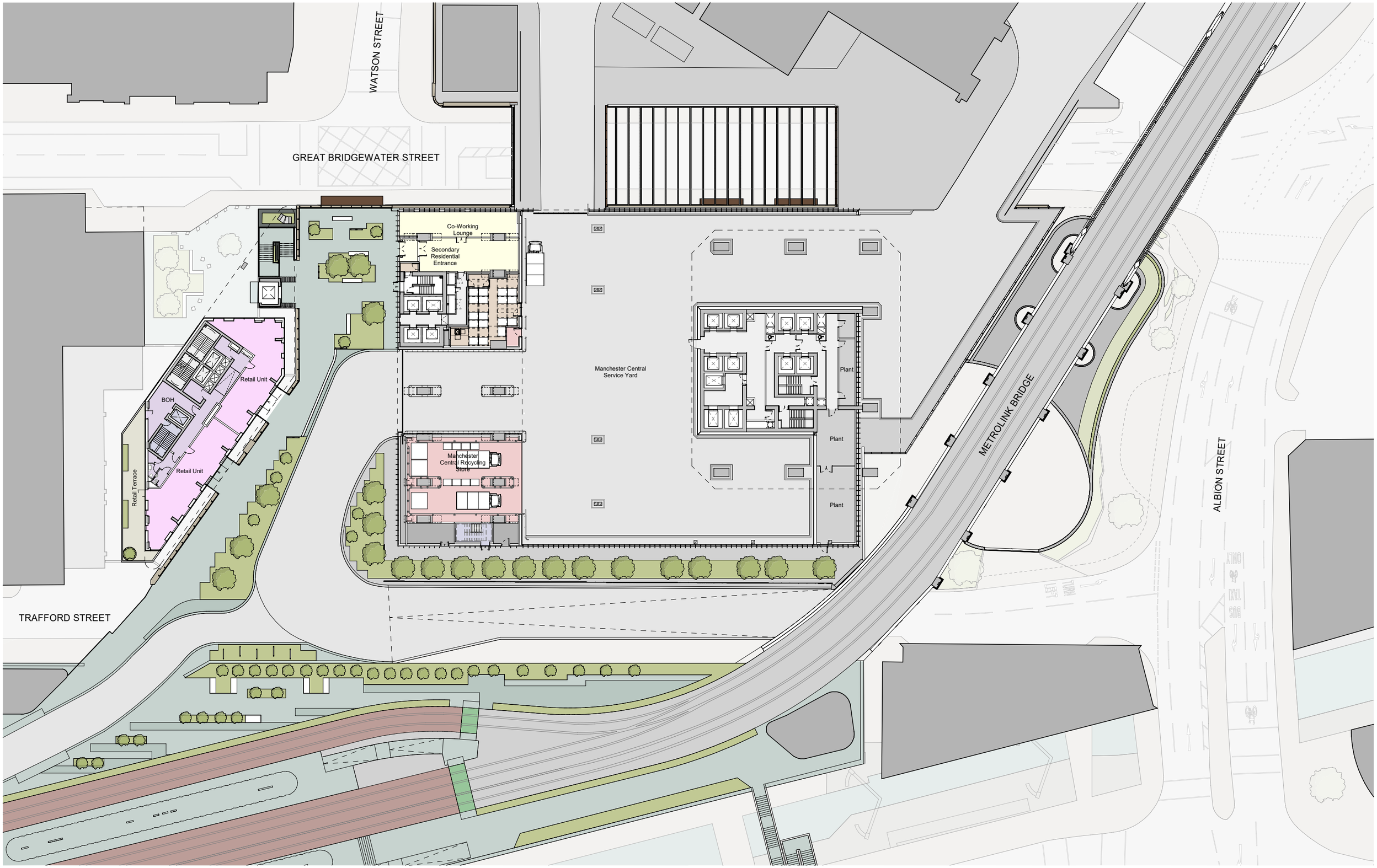
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10448-SHP-ZZ- A-B5D9-G100-PL-00-001

Revision
P02

simpsonhaugh
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London
+44 (0)20 7549 4000

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SCALE 1:250

0 5m 10m 15m 25m

NORTH

Rev.	Date	Description
P01	26-03-2024	Planning Issue
P02	31-10-2024	Planning Issue - Hotel & Residential

Project Title
Viadux Phase 2 - Plot 2a & 2b
Manchester

Status
PLANNING

Drawing Title
Viadux Phase 2 - Plot 2a & 2b
Masterplan
Level 01 Plan

Job No
10448

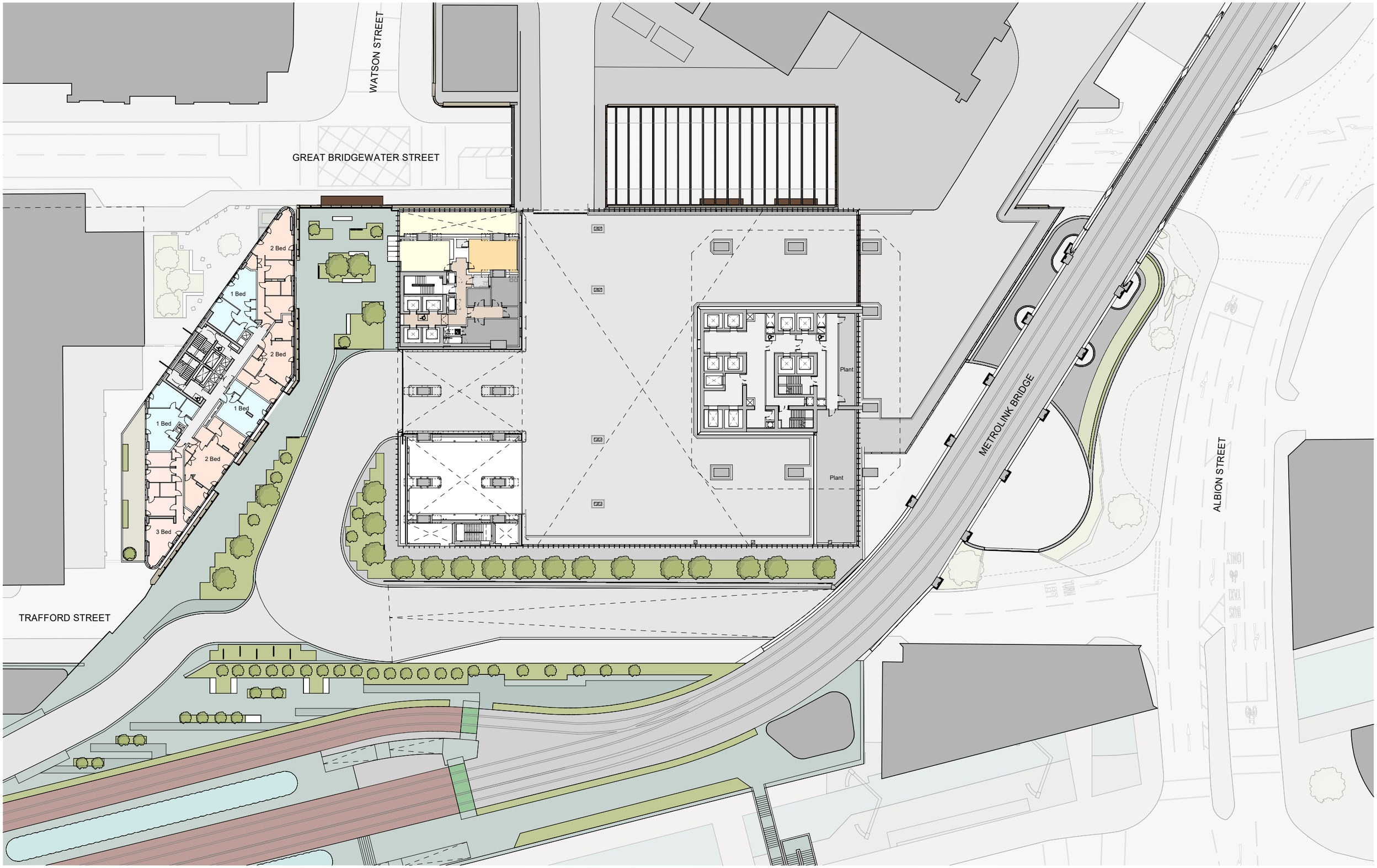
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SHP Drawing Code
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10448-SHP-ZZ- A-B5D9-G100-PL-01-001

Revision
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SCALE 1:250

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NORTH

Rev.	Date	Description
P01	26-03-2024	Planning Issue
P02	31-10-2024	Planning Issue - Hotel & Residential

Project Title
Viadux Phase 2 - Plot 2a & 2b
Manchester

Status
PLANNING

Drawing Title
Viadux Phase 2 - Plot 2a & 2b
Masterplan
Level 02 Plan

Job No
10448

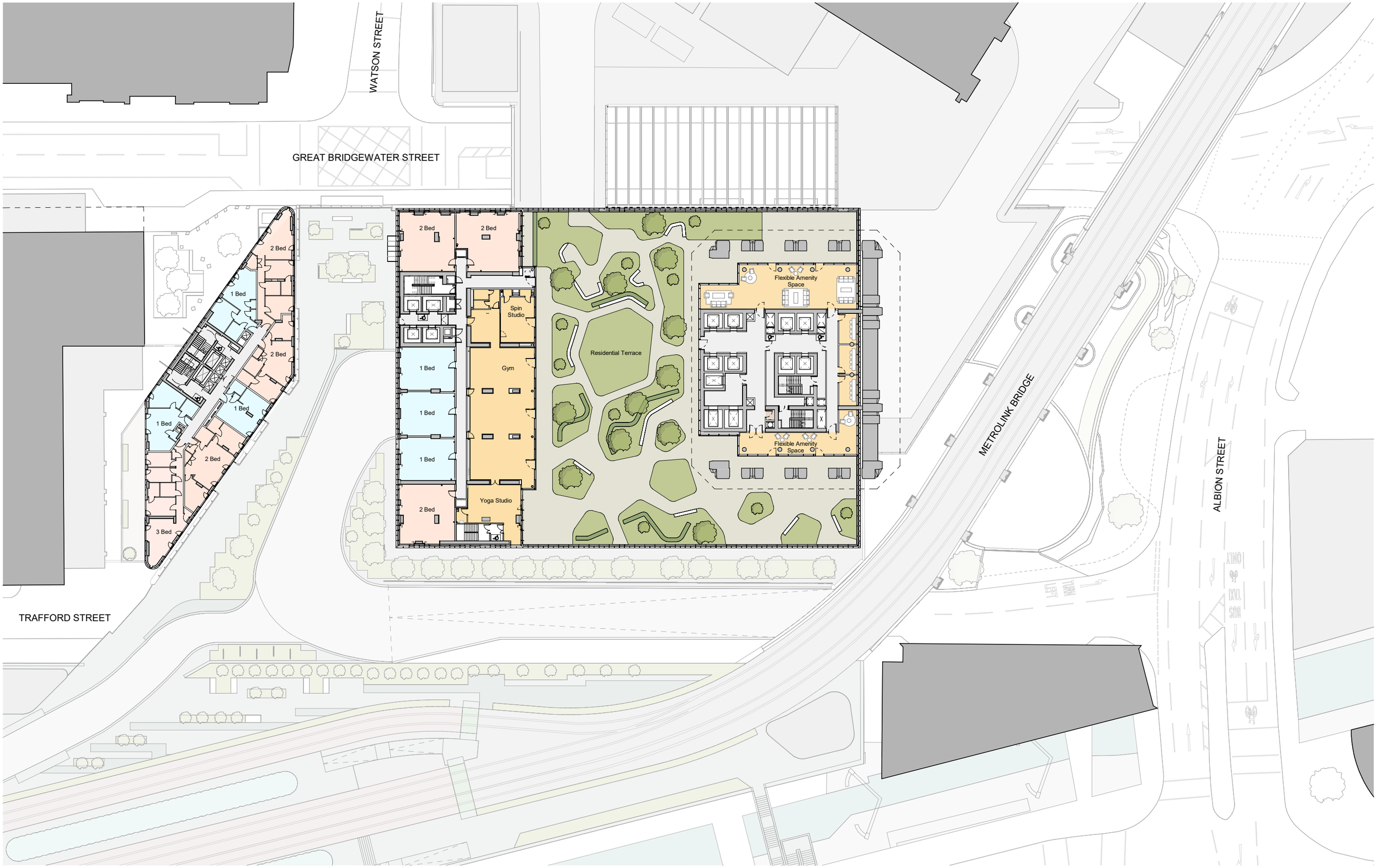
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Revision
P02

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SCALE 1:250

0 5m 10m 15m 25m

NORTH

Rev	Date	Description
P01	26-03-2024	Planning Issue
P02	31-10-2024	Planning Issue - Hotel & Residential

Project Title
Viadux Phase 2 - Plot 2a & 2b
Manchester

Status
PLANNING

Drawing Title
Viadux Phase 2 - Plot 2a & 2b
Masterplan
Level 03 Plan

Job No
10448

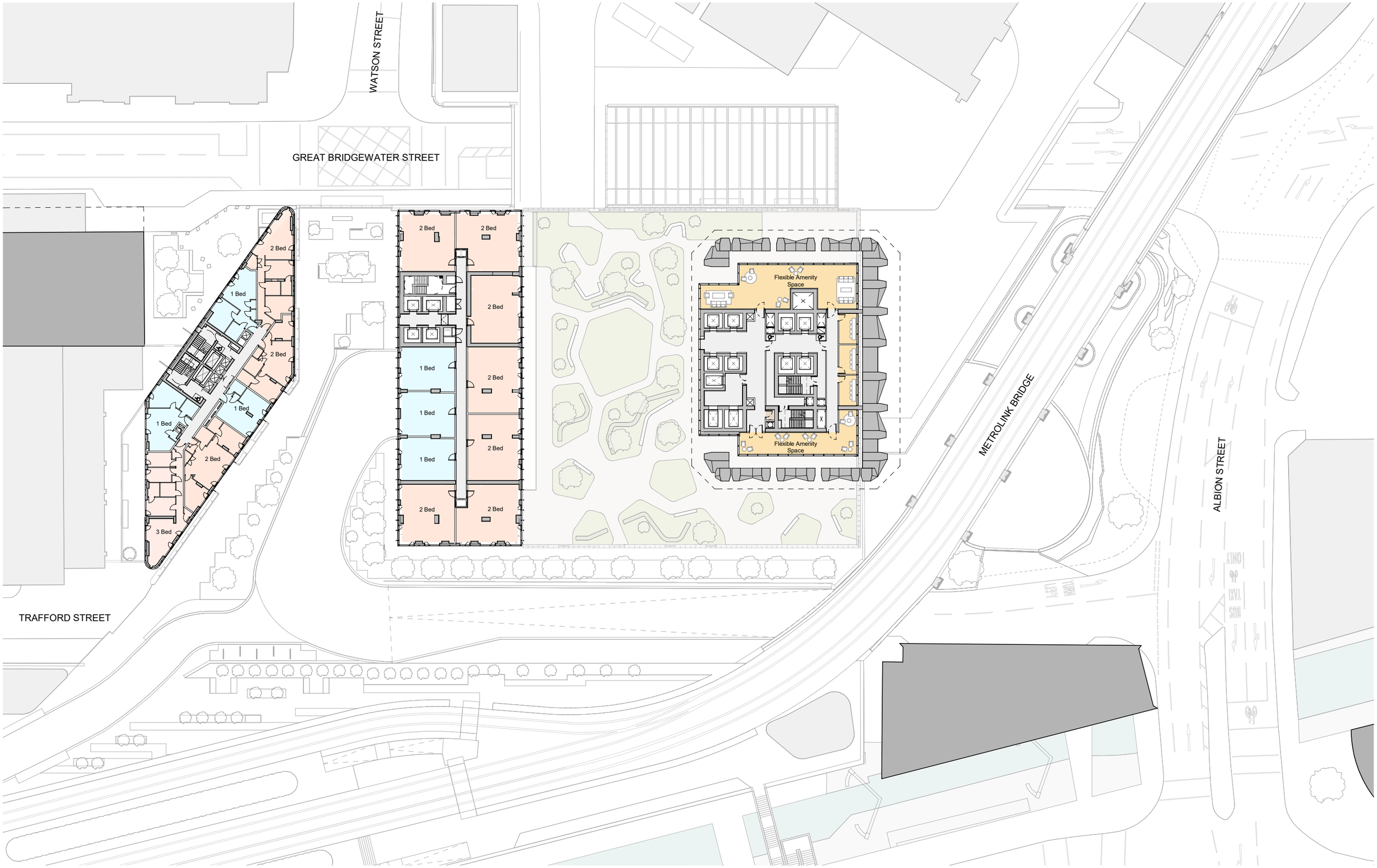
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SHP Drawing Code
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10448-SHP-ZZ- A-B5D9-G100-PL-03-001

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SCALE 1:250

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NORTH

Rev	Date	Description
P01	26-03-2024	Planning Issue
P02	31-10-2024	Planning Issue - Hotel & Residential

Project Title
Viadux Phase 2 - Plot 2a & 2b
Manchester

Status
PLANNING

Drawing Title
Viadux Phase 2 - Plot 2a & 2b
Masterplan
Level 04 Plan

Job No
10448

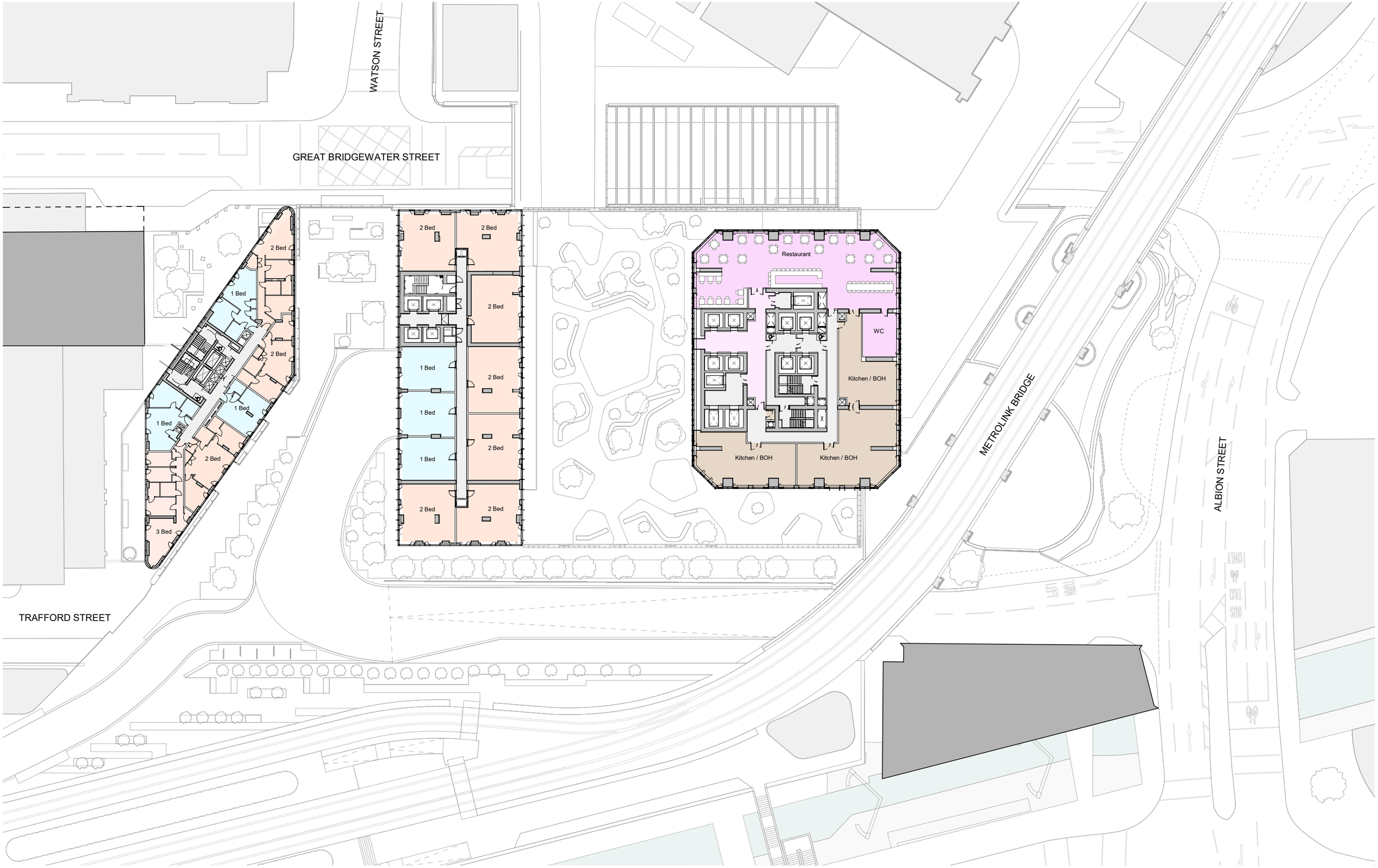
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SHP Drawing Code
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SCALE 1:250

0 5m 10m 15m 25m

NORTH

Rev	Date	Description
P01	31-10-2024	Planning Issue - Hotel & Residential

Project Title
Viadux Phase 2 - Plot 2a & 2b
Manchester

Status
PLANNING

Drawing Title
Viadux Phase 2 - Plot 2a & 2b
Masterplan
Level 06 Plan

Job No
10448

Scale
1:500 @ A3
1 : 250 @ A1

SHP Drawing Code
Project-Architect-Zone-Role-Planning-Uniclass1-4-Type-Level-Location-Series
10448-SHP-ZZ- A-B5D9-G100-PL-06-001

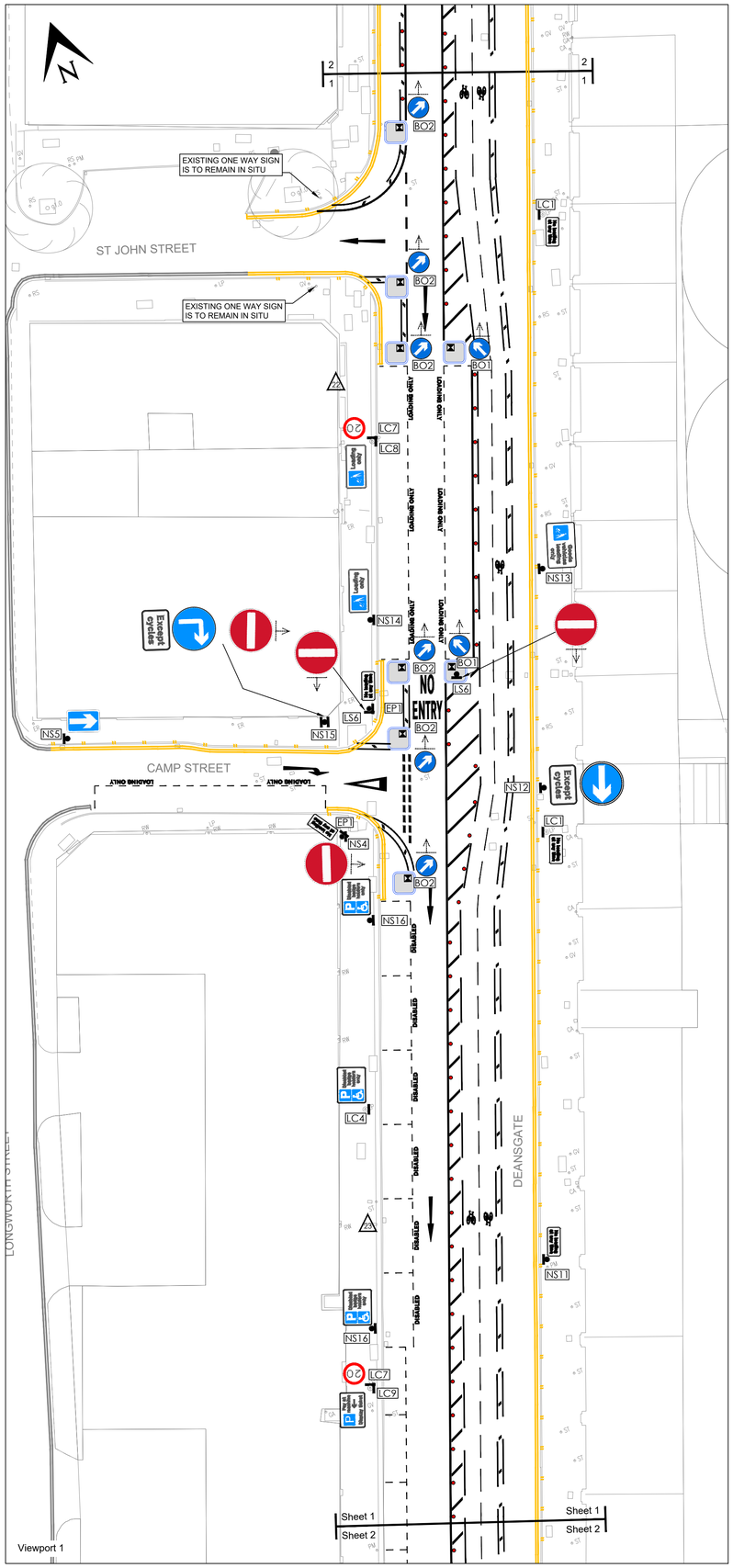
Revision
P01

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Appendix B: Active Travel Highway Improvements

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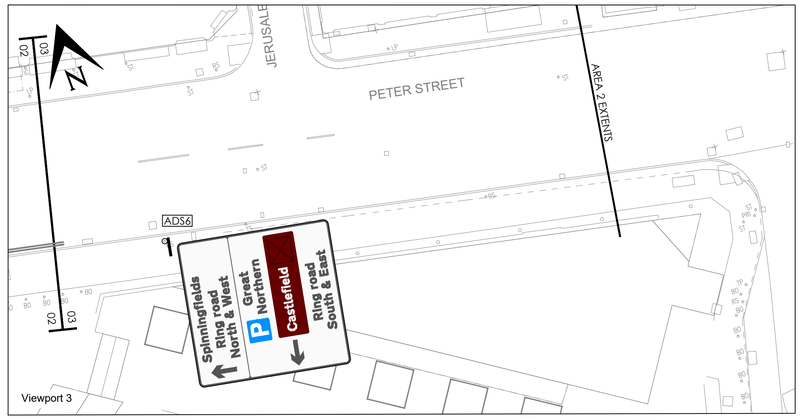


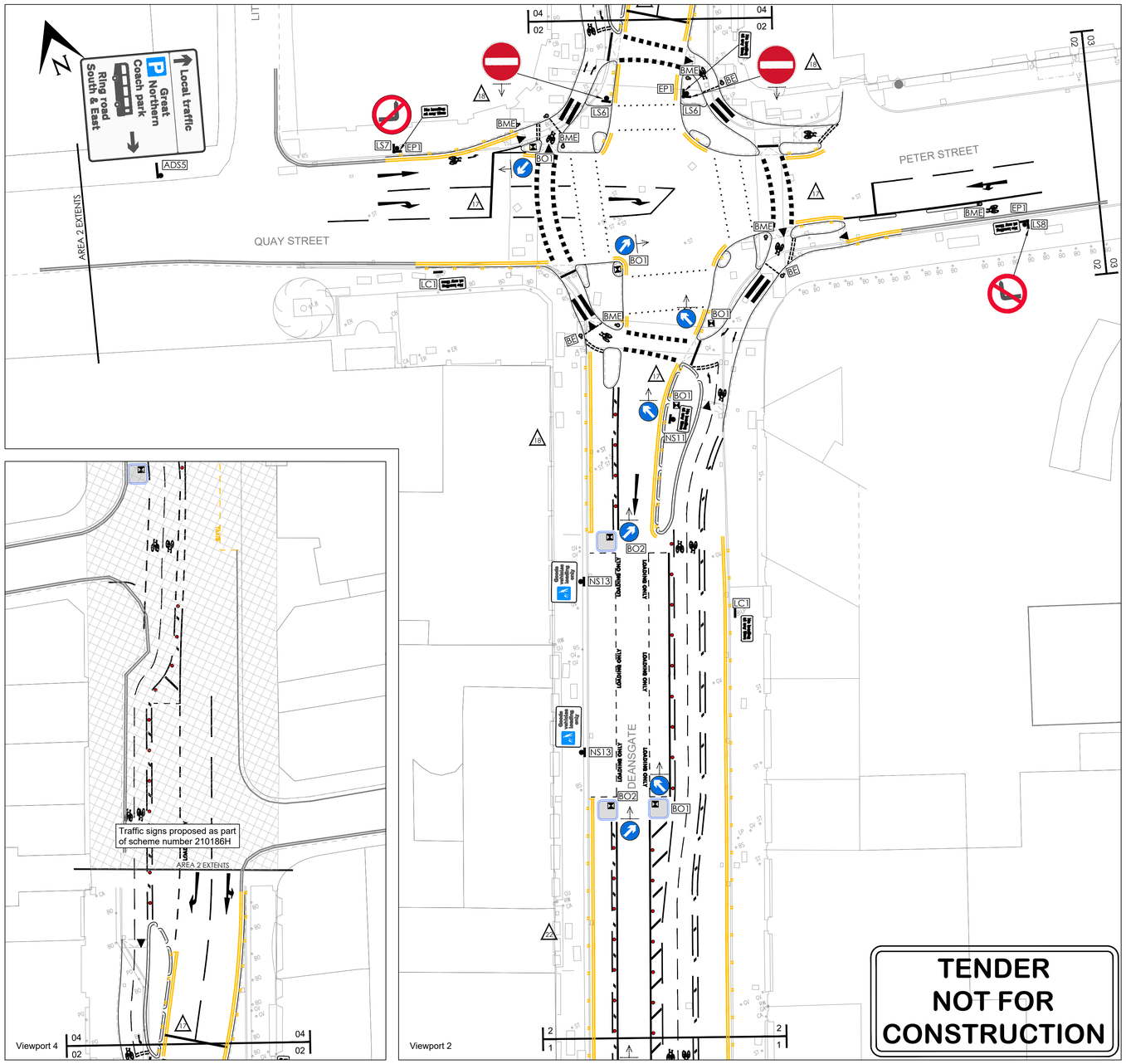
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01 WORKING ADJACENT TO STATUTORY UNDERTAKERS EQUIPMENT/ SERVICES.
02 WORKING ADJACENT TO LIVE TRAFFIC
03 ROUTES FOR PEDESTRIANS
04 ACCESS TO SITE
05 NEEDLE STICK INJURIES
06 MUD AND DEBRIS ON PUBLIC HIGHWAY
07 CONTROL OF NOISE, DUST OR VIBRATION
08 DEALING WITH TAR BOUND ARISINGS
09 WORKING FROM HEIGHT OR ON EMBANKMENTS
10 PLANT MOVEMENTS
11 HOT THERMOPLASTIC MATERIALS
12 MANUAL HANDLING
13 ANTISOCIAL BEHAVIOUR
14 NESTING BIRDS
15 BUSY PEDESTRIAN FLOWS
16 BUSY BUS ROUTE
17 EXISTING CONTROLLED CROSSINGS AFFECTED BY WORKS
18 RETAINING ACCESS TO COMMERCIAL PREMISES
19 PROXIMITY TO PUBLIC HOUSES/BARS
20 WORKS CLOSE TO RAILWAY BRIDGE
21 WORKS CLOSE TO BRIDGE
22 WORK ADJACENT TO POTENTIAL CELLARS
23 UNKNOWN ELECTRIC CONNECTION TO ADVERTISING SIGNS

THESE HAZARDS ARE SITE WIDE





NOTES – GENERAL:

1) ALL DIMENSIONS ARE STATED IN MILLIMETRES UNLESS NOTED OTHERWISE.
2) ALL LEVELS ARE STATED IN METRES
3) ALL DIMENSIONS, LEVELS AND CO-ORDINATES ARE BASED UPON TOPOGRAPHICAL SURVEY DRAWING PROVIDED BY MANCHESTER CITY COUNCIL.
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5) DRAWING TO BE READ IN COLOUR

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2) MINIMUM CLEARANCE FOR SIGNS FROM KERB FACE TO BE 450MM.
3) MINIMUM HEIGHT CLEARANCE TO BOTTOM OF SIGN FACE TO BE 2.4m UNLESS OTHERWISE STATED IN THE TRAFFIC SIGNS SCHEDULE.
4) NEW SIGN POSTS SHALL NOT PROTRUDE ABOVE THE TOP OF THE SIGN UNLESS SUPPORTING A LIGHT UNIT, IN WHICH CASE THE PROTRUSION SHALL BE KEPT TO THE MINIMUM REQUIRED TO SUPPORT THE LIGHT UNIT.
5) ALL SIGNS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6) ALL DIAGRAM NUMBERS REFER TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
7) CONCRETE FOUNDATIONS TO BE CLASS ST4.
8) ALL SIGN/POLE DETAILS TO COMPLY WITH THE CURRENT RULES AND REGULATIONS PROVIDED BY THE DfT AND SHOULD BE MANUFACTURED AS PER DRAWING.
9) SIGN FACES WITHIN THE DRAWING ARE SHOWN IN THE DIRECTION THEY ARE TO FACE.
10) CONTRACTOR TO LIAISE WITH AMEY FOR ALL ELECTRICAL WORKS AND ILLUMINATION REQUIREMENTS.
11) REFER TO APPENDIX 1/12 FOR TRAFFIC SIGNS SPECIFICATION.

KEY – GENERAL:

- PROPOSED KERBS
- EXISTING ROAD MARKINGS
- PROPOSED WHITE ROAD MARKINGS
- PROPOSED YELLOW ROAD MARKINGS

KEY – SERIES 1200: TRAFFIC SIGNS

- LC# PROPOSED SIGN ON LIGHTING COLUMN
- EP# PROPOSED SIGN ON EXISTING POST
- NS# PROPOSED SIGN ON NEW POST
- ADS# PROPOSED ADS SIGN ON NEW CANTILEVER POST
- ADS# PROPOSED ADS SIGN ON EXISTING CANILEVER POST
- LS# PROPOSED ILLUMINATED SIGN ON NEW POST
- BS# NEW / RELOCATED BUS STOP POST
- BO# NON ILLUMINATED TRAFFIC BOLLARD
- IBO# ILLUMINATED TRAFFIC BOLLARD
- BE ENSIGN CYCLE BOLLARD
- BME MINI ENSIGN CYCLE BOLLARD
- DIRECTION OF SIGN FACE (WHERE THE DIRECTION MAY BE AMBIGUOUS)

REV	DESCRIPTION OF CHANGE	DATE
D	DRA UPDATED	30/08/23
C	DEANSGATE BUS STOP REMOVED, ENSIGN BOLLARDS ADDED	03/08/23
B	AMENDMENTS TO SIGNS	10/05/23
A	FOR TENDER	06/04/23

PROJECT TITLE
MANCHESTER CITY COUNCIL
ATF CITY CENTRE SCHEME
DEANSGATE/WHITWORTH ST W

DRAWING TITLE
TRAFFIC SIGNS

SHEET 1 OF 4

SIZE	SCALE	DATE	DRAWN	CHECKED	APPROVED
A1	1:250	13/01/23	DN	TF	ML

MANCHESTER CITY COUNCIL

Highways
Neighbourhoods Directorate
PO Box 532
Town Hall
Manchester M60 2LA

DRAWING NUMBER 210288H-WCL-XX-A2-DR-CH-1201
REV D

TENDER NOT FOR CONSTRUCTION

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01 WORKING ADJACENT TO STATUTORY UNDERTAKERS EQUIPMENT/ SERVICES.
02 WORKING ADJACENT TO LIVE TRAFFIC
03 ROUTES FOR PEDESTRIANS
04 ACCESS TO SITE
05 NEEDLE STICK INJURIES
06 MUD AND DEBRIS ON PUBLIC HIGHWAY
07 CONTROL OF NOISE, DUST OR VIBRATION
08 DEALING WITH TAR BOUND ARISINGS
09 WORKING FROM HEIGHT OR ON EMBANKMENTS
10 PLANT MOVEMENTS
11 HOT THERMOPLASTIC MATERIALS
12 MANUAL HANDLING
13 ANTISOCIAL BEHAVIOUR
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19 PROXIMITY TO PUBLIC HOUSES/BARS
20 WORKS CLOSE TO RAILWAY BRIDGE
21 WORKS CLOSE TO BRIDGE
22 WORK ADJACENT TO POTENTIAL CELLARS
23 UNKNOWN ELECTRIC CONNECTION TO ADVERTISING SIGNS

THESE HAZARDS ARE SITE WIDE

Viewport 1

Viewport 2

Viewport 3

TRAFFORD STREET
DEANSGATE
TONMAN STREET
LIVERPOOL ROAD
GREAT BRIDGEWATER STREET
CENTURY STREET

NOTES – GENERAL:

1) ALL DIMENSIONS ARE STATED IN MILLIMETRES UNLESS NOTED OTHERWISE.
2) ALL LEVELS ARE STATED IN METRES
3) ALL DIMENSIONS, LEVELS AND CO-ORDINATES ARE BASED UPON TOPOGRAPHICAL SURVEY DRAWING PROVIDED BY MANCHESTER CITY COUNCIL.
4) DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.
5) DRAWING TO BE READ IN COLOUR

NOTES – TRAFFIC SIGNS:

1) THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH TRAFFIC SIGN SCHEDULE DRAWINGS 21088H-WCL-XX-A2-DR-CH-1211-1220.
2) MINIMUM CLEARANCE FOR SIGNS FROM KERB FACE TO BE 450MM.
3) MINIMUM HEIGHT CLEARANCE TO BOTTOM OF SIGN FACE TO BE 2.4m UNLESS OTHERWISE STATED IN THE TRAFFIC SIGNS SCHEDULE.
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8) ALL SIGN/POLE DETAILS TO COMPLY WITH THE CURRENT RULES AND REGULATIONS PROVIDED BY THE DfT AND SHOULD BE MANUFACTURED AS PER DRAWING.
9) SIGN FACES WITHIN THE DRAWING ARE SHOWN IN THE DIRECTION THEY ARE TO FACE.
10) CONTRACTOR TO LIAISE WITH AMEY FOR ALL ELECTRICAL WORKS AND ILLUMINATION REQUIREMENTS.
11) REFER TO APPENDIX 1/12 FOR TRAFFIC SIGNS SPECIFICATION.

KEY – GENERAL:

- PROPOSED KERBS
- EXISTING ROAD MARKINGS
- PROPOSED WHITE ROAD MARKINGS
- PROPOSED YELLOW ROAD MARKINGS

KEY – SERIES 1200: TRAFFIC SIGNS

- LC# PROPOSED SIGN ON LIGHTING COLUMN
- EP# PROPOSED SIGN ON EXISTING POST
- NS# PROPOSED SIGN ON NEW POST
- ADS# PROPOSED ADS SIGN ON NEW CANTILEVER POST
- ADS# PROPOSED ADS SIGN ON EXISTING CANILEVER POST
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- BME MINI ENSIGN CYCLE BOLLARD
- DIRECTION OF SIGN FACE (WHERE THE DIRECTION MAY BE AMBIGUOUS)

REV	DESCRIPTION OF CHANGE	DATE
D	DRA UPDATED	30/08/23
C	DEANSGATE BUS STOP REMOVED. ENSIGN BOLLARDS ADDED	03/08/23
B	AMENDMENTS TO SIGNS	10/05/23
A	FOR TENDER	06/04/23

PROJECT TITLE
MANCHESTER CITY COUNCIL
ATF CITY CENTRE SCHEME
DEANSGATE/WHITWORTH ST W

DRAWING TITLE
TRAFFIC SIGNS
SHEET 2 OF 4

SIZE	SCALE	DATE	DRAWN	CHECKED	APPROVED
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MANCHESTER CITY COUNCIL

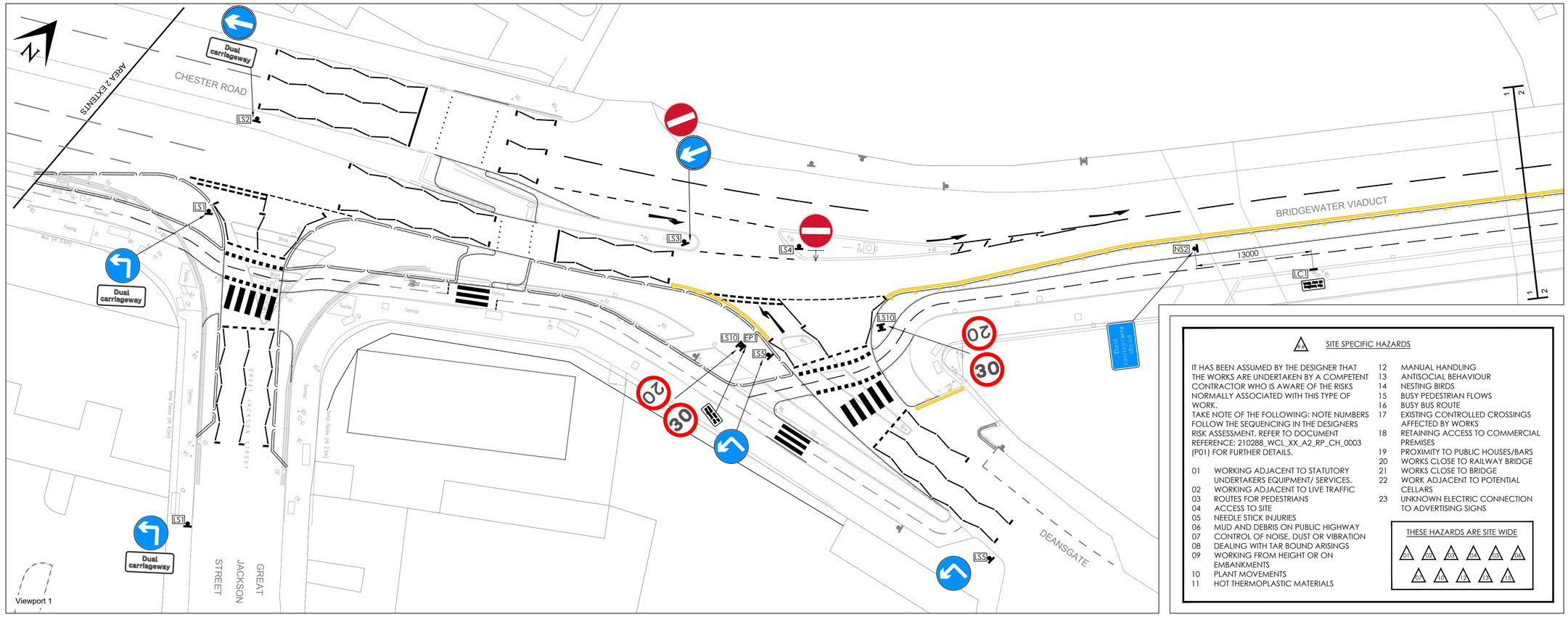
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Neighbourhoods Directorate
PO Box 532
Town Hall
Manchester M60 2LA

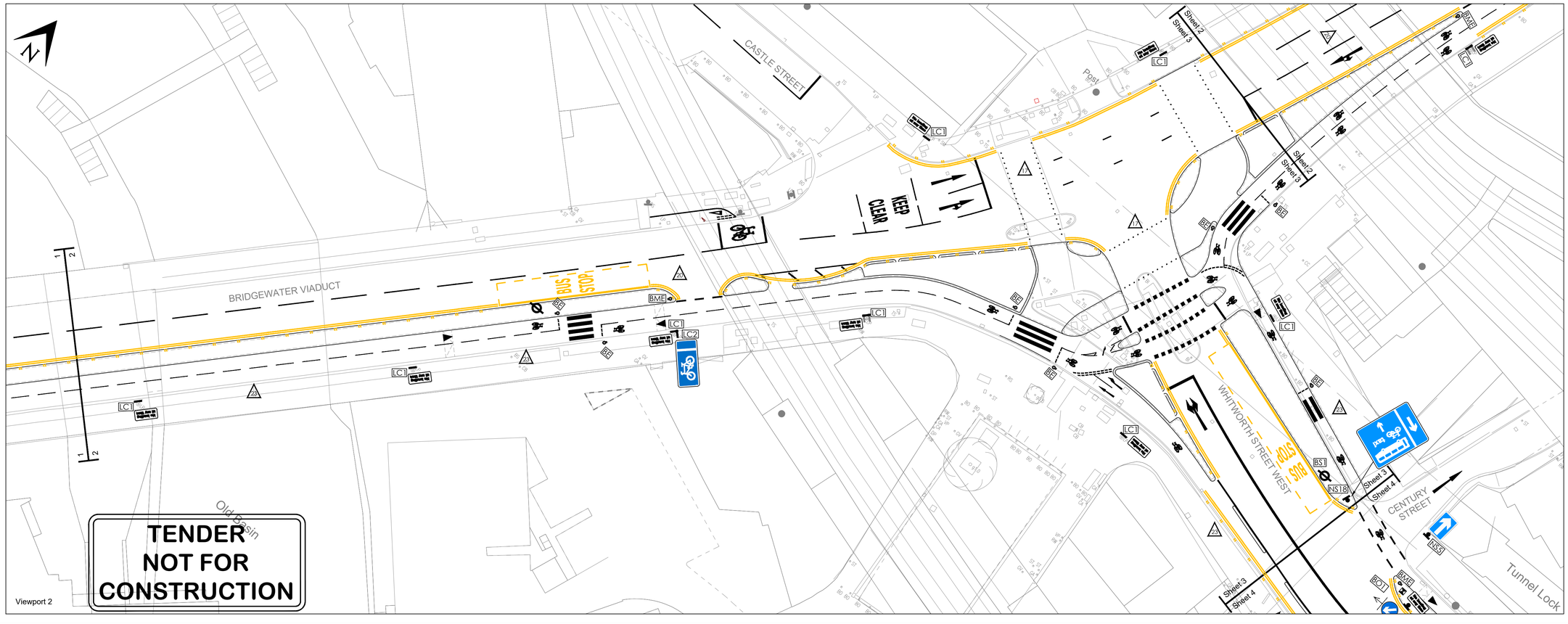
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TENDER NOT FOR CONSTRUCTION

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4) DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.
5) DRAWING TO BE READ IN COLOUR

NOTES – TRAFFIC SIGNS:

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3) MINIMUM HEIGHT CLEARANCE TO BOTTOM OF SIGN FACE TO BE 2.4m UNLESS OTHERWISE STATED IN THE TRAFFIC SIGNS SCHEDULE.
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11) REFER TO APPENDIX 1/12 FOR TRAFFIC SIGNS SPECIFICATION.

KEY – GENERAL:

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- EXISTING ROAD MARKINGS
- PROPOSED WHITE ROAD MARKINGS
- PROPOSED YELLOW ROAD MARKINGS

KEY – SERIES 1200: TRAFFIC SIGNS

- LC# PROPOSED SIGN ON LIGHTING COLUMN
- EP# PROPOSED SIGN ON EXISTING POST
- NS# PROPOSED SIGN ON NEW POST
- ADS# PROPOSED ADS SIGN ON NEW CANTILEVER POST
- ADS# PROPOSED ADS SIGN ON EXISTING CANILEVER POST
- LS# PROPOSED ILLUMINATED SIGN ON NEW POST
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- BO# NON ILLUMINATED TRAFFIC BOLLARD
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- BE ENSIGN CYCLE BOLLARD
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- DIRECTION OF SIGN FACE (WHERE THE DIRECTION MAY BE AMBIGUOUS)

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02 WORKING ADJACENT TO LIVE TRAFFIC
03 ROUTES FOR PEDESTRIANS
04 ACCESS TO SITE
05 NEEDLE STICK INJURIES
06 MUD AND DEBRIS ON PUBLIC HIGHWAY
07 CONTROL OF NOISE, DUST OR VIBRATION
08 DEALING WITH TAR BOUND ARISINGS
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20 WORKS CLOSE TO RAILWAY BRIDGE
21 WORKS CLOSE TO BRIDGE
22 WORK ADJACENT TO POTENTIAL CELLARS
23 UNKNOWN ELECTRIC CONNECTION TO ADVERTISING SIGNS

THESE HAZARDS ARE SITE WIDE

01	02	03	04	05	06
07	10	13	15	16	

REV	DESCRIPTION OF CHANGE	DATE
D	DRA UPDATED	30/08/23
C	DEANSGATE BUS STOP REMOVED, ENSIGN BOLLARDS ADDED	03/08/23
B	AMENDMENTS TO SIGNS	10/05/23
A	FOR TENDER	06/04/23

PROJECT TITLE
MANCHESTER CITY COUNCIL
ATF CITY CENTRE SCHEME
DEANSGATE/WHITWORTH ST W

DRAWING TITLE
TRAFFIC SIGNS
SHEET 3 OF 4

SIZE	SCALE	DATE	DRAWN	CHECKED	APPROVED
A1	1:250	13/01/23	DN	TF	ML

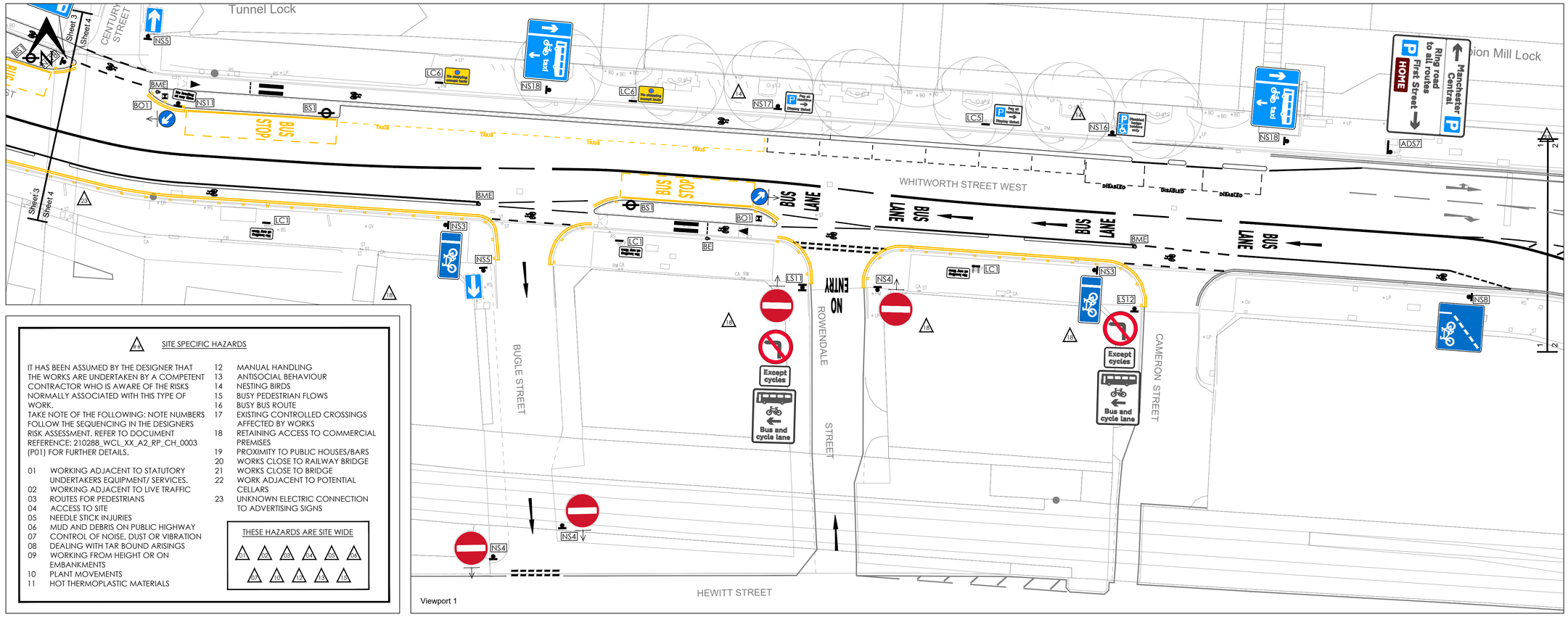
MANCHESTER CITY COUNCIL

Highways
Neighbourhoods Directorate
PO Box 532
Town Hall
Manchester M60 2LA

DRAWING NUMBER 210288H-WCL-XX-A2-DR-CH-1203
REV D

CAD File : C:\Users\ShaneWCLS - 6512\Z56 City Centre Triangle - Design Support - Highways\Drawings\2-Dsn\1-Current Working\DWG\210288H-WCL-XX-A2-DR-CH-1201-1204 [D].dwg
0 1m 2m 3m 4m

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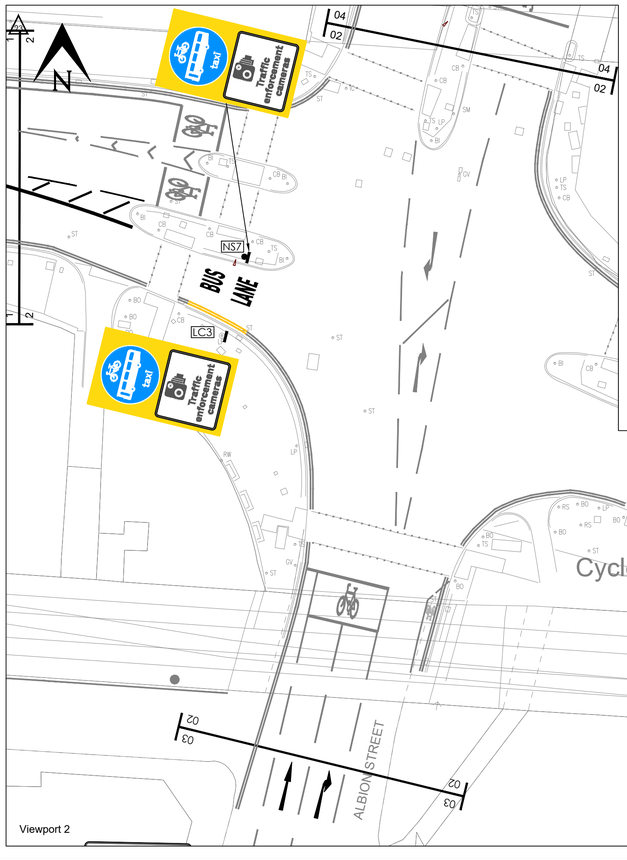


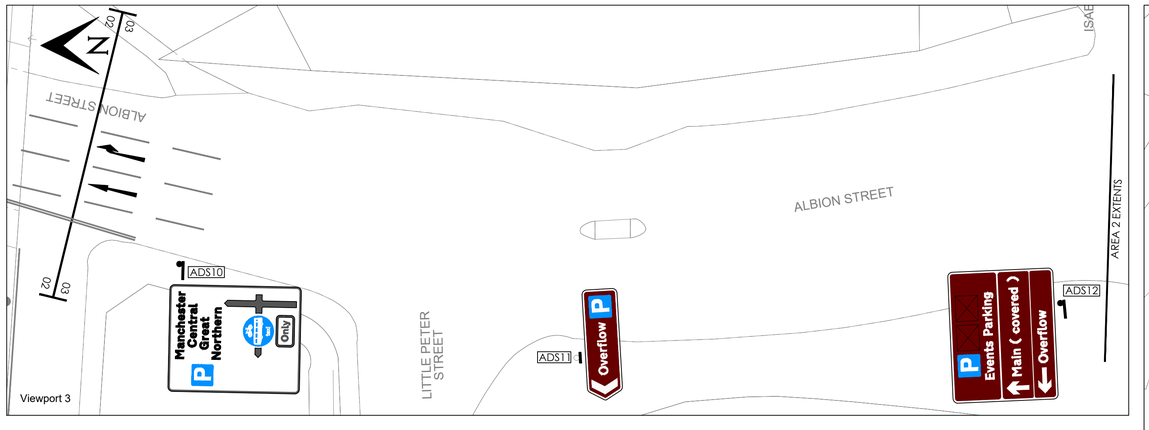
SITE SPECIFIC HAZARDS

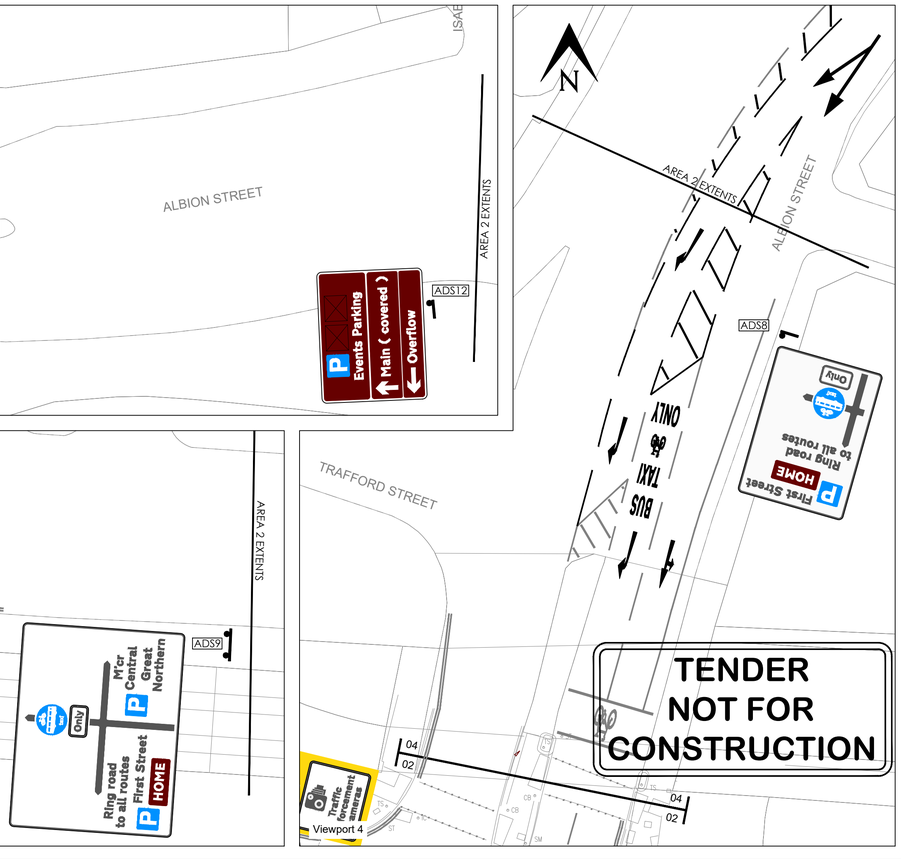
IT HAS BEEN ASSUMED BY THE DESIGNER THAT THE WORKS ARE UNDERTAKEN BY A COMPETENT CONTRACTOR WHO IS AWARE OF THE RISKS NORMALLY ASSOCIATED WITH THIS TYPE OF WORK.
TAKE NOTE OF THE FOLLOWING: NOTE NUMBERS FOLLOW THE SEQUENCING IN THE DESIGNERS RISK ASSESSMENT. REFER TO DOCUMENT REFERENCE: 210288_WCL_XX_A2_RP_CH_0003 (P01) FOR FURTHER DETAILS.

01 WORKING ADJACENT TO STATUTORY UNDERTAKERS EQUIPMENT/ SERVICES.
02 WORKING ADJACENT TO LIVE TRAFFIC
03 ROUTES FOR PEDESTRIANS
04 ACCESS TO SITE
05 NEEDLE STICK INJURIES
06 MUD AND DEBRIS ON PUBLIC HIGHWAY
07 CONTROL OF NOISE, DUST OR VIBRATION
08 DEALING WITH TAR BOUND ARISINGS
09 WORKING FROM HEIGHT OR ON EMBANKMENTS
10 PLANT MOVEMENTS
11 HOT THERMOPLASTIC MATERIALS
12 MANUAL HANDLING
13 ANTISOCIAL BEHAVIOUR
14 NESTING BIRDS
15 BUSY PEDESTRIAN FLOWS
16 BUSY BUS ROUTE
17 EXISTING CONTROLLED CROSSINGS AFFECTED BY WORKS
18 RETAINING ACCESS TO COMMERCIAL PREMISES
19 PROXIMITY TO PUBLIC HOUSES/BARS
20 WORKS CLOSE TO RAILWAY BRIDGE
21 WORKS CLOSE TO BRIDGE
22 WORK ADJACENT TO POTENTIAL CELLARS
23 UNKNOWN ELECTRIC CONNECTION TO ADVERTISING SIGNS

THESE HAZARDS ARE SITE WIDE







NOTES – GENERAL:

1) ALL DIMENSIONS ARE STATED IN MILLIMETRES UNLESS NOTED OTHERWISE.
2) ALL LEVELS ARE STATED IN METRES
3) ALL DIMENSIONS, LEVELS AND CO-ORDINATES ARE BASED UPON TOPOGRAPHICAL SURVEY DRAWING PROVIDED BY MANCHESTER CITY COUNCIL.
4) DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.
5) DRAWING TO BE READ IN COLOUR

NOTES – TRAFFIC SIGNS:

1) THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH TRAFFIC SIGN SCHEDULE DRAWINGS 21088H-WCL-XX-A2-DR-CH-1211-1220.
2) MINIMUM CLEARANCE FOR SIGNS FROM KERB FACE TO BE 450MM.
3) MINIMUM HEIGHT CLEARANCE TO BOTTOM OF SIGN FACE TO BE 2.4m UNLESS OTHERWISE STATED IN THE TRAFFIC SIGNS SCHEDULE.
4) NEW SIGN POSTS SHALL NOT PROTRUDE ABOVE THE TOP OF THE SIGN UNLESS SUPPORTING A LIGHT UNIT, IN WHICH CASE THE PROTRUSION SHALL BE KEPT TO THE MINIMUM REQUIRED TO SUPPORT THE LIGHT UNIT.
5) ALL SIGNS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
6) ALL DIAGRAM NUMBERS REFER TO THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
7) CONCRETE FOUNDATIONS TO BE CLASS ST4.
8) ALL SIGN/POLE DETAILS TO COMPLY WITH THE CURRENT RULES AND REGULATIONS PROVIDED BY THE DfT AND SHOULD BE MANUFACTURED AS PER DRAWING.
9) SIGN FACES WITHIN THE DRAWING ARE SHOWN IN THE DIRECTION THEY ARE TO FACE.
10) CONTRACTOR TO LIAISE WITH AMEY FOR ALL ELECTRICAL WORKS AND ILLUMINATION REQUIREMENTS.
11) REFER TO APPENDIX 1/12 FOR TRAFFIC SIGNS SPECIFICATION.

KEY – GENERAL:

- PROPOSED KERBS
- EXISTING ROAD MARKINGS
- PROPOSED WHITE ROAD MARKINGS
- PROPOSED YELLOW ROAD MARKINGS

KEY – SERIES 1200: TRAFFIC SIGNS

- LC# PROPOSED SIGN ON LIGHTING COLUMN
- EP# PROPOSED SIGN ON EXISTING POST
- NS# PROPOSED SIGN ON NEW POST
- ADS# PROPOSED ADS SIGN ON NEW CANTILEVER POST
- ADS# PROPOSED ADS SIGN ON EXISTING CANILEVER POST
- LS# PROPOSED ILLUMINATED SIGN ON NEW POST
- BS# NEW / RELOCATED BUS STOP POST
- BO# NON ILLUMINATED TRAFFIC BOLLARD
- IBO# ILLUMINATED TRAFFIC BOLLARD
- BE ENSIGN CYCLE BOLLARD
- BME MINI ENSIGN CYCLE BOLLARD
- DIRECTION OF SIGN FACE (WHERE THE DIRECTION MAY BE AMBIGUOUS)

REV	DESCRIPTION OF CHANGE	DATE
D	DRA UPDATED	30/08/23
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PROJECT TITLE
MANCHESTER CITY COUNCIL
ATF CITY CENTRE SCHEME
DEANSGATE/WHITWORTH ST W

DRAWING TITLE
TRAFFIC SIGNS

SHEET 4 OF 4

SIZE	SCALE	DATE	DRAWN	CHECKED	APPROVED
A1	1:250	13/01/23	DN	TF	ML

MANCHESTER CITY COUNCIL

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Neighbourhoods Directorate
PO Box 532
Town Hall
Manchester M60 2LA

DRAWING NUMBER 210288H-WCL-XX-A2-DR-CH-1204 REV D

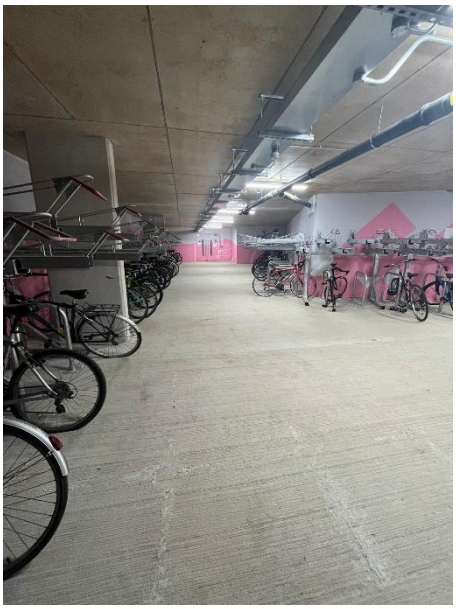
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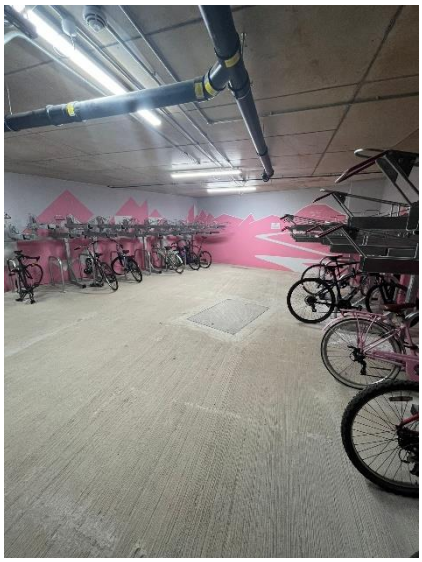
Appendix C: Cycle Parking Survey

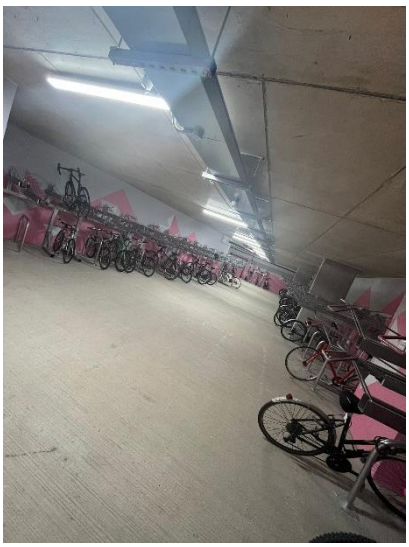
We have conducted research into the LOCAL developments in Greater Manchester. The following statistics are accurate as of 7th March 2023.

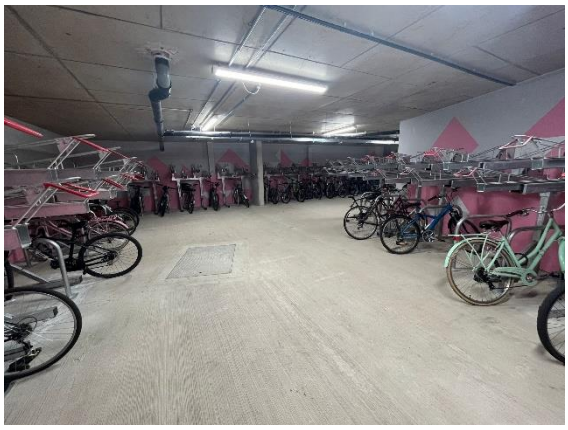
- **Blackfriars**

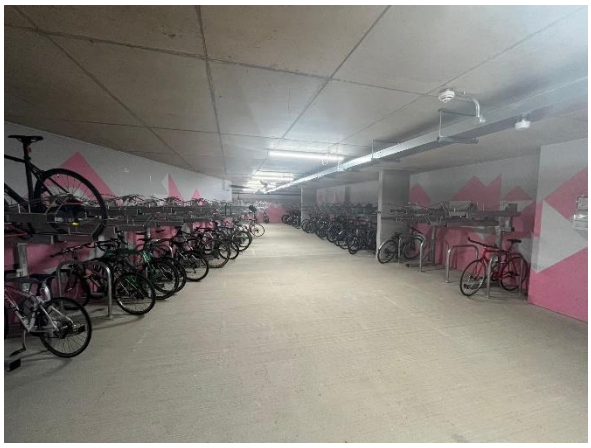
Total number of units	384
Total occupied units	365
Total number of bike spaces	154
Total number of vacant bike spaces	110
Percentage of vacant bike spaces against total	71%
Percentage of occupied units against total	95%









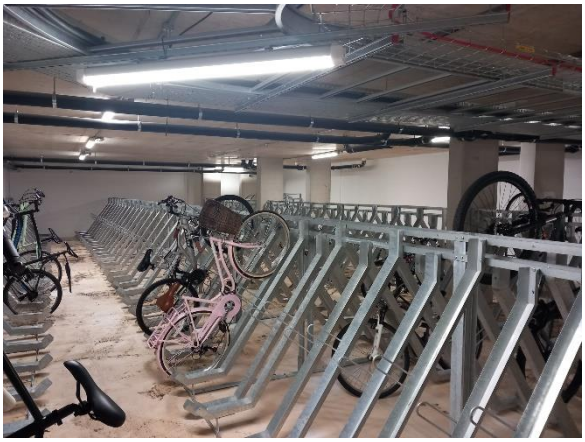


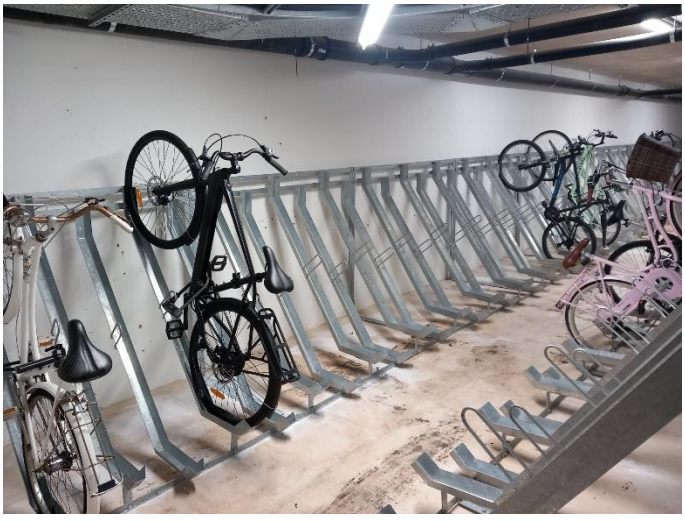
- Burlington Square

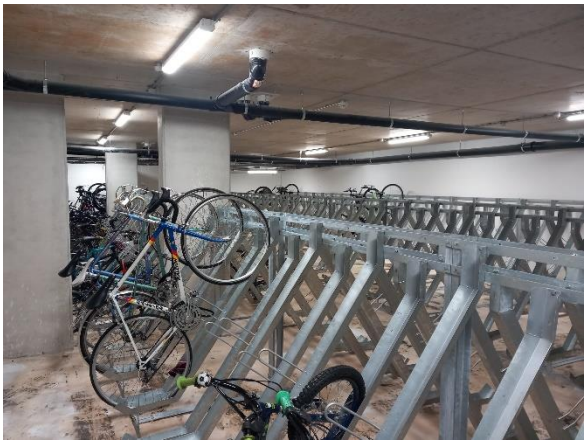
Total number of units	273
Total occupied units	267
Total number of bike spaces	278
Total number of vacant bike spaces	245
Percentage of vacant bike spaces against total	88%
Percentage of occupied units against total	98%











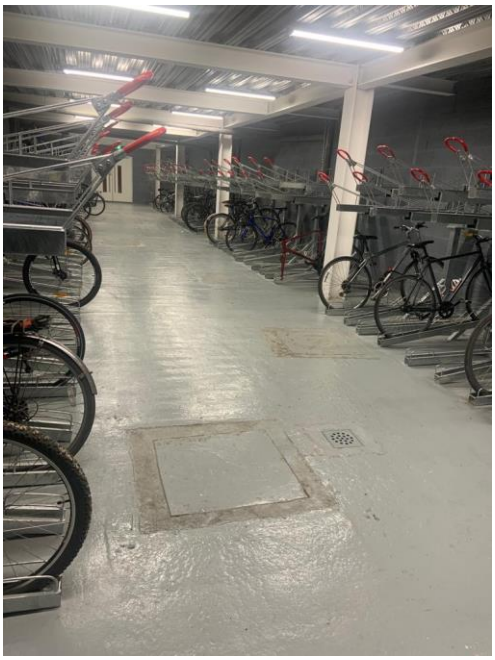
- Transmission House

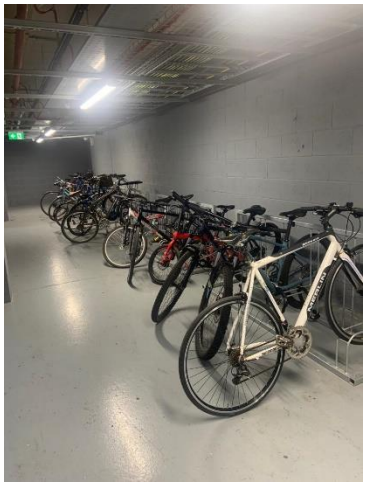
Total number of units	183
Total occupied units	175
Total number of bike spaces	171
Total number of vacant bike spaces	153
Percentage of vacant bike spaces against total	89%
Percentage of occupied units against total	96%



- Crescent

Total number of units	392
Total occupied units	392
Total number of bike spaces	233
Total number of vacant bike spaces	180
Percentage of vacant bike spaces against total	77%
Percentage of occupied units against total	100%





- Queen Street

Total number of units	219
Total occupied units	173
Total number of bike spaces	208
Total number of vacant bike spaces	204
Percentage of vacant bike spaces against total	98%
Percentage of occupied units against total	79%





Appendix D: Draft Travel Surveys

RESIDENTIAL TRAVEL SURVEY VIADUX

To help us understand the travel patterns of your household, we are undertaking this short survey.

This information will be used to inform the Travel Plan for your area. When completed, please return your form to XX.

Section A - About You

1. **What is Your Address**

2. **Number of individuals in your household (Please mark below)**

1		2		3		4		5+	

3. **Are any members of your household disabled? Yes/No**

4. **How many individuals in your household go to work full/time education?**

5. **How many vehicles does your household own?**

6. **If you own a vehicle, where do you park?**

7. **Can you easily reach the following places by walking, cycling or public transport? Yes/No**

Work/Education	Food Store	Schools	University	Bank	Doctors

8. **How many bicycles does your household own?**

Section B - About Your Travel Plans

9. **What is the Postcode of your place of Work, Education or daily Travel Destination ?**

10. **How often does your household travel by each of the following modes week?**

	Car (single occupancy)	Car share	Walk	Cycle	Bus	Train	Tram	Taxi
Daily								
More than once a week								
Once a week								
Less than once a week								

Section C – Increasing Choice

11. **Are you aware of the** Viadux **Site Travel Planning Website? Yes/No**

12. **Do you have any comments on how the** Viadux **Website could be improved?**

13. **Can you readily find a Cycle Parking space? Yes/No**

14. **Do you feel confident riding a bicycle ? Yes/No**

15. **Are you aware of the Free Cycle Hire Scheme? Yes/No**

16. **Are you aware of the Cycle to Work Scheme? Yes/No**

17. **Do you have a season ticket for Public Transport? Yes/No**

18. **Have you registered for the Car Club? Yes/No**

19. **Do you have any other comments?**

Viadux **Staff Travel Plan Questionnaire** **Date** _____

1 **Postcode**_____

2 **Gender**
1 [ ] Male
2 [ ] Female

3 **Age**
1 [ ] Under 25
2 [ ] 25-34
3 [ ] 35-44
4 [ ] 45-54
5 [ ] 55 or Over

4 **Is your work?**
1 [ ] Full Time
2 [ ] Part Time

5 **What are your normal start and finish times?**
Start Time _____
Finish Time _____

6 **Do you have a disability that may affect your travel arrangements?**
1 [ ] Yes
2 [ ] No

7 **How far do you travel to work?**
1 [ ] Less than 1 mile
2 [ ] Between 1 and 2 miles
3 [ ] Between 2 and 5 miles
4 [ ] Between 5 and 10 miles
5 [ ] Between 10 and 20 miles
6 [ ] Over 20 miles

8 **On your normal trip to work, which form of transport did you use? (tick all that apply)**
1 [ ] Car (as driver on my own)
2 [ ] Car (as passenger with other people as driver or passenger)
3 [ ] Bus
4 [ ] Train
5 [ ] Motorbike
6 [ ] Bicycle
7 [ ] Walk
8 [ ] Other (specify) _____

9 **How often do you use the following methods to get to you regular place of work? (tick all that apply)**

	Every Day	More Than Once a Week	Once a Week	Once a Fort-night	Once a Month	Once a Quar-ter	Never
Bus	☐	☐	☐	☐	☐	☐	☐
Car alone	☐	☐	☐	☐	☐	☐	☐
Car with Other Person(s)	☐	☐	☐	☐	☐	☐	☐
Cycling	☐	☐	☐	☐	☐	☐	☐
Motorcycling (125cc and under)	☐	☐	☐	☐	☐	☐	☐
Motorcycling (over 125cc)	☐	☐	☐	☐	☐	☐	☐
Park and Ride	☐	☐	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐	☐	☐
Walking	☐	☐	☐	☐	☐	☐	☐
Work at Home	☐	☐	☐	☐	☐	☐	☐
Work Off Site without Calling at Work	☐	☐	☐	☐	☐	☐	☐

10 **If you have indicated 'Car driver' in Q8, what are the main reasons for doing so?**
1 [ ] Car essential to job
2 [ ] Dropping/collecting others offsite
3 [ ] Give a lift to others in the area
4 [ ] Health reasons
5 [ ] More convenient than alternative
6 [ ] Other (please specify)_____

11 **If you indicated car driver in Q8, would you consider car sharing?**
1 [ ] Yes regularly
2 [ ] Yes occasionally
3 [ ] No

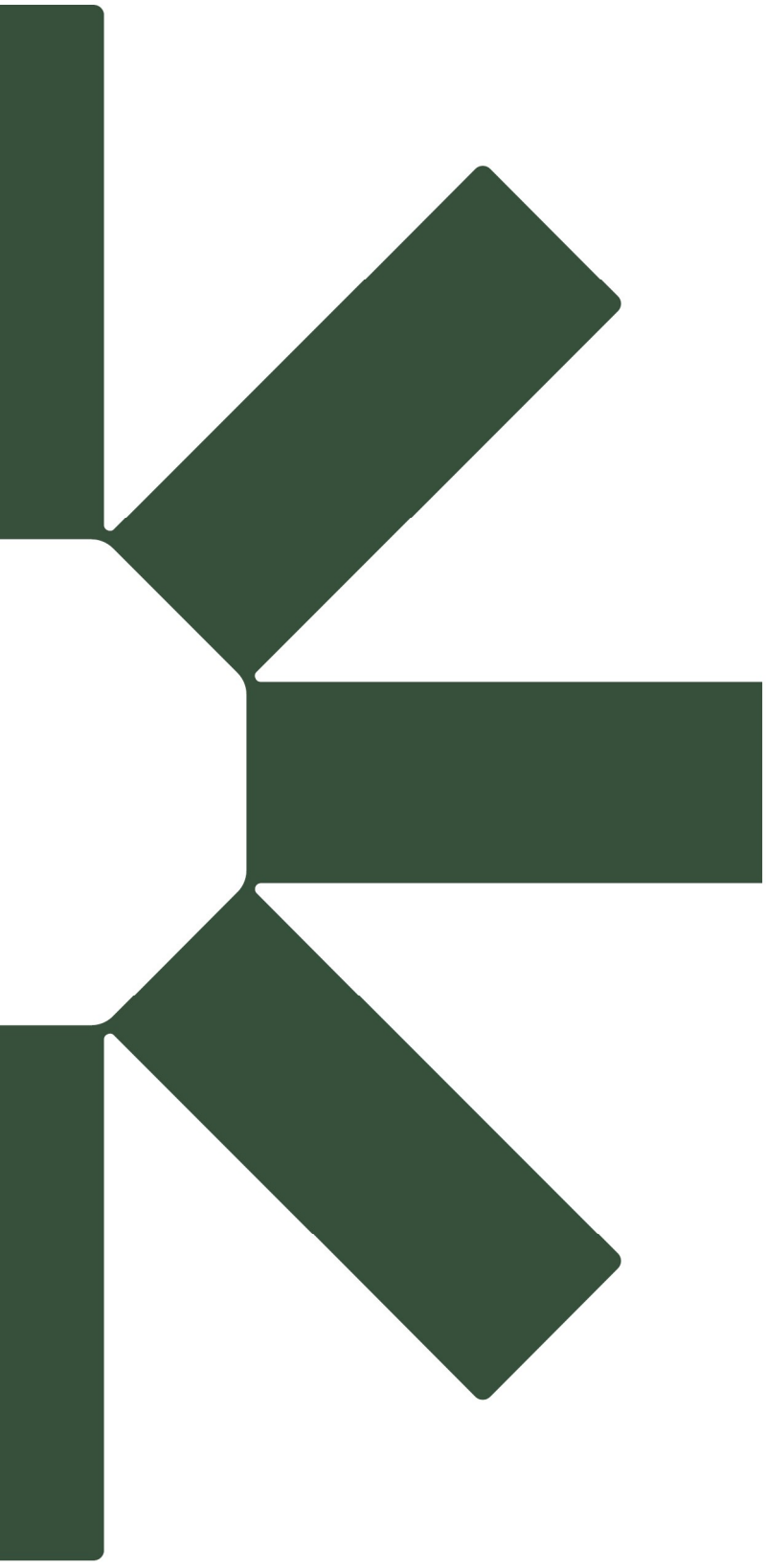
12 **If you answered 'No' to Q11, can you explain the reasons for not car sharing?**
_____
_____
_____
_____

13 **Which of the following changes would most encourage you to use public transport for your** Journey to work? If you already travel to work by public transport, which would you most like **to see? Please tick the 3 most applicable?**
[ ] Interest free loans for travel tickets/passes sold at work
[ ] Flexible working patterns
[ ] More convenient bus drop off points
[ ] Pubic transport information at work site
[ ] More direct bus routes
[ ] Personalised journey plan
[ ] None
[ ] Other (specify) _____

14 **If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)**
1 [ ] Bus
2 [ ] Train
3 [ ] Bicycle
4 [ ] Car passenger
5 [ ] Walk
6 [ ] Motorbike
7 [ ] Other (specify) _____

Your views and ideas are important, so please add any other comments about your journey to work
_____
_____
_____
_____
_____
_____

Thank you for your co-operation



Making Sustainability Happen