



Viadux Phase 1

Condition 35 Discharge Implementation Travel Plan

Salboy Central Ltd

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Basis of Report

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1.0 Introduction

Background

- 1.1 SLR has been appointed to advise on transport and highways aspects of a planning application for a development of residential apartments located on a site adjacent to Manchester Central Conference Centre, Great Bridgewater Street, Trafford Street with vehicle access via the Manchester and accessed from Trafford Street from Albion Street, Manchester.
- 1.2 The original application was submitted in 2017 (Ref 115871/FO/2017 and consent for the development was granted in July 2017. That permission that has been built out and is having conditions discharged against is permission reference 133998/JO/2022.

Discharge of Condition

- 1.3 A Framework Travel Plan was included with the suite of documents submitted in support of the application.
- 1.4 The consent includes a condition (condition 35) relating to the Implementation of a Travel Plan. This sets out the following condition:

35) The development hereby approved shall be carried out in accordance with the Framework travel plan stamped as received by the City Council, as Local Planning Authority, on the 31 March 2017.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;*
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time,*
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car,*
- iv) measures for the delivery of specified travel plan services,*
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

Within six months of the first use of each phase, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.



- 1.5 This report provides an Implementation Travel Plan which builds on the previous Framework Travel Plan and now includes information from the building management team that will manage the building, Urban Bubble. This Travel Plan will be in place prior to occupation. The Travel Plan is a live document that will be updated particularly following feedback from the Travel Surveys. The first travel surveys for residents will be undertaken within six months of occupation.

Travel Plan Objectives

- 1.6 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.
- 1.7 As will be described, **this development is highly accessible by means other than the car and will be a car-free development for residents**. 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.
- 1.8 The specific aims of the Travel Plan are:
- To encourage the use of alternatives to the private car 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 services.
- 1.9 It should be noted that this is a working document and is recognised as being one 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.
- 1.10 This document will set out the principal strategies of the Travel Plan which will then inform the subsequent development of the operational Travel Plan.



2.0 Development Proposals & Building Management

Proposed Development

- 2.1 Phase 1 of Viadux is a 40-storey residential tower, featuring 375 apartments. It is located centrally between the proposed Phases 2a and 2b. It began construction in 2021 and is scheduled to be completed in 2024.
- 2.2 The Scheme Plans for development are described in **Appendix A**.
- 2.3 Cycle Parking is provided and the details of that is described as part of the Discharge of Condition 36.
- 2.4 There is no onsite parking for residents or their visitors so in effect this is a car free development.
- 2.5 There are 2 disabled parking spaces available for ad-hoc use by the management company. These spaces are designed as disabled parking spaces and will benefit from a 7kw minimum charging point.
- 2.6 A management company, Urban Bubble will manage the building and its operation. Their website is given below.

<https://urbanbubble.co.uk/>

- 2.7 A Management Strategy has been developed. This document collates information regarding the building management and operation.

Access

- 2.8 Pedestrian entrance to the residential tower will be via a new entrance on Great Bridgewater Street. Adjacent to this entrance will be a new pedestrian connection linking the Deansgate Castlefield Metrolink Station down to street level on Great Bridgewater Street.
- 2.9 From the Viaduct Level there is an entrance to the Phase 1 building and there is a route through a landscaped public realm.
- 2.10 Service Vehicle access is via Albion Street and up the ramp to the shared Manchester Central Service Yard.



Local Highway Improvement

- 2.11 As part of the Phase 1 development a package of highway improvements are proposed on Watson Street and Great Bridgewater Street, and which are subjected to a Section 278 agreement. To tie in with the new stair and lift access to the Deansgate/Castlefield Metrolink there is to be an upgrade to the Signal Junction at Great Bridgewater Street/Watson Street, pavement widening and improvements to Watson Street, and pavement improvements on Great Bridgewater Street that tie in with an improved lighting and public realm treatment of the underbridge.
- 2.12 The proposed Section 278 highway works are described in **Dwg SVA VEC-01-PR-DR-CH-0000-P06**.
- 2.13 The crossing width of Watson Street is significantly reduced along with the removal of the central staggered island crossing. The Watson Street pavement is widened, and the surfacing improved with quality surfacing. The Signal Crossing timings are adjusted to reflect an all-red crossing phase.
- 2.14 On Great Bridgewater Street the pavement surface is improved with quality paving. The existing parking bays and loading bay are adjusted to provide 3 x Standard Parking Bays, 2 x Disabled Bays a new Loading Bay. The scheme included advance cycle stoplines and on street markings indicating this a is a major cycle route.
- 2.15 On Watson Street, a new Car Club Bay will be provided on the western kerb.



Building Staff & Management

Staff & Management

- 2.16 There are expected to be 13 members of staff working at Viadux. The roles and structure of the staff is shown in **Figure 2.1** which is an extract of the Management Strategy.

Figure 2.1: Management Team structure



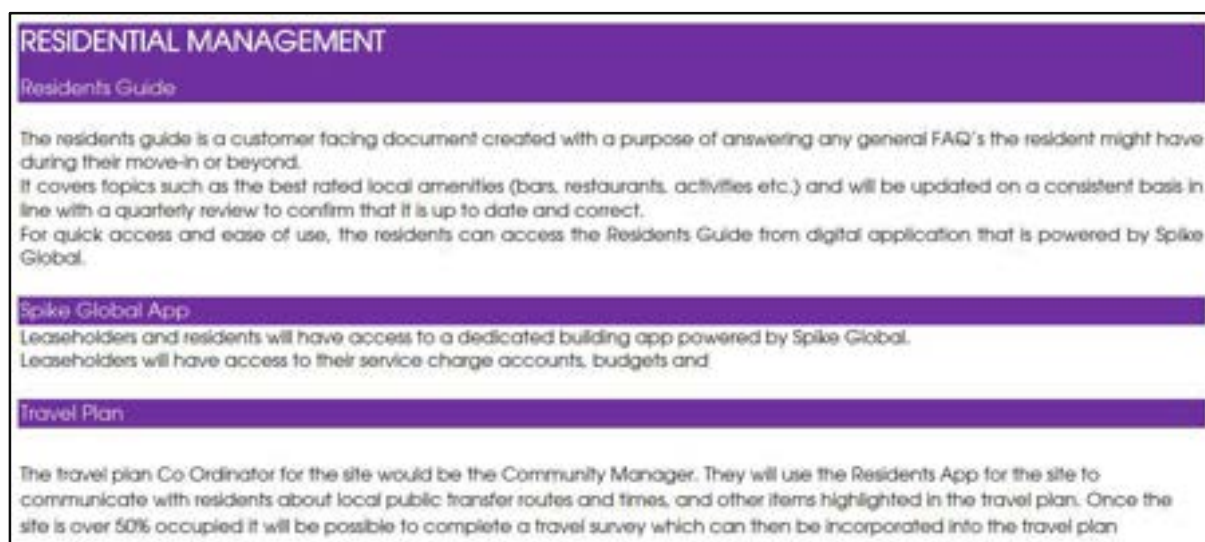
- 2.17 With regard to the Travel Plan, the key staff roles are the Community Manager and the Assistant Community Manager.
- 2.18 The Community Manager role includes:
- To be the responsible person for the entire site, staff and residents. As well as managing the building fabric in line with the service charge and reporting to leaseholders they will also be responsible to provide customer service to residents.
 - They will have a detailed understanding of the operational requirements of the site and provide weekly, monthly, and quarterly reporting to key stakeholders.
 - They will have overall responsibility for occupancy levels, the operations on site and the management of the rest of the on-site team to ensure consistency of service levels.
- 2.19 The Assistant Community Manager role includes:
- Support the Community Manager with the day-to-day operations on site and provide essential decision making during their absence.
 - They are responsible to build communities and enhance brand awareness to new and existing customers.
 - They will support with the management of staff, improve site service standards, and increase the overall experience for all of our residents.



Residents Guide

- 2.20 The Residents Guide will be the main means of communication between the building management staff and residents.
- 2.21 A description of this Guide is set out in **Figure 2.2** which is an extract of the Management Strategy. This includes reference to the Travel Plan for the site.

Figure 2.2: Residents Guide



- 2.22 As noted in the above extract, the Community Manager will fulfil the role of the Travel Plan Co-ordinator.
- 2.23 The extract also confirms that a travel survey will be undertaken once the site is over 50% occupied.

Parcel Deliveries

- 2.24 There are lockers for parcel deliveries, which are located towards the rear of the entrance lobby and residents will be able to access the room with their fob. For large items which will not fit into the main lockers, there are 2 'over-sized' lockers.



3.0 Baseline Transport Conditions

Local Highway Network

Great Bridgewater Street

- 3.1 Great Bridgewater Street is a 20mph route and runs west from Albion and connects with Deansgate and runs beneath a bridge viaduct. As has been described Great Bridgewater Street and Watson Street will be significantly improved with development.
- 3.2 Further west there is the Beetham Tower which includes high quality paving around that building and there is also a designated loading bay which is 12m long.

Watson Street

- 3.3 Watson 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.
- 3.4 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.
- 3.5 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.
- 3.6 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.

Albion Street

- 3.7 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.
- 3.8 As Albion Street is a principal route into the city centre from the Mancunian Way, it is subject to heavy traffic flows during the morning and evening peak hours as describe later and has been designed to be very wide at around 20m making this highway route difficult to cross for pedestrians even at the traffic signals. While there are signalised pedestrian crossing facilities at the Whitworth Street signals with Albion Street there is no signalised facility at the Greta Bridgewater signals.



- 3.9 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. The Manchester Central service ramp exit lane feeds into the left turn lane.
- 3.10 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.
- 3.11 Both the junctions of Albion Street with Whitworth Street West and Great Bridgewater Street are signal controlled. The Whitworth Street West junction also features signal controlled crossings for pedestrians, whilst the Great Bridgewater Street junction features dropped kerbs and pedestrian refuges but with no push-button signal-controlled pedestrian facilities.
- 3.12 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.

Trafford Street

- 3.13 Trafford Street former linked Albion Street with Deansgate. From Albion Street 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.
- 3.14 Vehicular access to Trafford Street from Albion Street has a left only slip road as shown in **Figure 3.1** which direct traffic from the Manchester Central service yard to turn left. That traffic then turns left again at Great Bridgewater Street and left again at onto Deansgate before heading out of the city. There is no prospect of such vehicles turning right without blocking lanes across Albion Street.

Figure 3.1: Albion Street/ Trafford Street Junction



- 3.15 This section of Trafford Street also serves the Axis Tower with a layby available. Larger vehicles to Axis have to travel up the ramp of Trafford Street before making a 3 point turn before coming back.
- 3.16 Trafford Street also has an access from Deansgate which terminates under the ramp. This is not a notable pedestrian route and acts as a service area for Deansgate Locks premises and will offer some back of house access to the ground floor level of Viadux Phase 1.

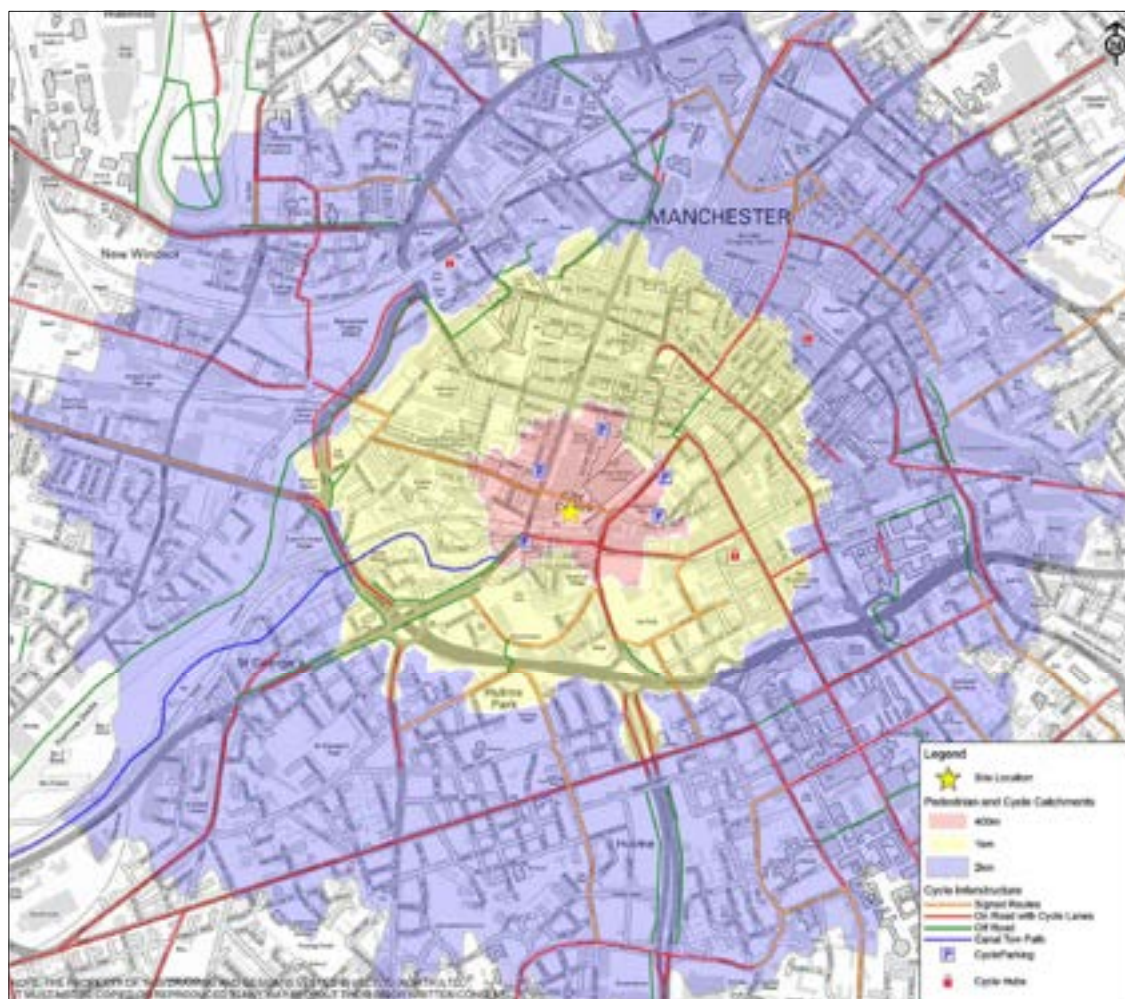


4.0 Accessibility by Sustainable Modes of Travel

Walking

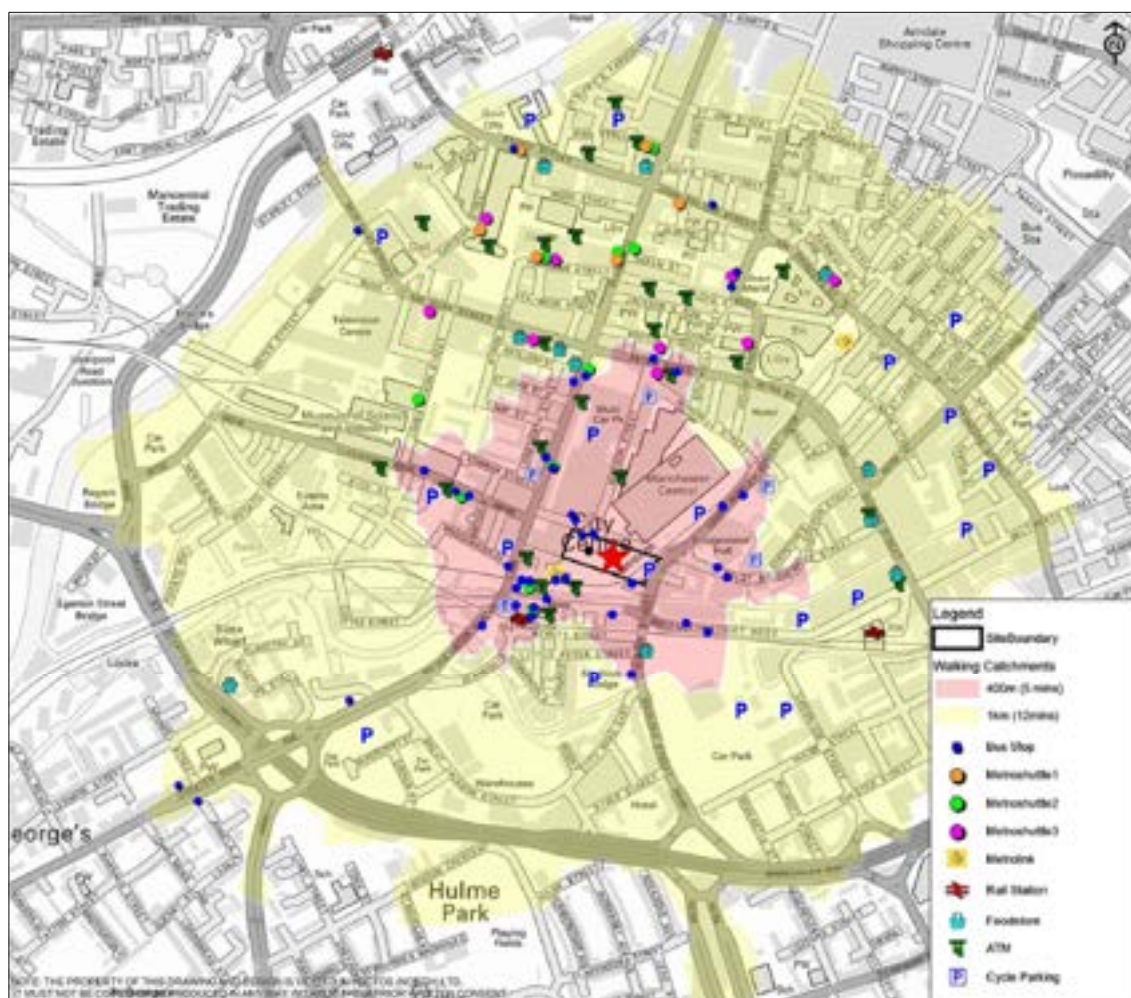
- 4.1 The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances. The document states that the acceptable maximum walking distance for commuting trips is 2 kilometres which roughly equates to a 25-minute walk, while a distance of 800 metres is stated as being the preferred maximum distance for shopping trips.
- 4.2 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 4.1**. This plan shows that a 2km walk covers the entirety of Manchester city centre providing access to extensive retail, employment and leisure opportunities.
- 4.3 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 4.1: Walking Catchment Plan



- 4.4 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.
- 4.5 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.
- 4.6 The range of amenities located within a 5 minute (400m) and 12 minute (1km) walk of the site is given in **Figure 4.2**. 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.

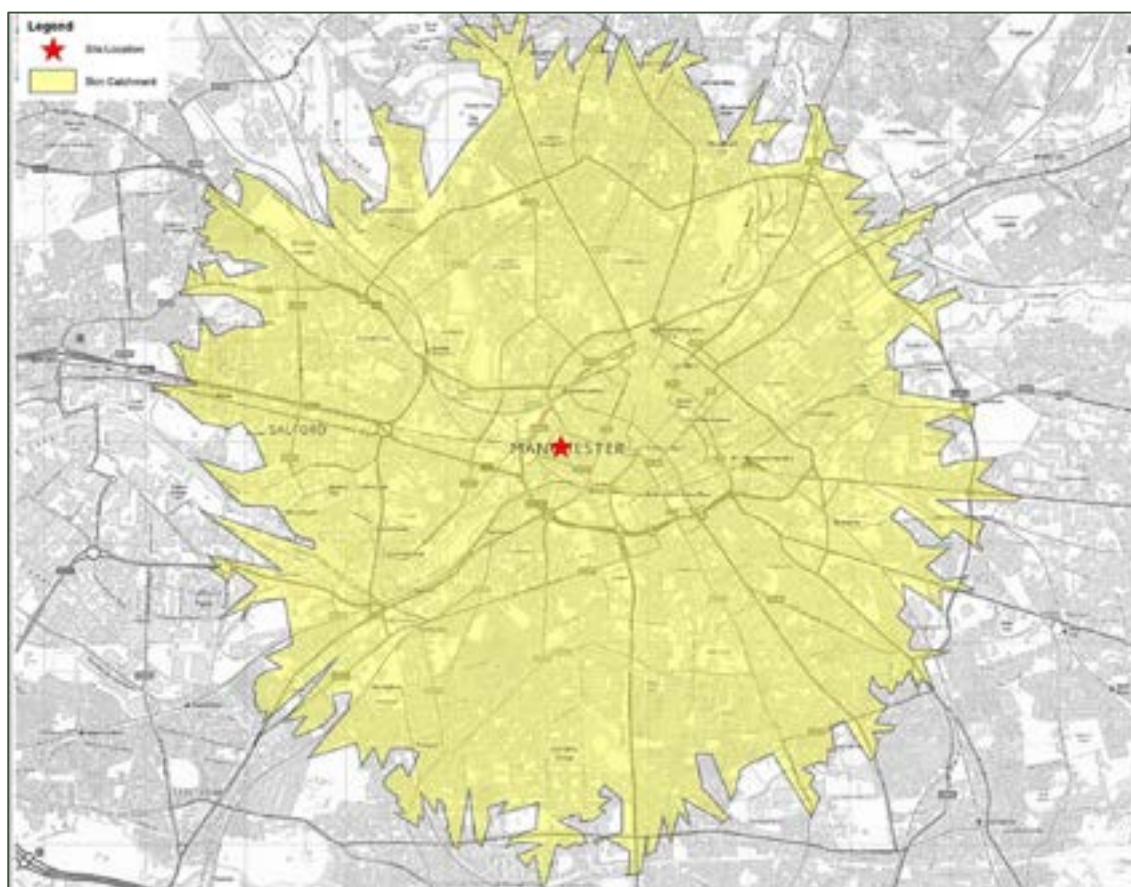
Figure 4.2: Local Amenities within Walking Catchment Area



Cycling

- 4.7 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.
- 4.8 **Figure 4.3** 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.

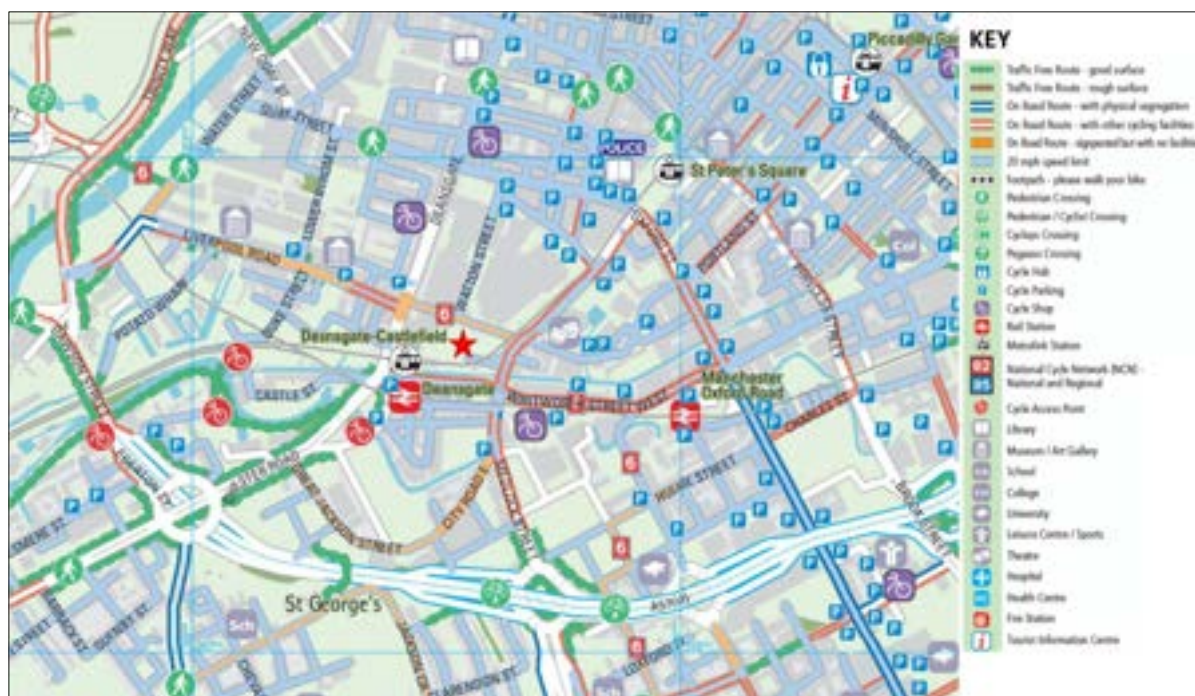
Figure 4.3: Cycling Catchment Plan



- 4.9 **Figure 4.4** 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 4.4: Cycling Map



Public Transport

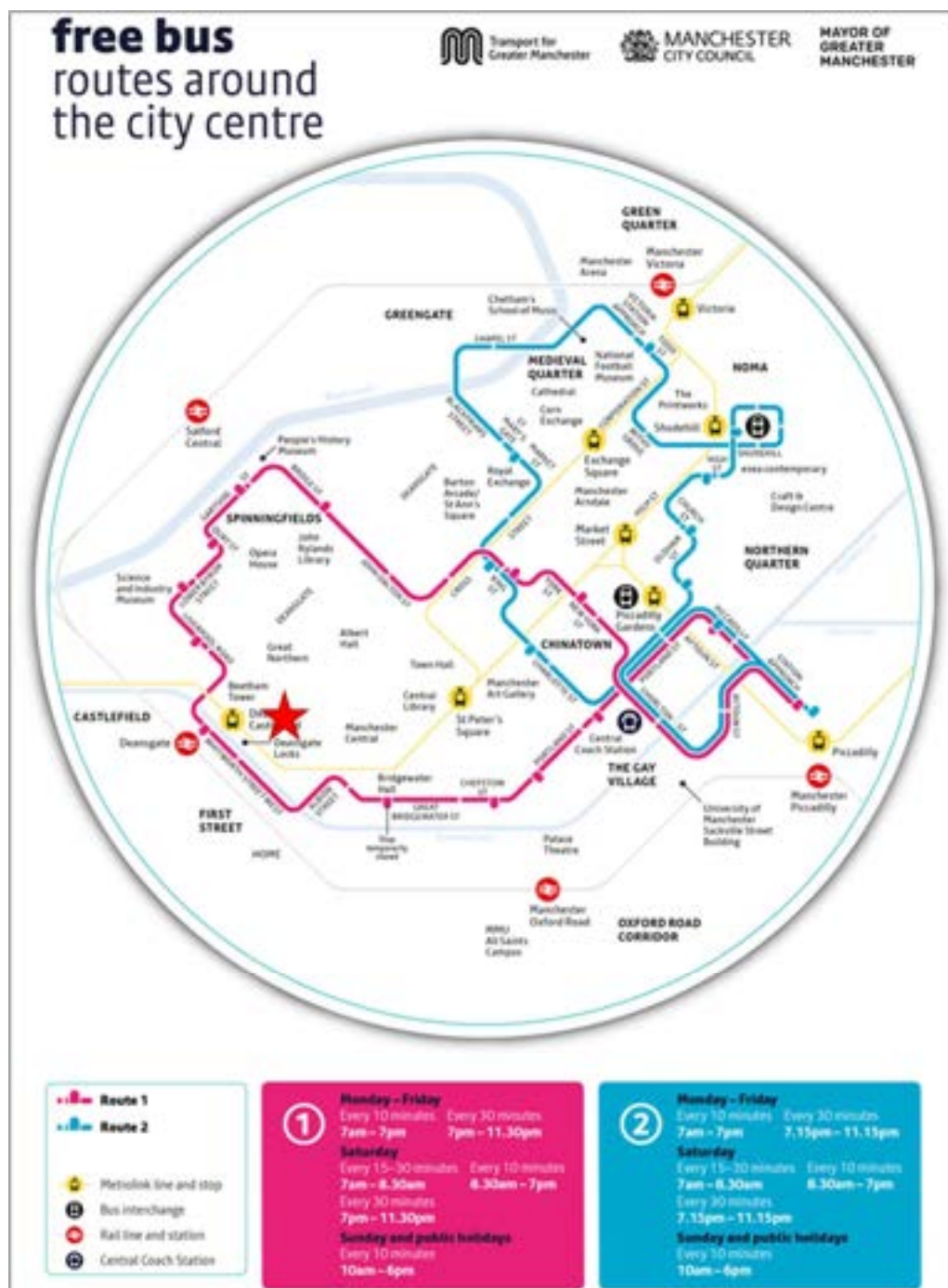
- 4.10 Access by public transport represents a key mode choice to the Site. The Travel Plan will help make that travel choice easier and cheaper through a number of initiatives. These are explained in TfGM's Travel Choices website and include extra discounts on season tickets, 'Bee Card' smart cards, Journey Planning Apps and use of the Personalised Travel Planning service.

Free Bus

- 4.11 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.
- 4.12 The residents could access route 1 through Liverpool Road and Great Bridgewater Street. And residents could also use route 2 through King Street Interchange. As illustrated in **Figure 4.5**, 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 4.5: Free Bus Route Map



Scheduled Bus Services

- 4.13 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. **Table 4.1** summarises the bus services accessible through the above-mentioned bus stops.



Table 4.1: Bus Services

Service No.	Route	Frequency (Services/ Hr)		
		Mon - Fri	Sat	Sun
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

- 4.14 It is therefore concluded that the existing bus services operating in the vicinity of the site provide the opportunity for people travelling between the proposed development and the outlying surrounding areas of the conurbation to do so by bus. The development is therefore considered to be accessible by this mode of travel.

Metrolink

- 4.15 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. The destinations and Metrolink stops are shown in **Figure 4.6** with respect to the site location highlighted in red. The closest Metrolink stop to the proposed development is Deansgate-Castlefield.

Figure 4.6: Metrolink Network Map



4.16 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;
- Trafford Centre,
- Altrincham,
- Eccles and Media City.

4.17 The Metrolink network offers excellent public transport connectivity for occupants and visitors to the development.

Rail

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

4.19 Major destinations accessible through this station are Manchester Airport, Preston, Blackpool, 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.

Summary

4.20 Access by public transport represents a key mode choice to the Site. The Travel Plan will help make that travel choice easier and cheaper through a number of initiatives. These are explained in TfGM's Travel Choices website and include extra discounts on season tickets, 'Bee Card' smart cards, Journey Planning Apps and use of the Personalised Travel Planning service.

4.21 The Site occupies a highly sustainable location, accessible by a range of sustainable travel modes, and well-placed to facilitate access on foot to a wide variety of everyday facilities, amenities, employment locations, leisure destinations and transport hubs.



5.0 Travel Plan Measures

Introduction

- 5.1 A Framework Travel Plan was submitted at the time of the initial planning application.
- 5.2 This updated Implementation Travel Plan builds on the previous Framework Travel Plan and includes further detail regarding the development and the operation of the Travel Plan.
- 5.3 A Travel Plan is a working document which will evolve through the planning, construction and occupation stages of the development.
- 5.4 It is noted that the development is car free, and this will mean that inherently the vast majority of trips to and from the site will be undertaken by sustainable modes. Notwithstanding, the Travel Plan will seek to maximise the appeal and convenience of sustainable travel for residents at the development.
- 5.5 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.
- 5.6 The measures described next are expected to be delivered through the Travel Plan by the Travel Plan Co-ordinator (TPC).
- 5.7 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.
- 5.8 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.

Travel Plan Coordinator

- 5.9 The Travel Plan will be managed by a TPC. TPC will be appointed prior to the proposed new development being occupied.
- 5.10 As noted earlier, the Travel Plan Co-ordinator for the development will be the Community Manager, which is the member of staff responsible for the site.



Travel Information Pack / Website

- 5.11 In order to build on the locational advantages that the Site enjoys, it is proposed that on occupation a Travel Information Pack will be provided to all residents. It is proposed that this will be provided within the Residents guide which will be available as a digital app.
- 5.12 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.
- 5.13 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.

Walking Measures

- 5.14 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. Public realm improvements in the area create a more pleasant environment for pedestrians.
- 5.15 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;

Cycling Measures

- 5.16 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. 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);
 - The Travel Plan Co-ordinator to liaise with the Highway Authority to ensure that cycle routes are appropriately maintained.



Public Transport

- 5.17 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.
- 5.18 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'.

Car Sharing and Taxis

- 5.19 A list of local taxi companies' contact details may be included within the Travel Pack.
- 5.20 The GM car sharing scheme www.carsharegm.com will be promoted for occupiers and via the Residents Guide.
- 5.21 The Travel Pack may advertise a 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.

Car Clubs

- 5.22 There are various car club companies which operates with Greater Manchester i.e. Liftshare, Enterprise Car Club and Co-Wheels. These Car clubs offers a large number of car parking bays across the entire city.
- 5.23 Following discussions with MCC highways officers, it is agreed that a Car Club bay will be provided on Watson Street as described in Chapter 2.



Off-Street Car Parking

- 5.24 The proposed development will be car-free. If residents or customers to the Retail unit want to travel to the Site by car then there is a considerable amount of parking available nearby. Firstly, on Great Bridgewater Street there are currently 4 standard parking bays and 3 disabled parking bays. It is noted that disabled persons can use the standard parking bays without payment.
- 5.25 Then there is a significant number of public car parks in the vicinity of the Site, many of which are within a 10-minute walk from the Site. A summary of the most significant parking areas in the vicinity of the Site is provided in **Table 5.1** below.

Table 5.1: Major Car Parks within 10-minutes of Site

Car Park / Parking Area	Number of Spaces	Walk from Site (mins)
NCP, Manchester Central	643	2, to the north
NCP, Great Northern Warehouse	527	4, to the north
NCP, Bridgewater Hall	280	4, to the south
NCP, Oxford Street	431	6, to the east
Q-Park, First Street	700	7, to the south
APCOA, Hulme Street	92	8, to the south
Q-Park, Piazza (St James' Street)	225	9, to the east
NCP, Palace (Whitworth Street)	411	10, to the east
Total Spaces within 10 minutes	3,309	

- 5.26 As can be seen in Table 5.1, there are well over 3000 parking spaces available within a 10-minute walking radius of the Site. These car parks all offer parking for disabled drivers and these spaces can also be secured on a contract basis as well as occasional day to day parking. In addition to these car parks, there are a number of smaller car parking areas as well as private car parks offering contract parking. Overall, drivers have an extensive number and variety of parking spaces available should they need to.
- 5.27 For disabled drivers, the adjacent car park at Manchester Central NCP offers 15 Disabled Parking Bays and Great Northern Warehouse NCP provides 25 Disabled Parking Bays meaning that disabled drivers do have good levels of parking provision available in the vicinity.
- 5.28 Information relating to local car parking facilities will be provided as part of Travel Information pack.



6.0 Administration, Monitoring & Review

Administration & Management

- 6.1 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.
- 6.2 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.
- 6.3 The Action Plan for the implementation of the Travel Plan is discussed in subsequent sections of this document.

Monitoring

Travel Surveys

- 6.4 The monitoring of travel behaviour is essential to measure progress towards the objectives and targets outlined on the next subsection.
- 6.5 In order to fully understand travel and transportation issues at the site, a Resident Travel Survey will be undertaken. An example Travel Survey is included as **Appendix A**. Occupiers are not yet known and therefore the surveys will be completed when the development reaches 50% occupation.
- 6.6 The information obtained will be used to derive modal split information.
- 6.7 As part of the ongoing development of the Travel Plan there will be a commitment to undertake surveys annually.



Targets

- 6.8 A Travel Plan usually requires 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.
- 6.9 As a car free development, it is not intended to present Targets to Reduce Car Use. Therefore, the Travel Plan aims to understand the travel issues faced by residents and to respond with measures accordingly.
- 6.10 Until a Travel Survey is conducted we cannot predict the issues that may arise. The result of the Survey would be shared with MCC/TfGM and if there are specific issues that need resolving to encourage sustainable travel then such targets will be determined in consultation with TfGM/MCC and will be detailed in subsequent Travel Plan documents.

Review

- 6.11 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.
- 6.12 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 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.



Measure	Target Date	Ownership
During Construction		
Appointment of Travel Plan Coordinator	Prior to opening	Developer
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 Information for Residents	Upon individual occupation	Travel Plan Coordinator
Baseline travel survey to be undertaken and analysed	Upon reaching 50% occupation	Travel Plan Coordinator
Promote benefits of walking and cycling – make health benefits clear via 3 rd 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





Appendix A Scheme Plans

Viadux Phase 1

Condition 35 Discharge

Implementation Travel Plan

Salboy Central Ltd

SLR Project No.: 410.001015.00001

13 March 2024

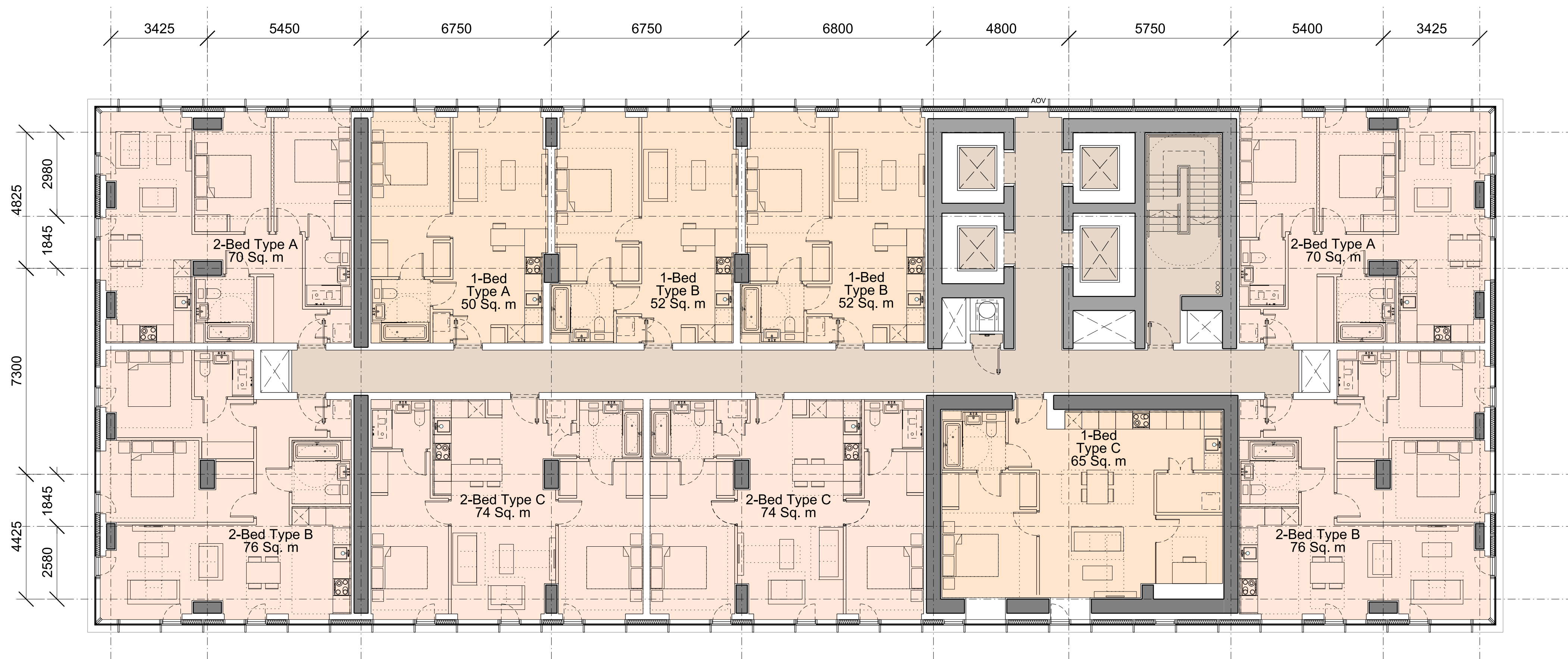


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<div>This drawing is copyright Do not scale off dimensions. All dimensions to be checked on site by contractor. Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.</div> <div>0m2.5m5m10m</div>		<div>Rev/ DateDescription</div> <div>0017-03-2017Planning Issue</div> <div>0130-04-2020Minor Material Amendment Application</div> <div>0229-05-2020Minor Material Amendment Application</div> <div>0315-12-2020Non-Material Amendment Application</div> <div>0419-02-2021Non-Material Amendment Application</div> <div>0504-04-2022Minor Material Amendment Application</div>	<div>Rev/ DateDescription</div> <div>0608-01-2024Non-Material Amendment Application</div> <div></div> <div></div> <div></div> <div></div> <div></div>	<div>Rev/ DateDescription</div> <div></div> <div></div> <div></div> <div></div> <div></div> <div></div>	<div>North</div> <div></div>	<div>Project Title</div> <div>Former Bauer Millet Site</div> <div>Drawing Title</div> <div>Building 2 - First Floor Plan</div>	<div>Status</div> <div>Planning</div> <div>Scale</div> <div>1:200 @ A31:100 @ A1</div> <div>Date</div> <div>March 2017</div>	<div>Job No</div> <div>10053</div> <div>Drawing No</div> <div>10053-B2-A-B5D9-G200-P-01-001</div> <div>Revision</div> <div>06</div>	<div></div> <div>MANCHESTER Riverside, 4 Commercial St Manchester M15 4BQ +44 (0)161 835 2342 www.simpsonhaugh.com</div> <div>LONDON 2-8 Roper Place London EC1R 0BB +44 (0)20 7549 6000 mail@simpsonhaugh.com</div>







Appendix B Example Travel Survey

Viadux Phase 1

Condition 35 Discharge

Implementation Travel Plan

Salboy Central Ltd

SLR Project No.: 410.001015.00001

13 March 2024

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?

1 **Postcode** _____**2** **Gender**1 ☐ Male2 ☐ Female**3** **Age**1 ☐ Under 25 4 ☐ 45-542 ☐ 25-34 5 ☐ 55 or Over3 ☐ 35-44**4** **Is your work?**1 ☐ Full Time2 ☐ 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 ☐ Yes2 ☐ No**7** **How far do you travel to work?**1 ☐ Less than 1 mile2 ☐ Between 1 and 2 miles3 ☐ Between 2 and 5 miles4 ☐ Between 5 and 10 miles5 ☐ Between 10 and 20 miles6 ☐ 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 ☐ Bus4 ☐ Train5 ☐ Motorbike6 ☐ Bicycle7 ☐ Walk8 ☐ Other (specify) _____**9** **How often do you use the following methods to get to your 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 Quarter	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 job2 ☐ Dropping/collecting others offsite3 ☐ Give a lift to others in the area4 ☐ Health reasons5 ☐ More convenient than alternative6 ☐ Other (please specify) _____**11** **If you indicated car driver in Q8, would you consider car sharing?**1 ☐ Yes regularly2 ☐ Yes occasionally3 ☐ 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☐ Public 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 ☐ Bus2 ☐ Train3 ☐ Bicycle4 ☐ Car passenger5 ☐ Walk6 ☐ Motorbike7 ☐ 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