ARUP

Pension Insurance Corporation

New Victoria

Travel Plan & Parking Management Plan

Reference: TRA01

Issue | 17 May 2023

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 294123-00

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1. Introduction

Ove Arup and Partners Ltd (Arup) has been commissioned by Pension Insurance Company (PIC) to prepare a Residential Travel Plan to discharge planning conditions associated with the proposed development of land at Corporation Street, adjoining Manchester Victoria Station.

1.1 Background

Planning permission was obtained for an eight-storey office building and two residential buildings comprising a total of 520 residential units. Planning permission 111777/FO/2016/C1 was approved on 29 September 2016, which was superseded by Planning permission reference 128667/JO/2020. Construction of the residential buildings is underway, with site takeover expected in July 2023.

As part of the 2016 planning submission a Transport Assessment and Framework Travel Plan were prepared. A more detailed Travel Plan is now required to discharge the following travel planning related conditions:

> ***Condition 15 a)*** *"Before first occupation of each phase (as agreed under Condition 2) of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The Travel Plan shall be fully implemented thereafter, and shall be kept in operation at all times."*
>
> ***Condition 15 b)*** *"The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented."*
>
> ***Condition 31*** *"No part of the development shall be occupied unless and until details of a parking management strategy for residents who do not have a parking space within the development has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the residential element of the development hereby approved is first occupied."*

1.2 Proposed Development

The New Victoria residential development comprises two residential blocks (plots 1 &2 of the planning application site) comprising a total of 520 dwellings. Building 1 is a 25-storey building with 293 apartments and Building 2 a 20-storey building with 227 apartments. The buildings include ground floor active commercial space and are set within an area of landscaped public realm. The site includes car parking, motorcycle parking and cycle parking.

1.3 Residential Travel Plan

Travel Plans are an important tool in reducing the number of unnecessary single occupancy car trips made to and from a particular business, organisation, facility or residential area. A Travel Plan includes a package of measures tailored to meet the needs of individual sites and which aims to promote greener, cleaner travel choices and reduce reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also bringing a number of other benefits to the development, residents and the wider community.

Community wide benefits include:

- Reducing congestion and peak time conflicts
- Reducing energy use and harmful transport emissions which are contributing to climate change and a detrimental effect on health

- Facilitating improved public transport through economies of scale and transport efficiency
- Health improvement from increased cycling and walking by residents
- Tackling social exclusion and improving accessibility

This document forms the Residential Travel Plan and sets out the aspirations of PIC to encourage alternative travel to single-occupancy car journeys, as one of the ways to reduce the environmental impact of the development, and to ensure that residents of the site have access to and a choice of, a range of travel options. This Travel Plan seeks to influence travel behaviour as far as is reasonably practical through the provision of information through inbuilt measures and facilities within the development to promote sustainable travel (e.g. cycle parking facilities).

This Residential Travel Plan is a dynamic working document that will grow and develop with time and in accordance with the changing circumstances of the development. It is not a one-off piece of work to be undertaken and put on a shelf. It is a continuous improvement process for all the travel-related activities of residents and their visitors.

2. Policy Context

2.1 National Planning Policy Context

The National Planning Policy Framework (NPPF) was produced by Communities and Local Government (CLG) in March 2012 (and last updated in July 2021). The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

Chapter 9 of NPPF discusses how development should promote sustainable transport. It states that 'all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.'

NPPF also states that plans and decisions should take account of whether:

- 'The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure
- Safe and suitable access to the site can be achieved for all people, and
- Improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'

Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The proposed development is well situated to benefit from connections to excellent public transport as well as surrounding walking and cycle networks.

NPPF states that developments should be located and designed where practical to

- Accommodate the efficient delivery of goods and supplies
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles, and
- Consider the needs of people with disabilities by all modes of transport.

A key tool to facilitate this will be the Travel Plan for the development. All developments which generate significant amounts of movement are required to provide a Travel Plan.

2.2 Local Planning Policy Context

The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport.

The vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. It sets out a strong commitment to provide a transport system which: supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology and innovation.

The four key elements of the Vision, which represent the goals of the Strategy, are set out below:

- Supporting sustainable economic growth
- Protecting our environment
- Improving quality of life for all

- Developing an innovative city-region

In 2019, an ambition was set out to improve the transport system so that - by 2040 - 50% of all journeys in Greater Manchester are made by public transport or active travel, supporting a reduction in car use to no more than 50% of daily trips. This will mean one million more sustainable journeys every day in Greater Manchester by 2040, delivering a healthier, greener and more productive city-region as known as the transport 'Right Mix'. Achieving the Right Mix is expected to lead to zero net growth in motor vehicle traffic in Greater Manchester between 2017 and 2040.

The effective implementation of this Travel Plan to encourage residents at the New Victoria development to reduce car use and travel by sustainable modes will assist with this overall target.

2.3 Guide to Development in Manchester Supplementary Planning Document (SPD)

The SPD sets development principles and guidance on the character of various areas within the City, providing the context within which developers and architects will have to work, identifying key characteristics and highlighting important development issues and priorities within those different areas. As part of the design guidance provided, principles for ease of movement through and connecting a development are identified. The SPD identifies the need for Travel Plans for new developments.

2.4 Manchester Core Strategy

The Core Strategy was adopted by Manchester City Council in July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision.

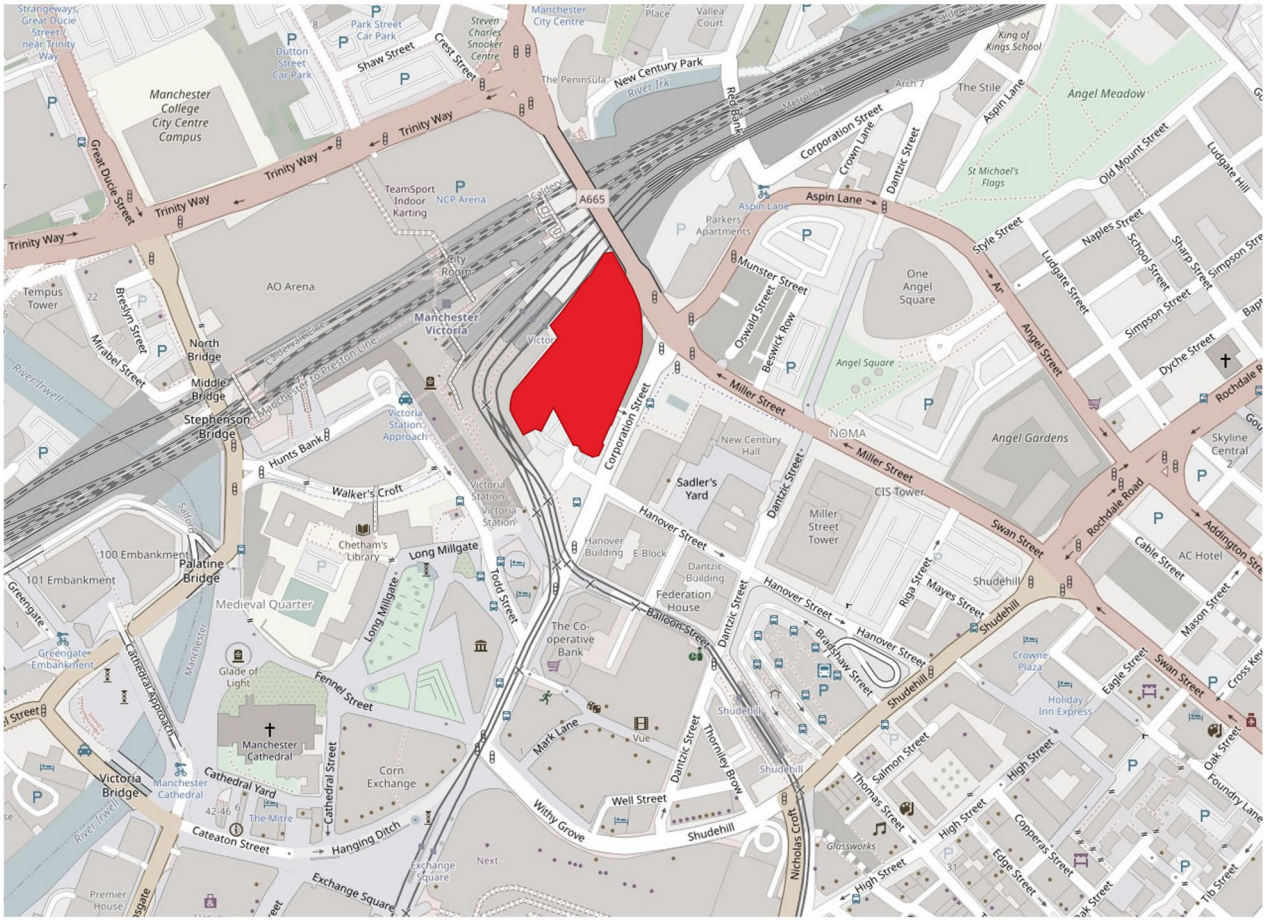
2.5 Manchester Residential Quality Guidance

To sustain the positive economic and population growth forecast in Manchester as a key component of the vision set in The Manchester Strategy, the Manchester Residential Quality Guidance provides a clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live. It aims to create high quality residential development across Manchester by setting out nine components for development, one of which is to ensure that development is accessible, well-connected and easy to get around.

3. Site Information and Development Proposals

The New Victoria development site is located within the northern part of Manchester city centre. It is bounded by the A665 Ring Road to the north and Corporation Street to the east. To the south and west, the Site is bound by the Metrolink and Victoria Station respectively. The site location within the context of its surroundings can be seen in Figure 1.

Figure 1: Location Plan of New Victoria Development



Parts of Long Millgate and Hanover Street formerly ran through the site with these now stopped up and a new priority-controlled site access broadly located at the former junction of Long Millgate with Corporation Street.

3.1 Surrounding Area

Manchester Victoria railway station occupies the majority of the area to the west and southwest of the site, with the Manchester Arena beyond. To the south is an access to Manchester Victoria Station, with new development including Hotel Indigo, Mamucium restaurant, the National Football Museum and landscaping beyond. To the east of the site, on the other side of Corporation Street, there are a number of buildings included within the NOMA Masterplan, known as Hanover, Old Bank, New Century House and New Century Hall. There is also an area of public realm outside New Century House, adjacent to Corporation Street. To the north of the site, across the A665 railway-bridge, a former surface level car park and the Ducie Bridge public house are being developed as part of the NOMA Masterplan. The former Parker's Hotel is currently occupied by a Dental clinic.

Beyond immediate frontage uses, the area to the north of the site comprises a mix of office and residential uses with some ground floor commercial units. The area to the northeast is dominated by the NOMA Masterplan area which is currently undergoing significant regeneration. The area is not dominated by a single land use but comprises a mix of city centre uses including retail, leisure and office uses. The NOMA Masterplan also proposes new residential uses.

3.2 Description of Development

The New Victoria residential development comprises two residential blocks (plots 1 & 2 of the planning application site) comprising a total of 520 dwellings. Building 1 is a 25 storey building with 293 apartments and Building 2 a 20 storey building with 227 apartments. The majority of the apartments (55%) are two-bed apartments with some one and three-bed units - 34% and 11% of the total residential build out respectively. The buildings include ground floor active commercial space and are set within an area of landscaped public realm. The site includes car parking, motorcycle parking and cycle parking, as described in section 3.3 below.

The following Development drawings are provided at Appendix A:

- VIC-PIE-EZ-00L-DR-L-00105 – Landscape Lower Ground Floor GA
- VIC-PIE-EZ-00L-DR-L-00114 – Hardworks Lower GA
- VIC-PIE-EZ-00U-DR-L-00106 – Landscape Upper Ground Floor GA
- VIC-PIE-EZ-00U-DR-L-00115 – Hardworks Upper GA
- VIC-PIE-EZ-ZZ-DR-L-00112 – Furniture GA

3.3 Parking and Access

The New Victoria development includes provision for parking at lower ground level. This comprises a mixture of vehicle and cycle parking as set out below in Table 1.

Table 1: Residential Parking

Use	Parking Description
Car Parking	• 97 car parking spaces (4 of which have electric charging points) • 4 accessible (disabled) parking spaces
Motorcycle Parking	• 17 motorcycle parking spaces
Cycle Parking	• 260 cycle parking spaces for residents • 6 Sheffield stands providing 12 visitor cycle parking spaces

The car parking bays are located on the lower ground floor and will be allocated for individual users. The 101 spaces represent car parking provision for approximately 20% of the residential dwellings. A total of 4 electric car charging points are to be provided within the site. These spaces are located on the lower ground floor level, with two provided adjacent to the entrances of each residential building. A further 12 electric vehicle charging spaces have been identified for potential connection in the future. These spaces are identified on the landscape masterplan provided in Appendix A.

Motorcycle parking spaces are also provided at lower ground level at various locations within the car parking area and will also be allocated to residents.

A single priority controlled junction with Corporation Street provides access to the site. Access into the car park will be controlled by barrier to prevent unauthorised access. Those with authorisation will have fobs to enable the barriers to lift. An intercom system is provided for communication with security. A ramp is provided to provide access from Corporation Street to lower ground floor level.

Cycle parking spaces will be provided to the north of the site within the lower ground floor level car park area accessed via the ramp and car park. A separate gate is provided on the adjacent path for pedestrians and cyclists to avoid sharing the ramp with vehicles.

3.4 Servicing

Two laybys are provided for service vehicles. These comprise a layby to the south of the site access route immediately after turning off Corporation Street and before approaching the barrier and ramp down to the lower ground level car park. Vehicles will turn off Corporation Street and park in the layby to make their delivery then undertake a u-turn manoeuvre to exit the site back on to Corporation Street. A second layby is provided for service vehicles on the northbound carriageway of Corporation Street immediately north of the site access junction. Vehicles will enter and exit the layby in a northbound direction only.

A Parcel Room is located within the reception of Building 2. This will be operated by Parcel Safe Space and enable delivery drivers to drop off and residents to collect deliveries. A Post Room is also provided adjacent to the Parcel Room for more efficient delivery and collection of post.

3.5 Network Rail Site Access

To the northern boundary of the lower ground floor level car park two barrier / gated accesses provide access to Network Rail land to the north. Access will be available through the New Victoria site with access controls to be agreed with Network Rail.

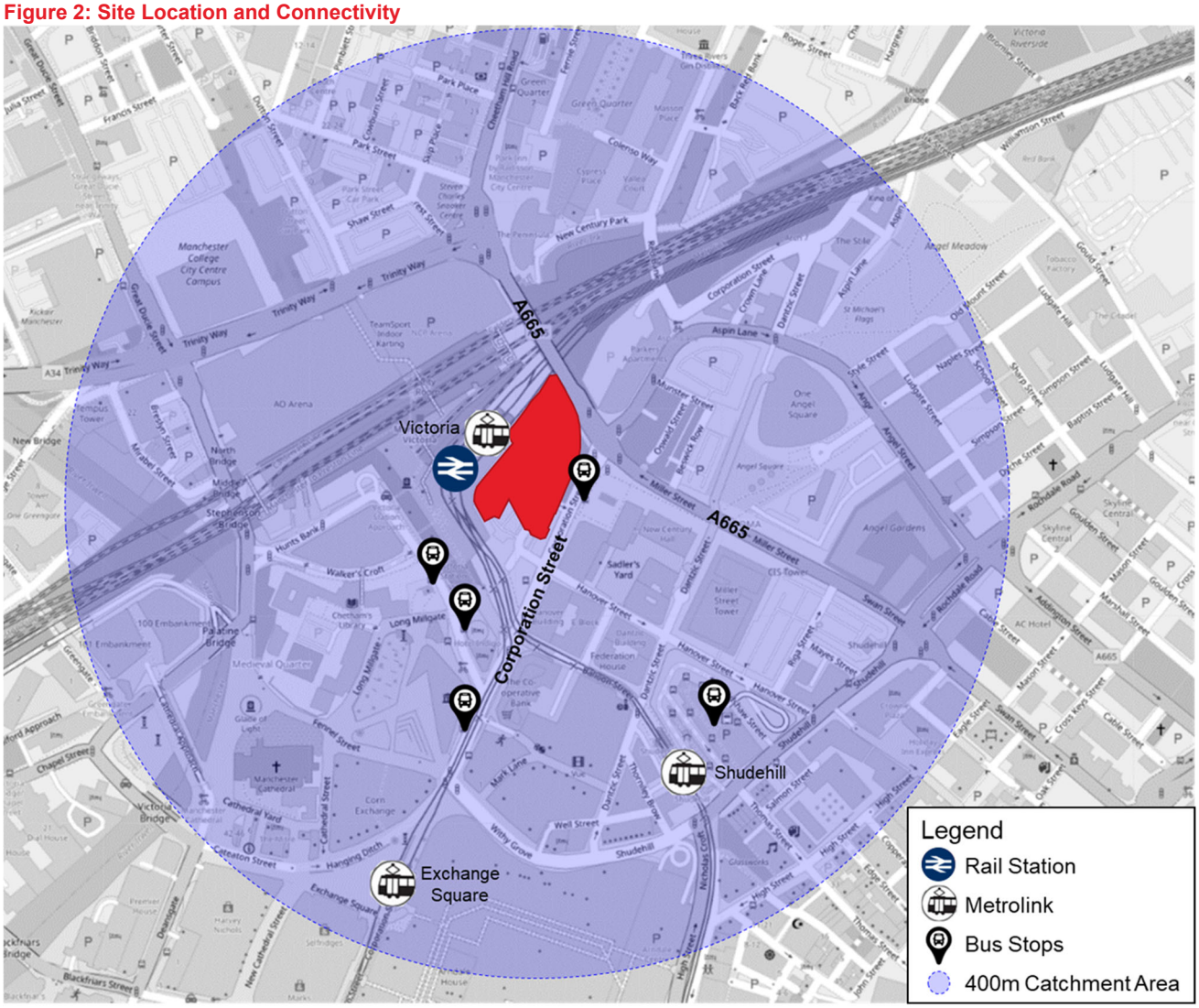
4. Site Audit

In order to determine the current level of transport provision to and from the site, a site audit was conducted to identify how well the site is served by public transport, walking and cycling networks and the local highway. The findings from this site audit have informed the measures proposed within the Travel Plan. This information is to be reviewed regularly and updated as necessary to account for any changes and to identify any additional issues.

Key Action:	Review and update site audit
To be completed by:	Annually
Responsibility of:	Travel Plan Co-ordinator

The site is located to the north of Manchester city centre with excellent transport connections as described below. Figure 2 locates the site within the local transport context.

Figure 2: Site Location and Connectivity



4.1 Section 278 Works

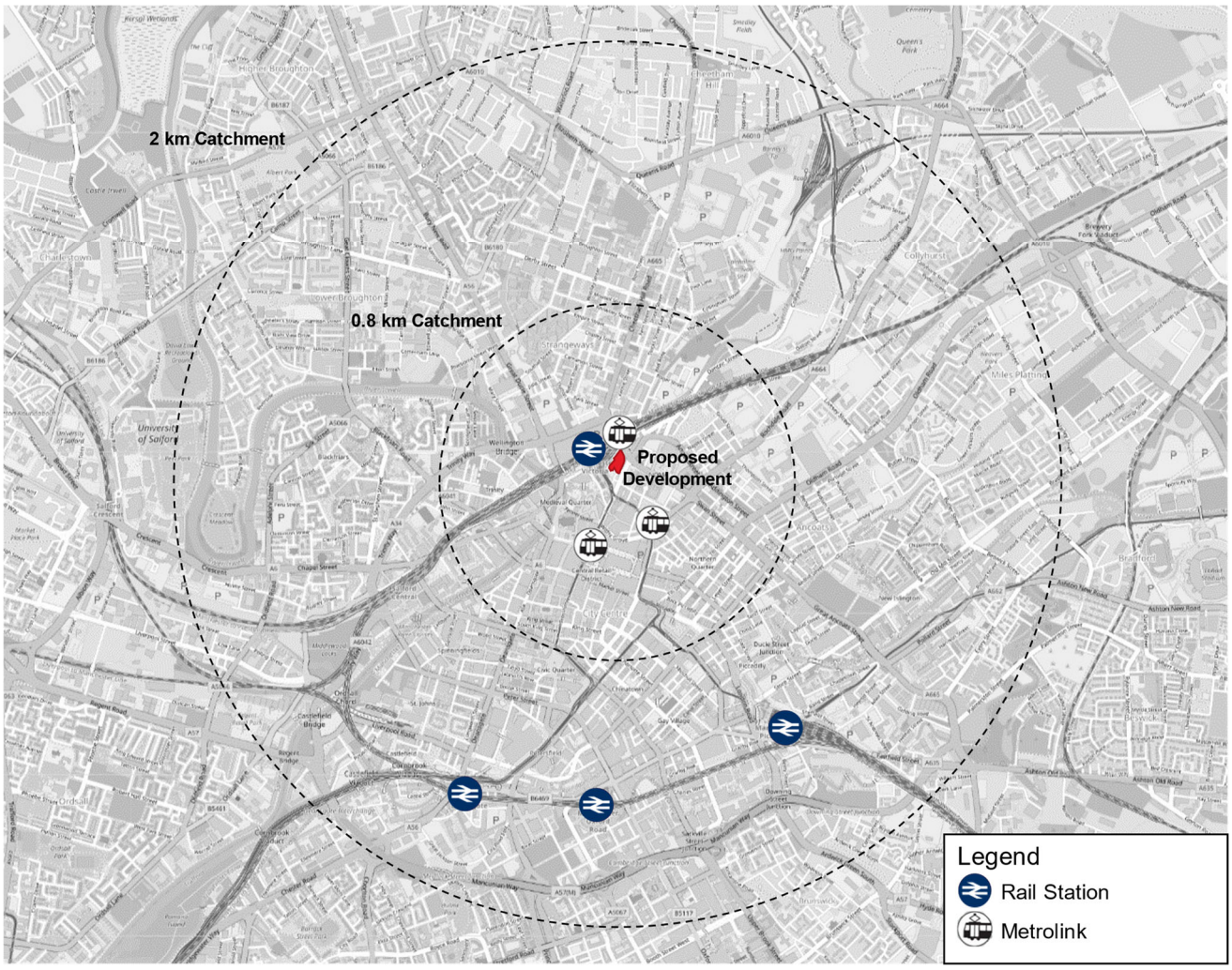
A s278 scheme linked to the development will narrow Corporation Steet along the site boundary and amend the layout of the A665 Ring Road and Corporation Street junction. These works are anticipated to be completed by July 2023. The works will revise the kerb line and lane allocation on the northbound approach to the junction and provide pedestrian and cycle infrastructure along the site boundary and at the junction.

4.2 Pedestrian Connectivity

Walking has the potential to substitute short-to-medium car trips (particularly within a 2km distance[1]), and to form part of a multi-modal journey with local public transport services. As shown at Figure 3, the entire urban area of Manchester city centre is within 2km of the site and includes Manchester Victoria and Piccadilly Stations and Shudehill Interchange. A range of retail and employment premises are located in areas to the north of the ring road with residential areas and green spaces located further north as well as to the northeast and northwest of the site.

A review of the existing pedestrian facilities within the vicinity of the site shows the site to be very well connected for access on foot. Due to the city centre location, the pedestrian infrastructure in the vicinity of the proposed development is of a high quality. There are wide footways on both sides of the major highways in the proximity of the site, with signal controlled pedestrian crossings provided at regular intervals along each of the key routes surrounding the site. Major junctions, such as the Corporation Street / A665 junction, offer traffic islands mid-way across each arm (except the eastern arm of A665) to reduce the distance of each crossing, and improve pedestrian safety. Dropped kerbs and tactile paving are provided at crossings to facilitate access for mobility impaired users and those with buggies. The pedestrian signals are typically push-button operated and include audible and tactile features for users with visual impairments. Street lighting is provided throughout.

Figure 3: 0.8km am and 2km Walking Catchment



[1] Sustrans, 2005 Travel Behaviour Research Baseline Survey 2004: Sustainable Travel Demonstration Towns

4.2.1 Access to Amenities

Table 2 below provides a summary of amenities and their proximity to the New Victoria site. Individual amenities have been identified but where there are multiple amenities in close proximity, these have been grouped together. Overall, there is excellent access to amenities to / from the site. As identified, there is a large range of amenities within this part of the city centre and located within 500m of the site, however some amenities such schools and GP provision are located slightly further from the site.

Table 2: Access to Amenities (500m)

Amenities	Provision	Distance (m)
Food outlet	Multiple outlets at Manchester Victoria Station	50
	Sadler's Cat Restaurant	50
	New Century Restaurant	80
	ZUMUKU New Century Kitchen	80
	Gather and Gather Restaurant	130
	Wagamama	210
	Nando's	240
	The Pasta Factory	280
	Spice Lounge MCR	300
	Dallas Chicken & Pizza	300
	Multiple outlets at Exchange Square	300
	Multiple outlets at Arndale Shopping Centre	300
	Turkish Grill	350
	The Allotment Vegan Eatery	400
	Gooey Bakery + Café	400
	Mackie Mayor	450
	Ramona	500
Access to cash	ATM, the Printworks	190
	ATM (Best One Shudehill M4 4AN)	300
	Spar Free ATM	350
	ATM (Manchester Arena)	500
	ATM (Redbank Service Station)	500
	Sainsbury's Bank ATM	450
	ATM, 62 Shudehill	350
	ATM, 26 Market St	500
Access to an outdoor open space	National Football Museum	220
	St Michael's Flags & Angel Meadow Park	450

Access to a recreation or leisure facility for fitness or sports	Printworks	240
	Indoor Swimming Pool	350
Publicly available postal facility	Arndale Post Office & Souvenirs	450
	Shudehill Post Office	300
	Angel Square Post Office	350
	Manchester Mail Box	350
	Amazon Hub Counter – Post Office Arndale Centre	450
	Amazon Hub Counter – Post Office Shudehill	300
	Amazon Hub Counter – Post Office Stretford	350
Community facility	AO Arena	160
	Royal Exchange Theatre	500
Over the counter services associated with a pharmacy	Cohens Chemist	600
	Boots (32 Market Street)	600
Public sector GP surgery or general medical centre	Doctorcall – Private GP Clinic Manchester	550
	Dr S Gholkar – City Health Centre	550
	City Health Centre and Manchester Urgent Primary Health Club	550
Childcare facility or school	Childminder Manchester	550
	Innocent Child	850

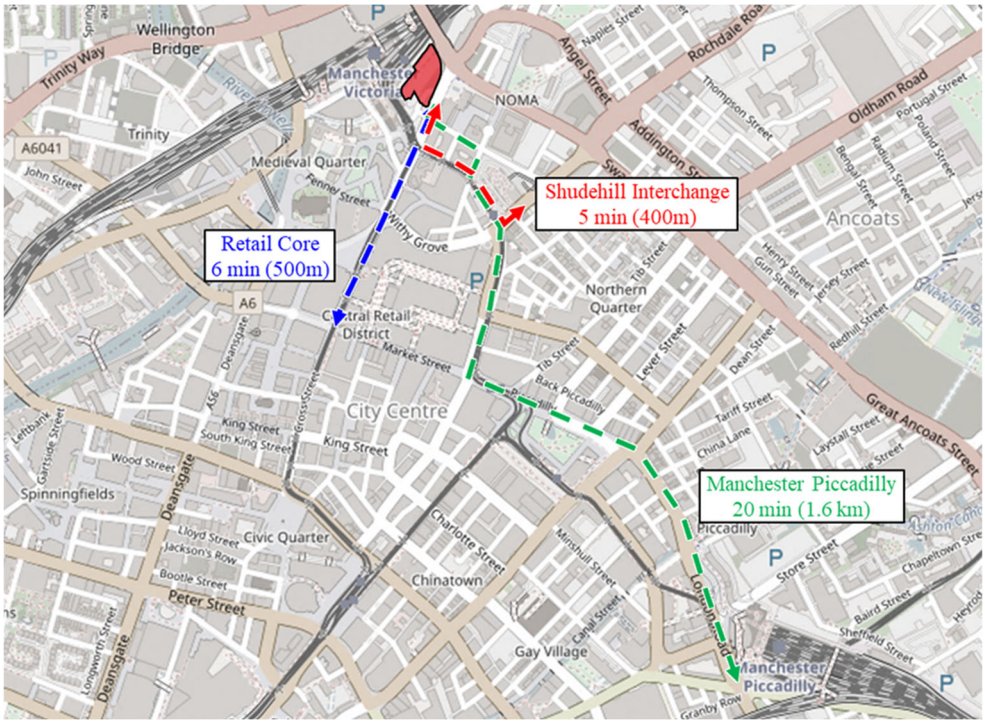
Pedestrians can access the city centre retail core by following Corporation Street towards Market Street / Cross Street – this intersection marks the centre of the main shopping district. The route follows the Metrolink and includes pedestrianised Exchange Square. Wide footways are generally provided with signalised crossings and dropped kerb / tactile paving provision for crossing.

Manchester Victoria Station is accessed immediately south of the site to the south of the Metrolink lines.

Shudehill Interchange can be accessed by pedestrians by crossing Corporation Street at one of the controlled crossings and then walking along Balloon Street, which is traffic-free except trams. A controlled crossing is provided at the junction with Dantzic Street with the northern entrance to the interchange approximately around 400m (walking distance) from the site. Footways are provided along all roads, with street lighting provided at regular intervals. Crossings can be made using dropped kerbs and tactile paving sections along both Balloon Street and Dantzic Street.

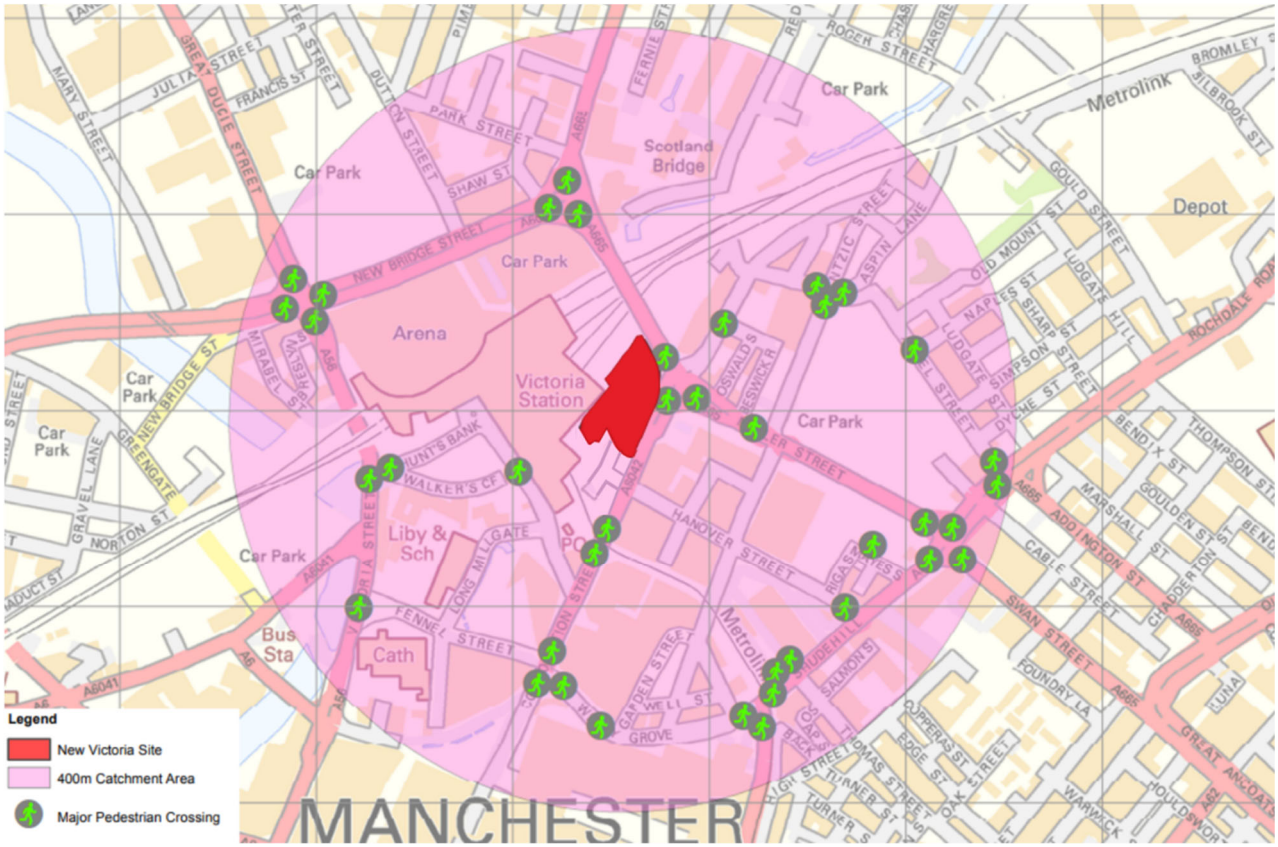
Manchester Piccadilly Station can be accessed by pedestrians by crossing Corporation Street at one of the controlled crossings and then walking along Balloon Street, which is traffic-free except trams. At the junction of Balloon Street and Dantzic Street, pedestrians can cross Dantzic Street at an uncontrolled crossing (dropped kerbs) and walk through Shudehill Interchange. Walking along Nicholas Croft, High Street, A6 to reach Piccadilly Station, the junctions are all controlled. Footways are provided along all roads, with street lighting provided at regular intervals.

Figure 4: Walking Routes from the proposed development to nearby destinations



The Northern Quarter area of the city centre offers retail and food & drink outlets and lies within close distance (c.400m) of the site. The most direct route for pedestrians is to use the route to Shudehill Interchange described above and then to cross Shudehill at the controlled crossing to access Thomas Street.

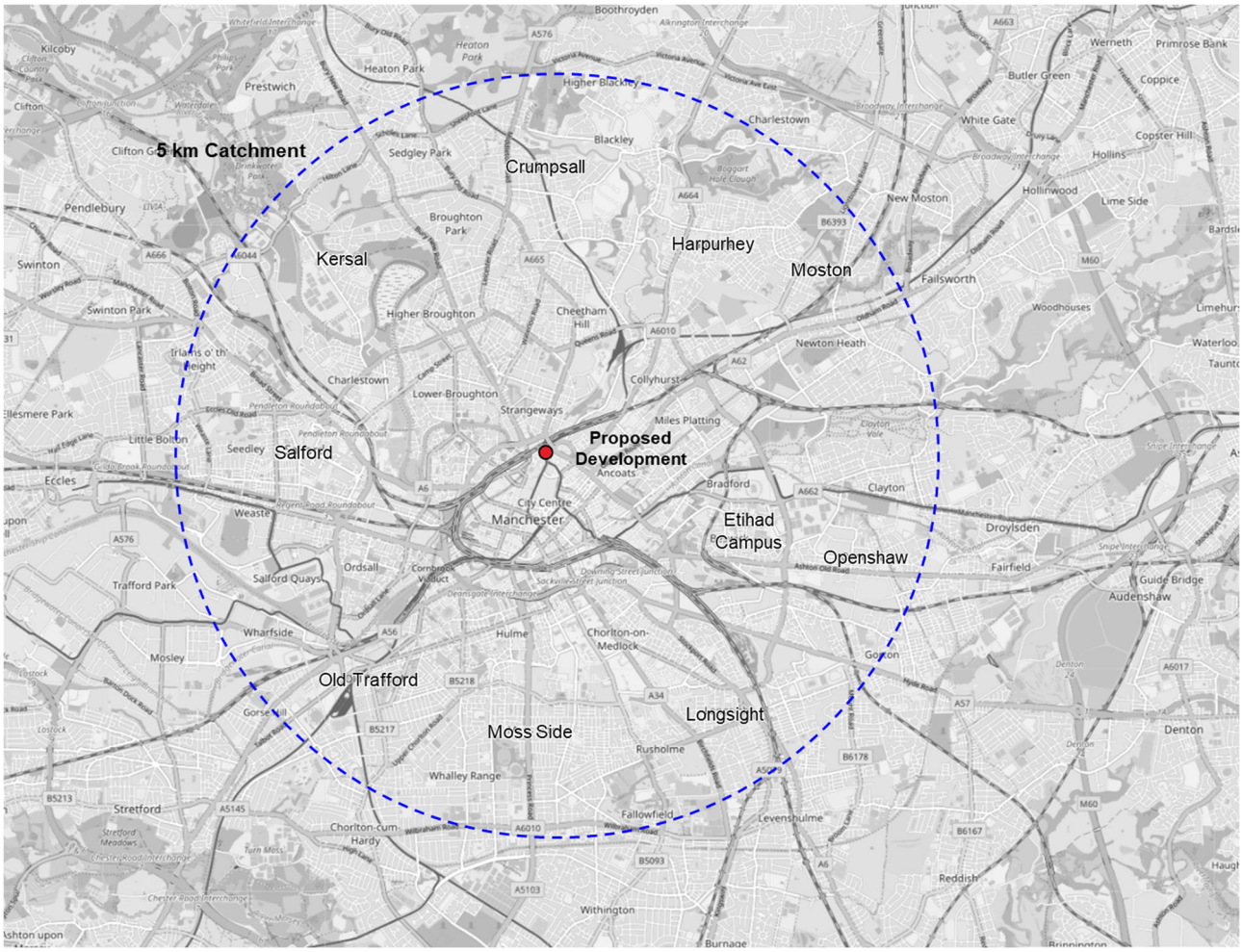
Figure 5: Crossing facilities in the 400m catchment area



4.3 Cycle Connectivity

Cycling has the potential to substitute short-to-medium car trips (particularly within a 5km distance[2]), and to form part of a multi-modal journey with local public transport services. As shown on Figure 6, much of the Manchester urban area is located within 5km of the site.

Figure 6: 5km Cycling Catchment



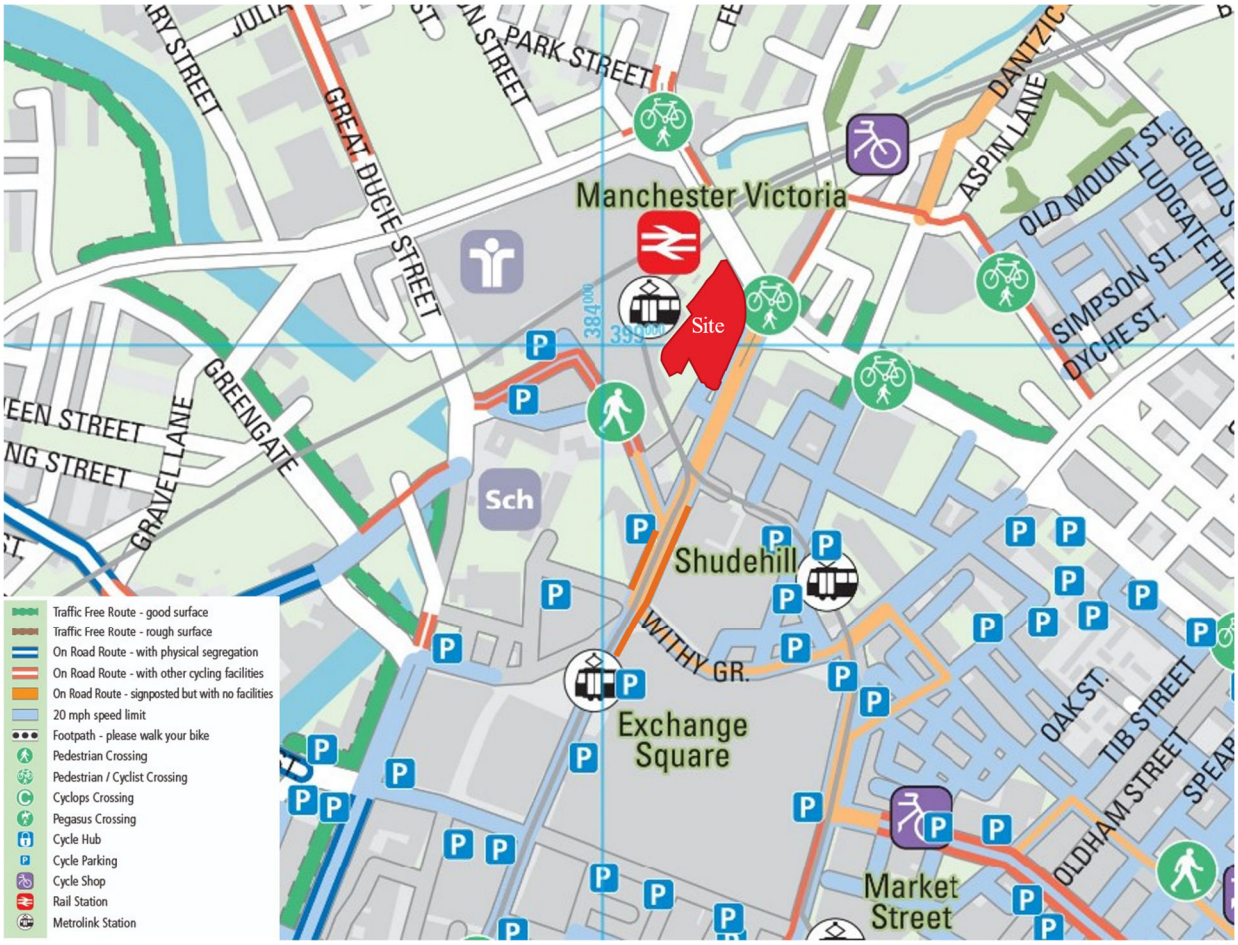
Whilst there are currently only a limited number of dedicated cycle lanes within the locality of the site, including short sections on Corporation Street, Hunts Bank and Victoria Station Approach, the roads are all generally wide enough to be used by cyclists. The site is surrounded by roads with 20mph speed limits, which will also help to encourage cycle use. Corporation Street, Withy Grove and Victoria Station Approach are all designated as on-road cycle routes without facilities by TfGM. At all major junctions advance cycle stop lines are provided to reduce conflict between cycle and motorised vehicle movements through the junction. It is noted that as part of the City Centre Transport Strategy MCC / TfGM plan to deliver more cycle infrastructure within the city centre.

Piccadilly Rail station is approximately 1.9 km from the site by cycle. There is an available route for cyclists via Withy Grove, High Street, Dale Street and A6 that uses roads designated by TfGM. These on-road routes are mostly signposted but without facilities, except on a section of Dale Street and A6 there are cycling facilities.

Cycle parking is located throughout the city centre as shown in the cycle map extract below. As noted within Section 3, 260 secure, covered cycle parking spaces are provided for residents within the lower ground floor car park and 12 short stay cycle parking spaces provided within the public realm.

[2] Sustrans, 2005 Travel Behaviour Research Baseline Survey 2004: Sustainable Travel Demonstration Towns

Figure 7: Cycling Facilities in vicinity of the proposed development



4.3.1 Cycle Hire

The Bike Hire Scheme has been in operation across Manchester, Salford and Trafford since August 2022 with a total of 1,500 bicycles, including 300 e-bikes. The nearest Bike Hire station to the Site is located on Todd Street, approx. 150m south of the new Victoria development.

Cyclists can download the Beryl mobile app to locate their nearest Bike Hire stations and see the availability of bikes. Bikes can be hired on a Pay As You Ride basis with a cost to unlock the bike and a cost per minute to ride.

Figure 8: Cycle Hire Facilities at Todd Street

4.4 Bus Services

The site benefits from access to bus services at stops along Corporation Street, Todd Street and Victoria Station Approach. These stops are used by a range of services including the Metroshuttle services (Free Bus 2 and Free Bus 3) which provide free travel to a range of destinations across the city centre. As well as bus services from these stops, the Shudehill Interchange lies 400m walking distance from the site, providing access to a wide range of bus services from across Greater Manchester. The interchange also serves as the Manchester hub for Megabus coach services across the country. The location of bus stops and their services are shown in Figure 9 and Table 3 respectively.

Figure 9: Location of bus stops in vicinity of the site

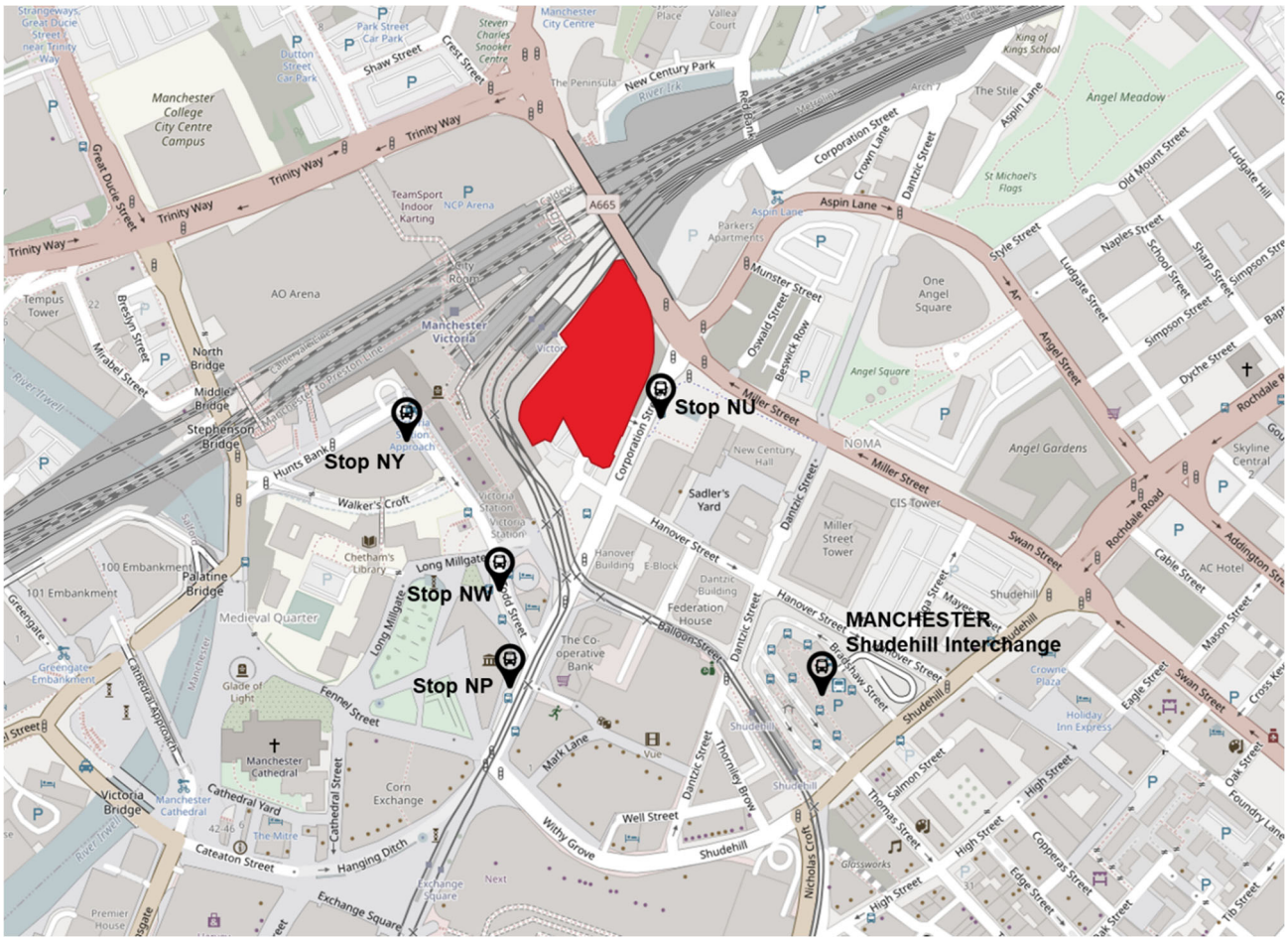


Table 3: Bus stops and services in vicinity of the site

Stop Name	Bus number	Origin - Destination	Daytime Frequency (Monday to Saturday)	Sunday/ Evening Frequency
CIS (Stop NU)	41 CrossCity	Middleton - Sale	3/ hour	1/ hour
	135	Bury – Piccadilly Gardens	6/ hour	3/ hour
Victoria Rail Station (Stop NW)	10	Brookhouse Estate - Shudehill	3-5/ hour	3/ hour
	59	Oldham Mumps - Piccadilly Gardens	5/ hour	2/ hour
	67 Salford's Reds	Cadishead - Manchester	4/ hour	2/ hour
	67A Salford's Reds	Cadishead - Manchester	2/ hour during 5AM-7AM	2/ hour
	93	Carr Clough - Shudehill	3/ hour	1/ hour

Stop Name	Bus number	Origin - Destination	Daytime Frequency (Monday to Saturday)	Sunday/ Evening Frequency
	97	Bury - Shudehill	2/ hour	1/ hour
	98	Bury - Shudehill	2-3/ hour	1/ hour
	100 Salford's Reds	Warrington – Shudehill	1-2/ hour	1/ hour
Victoria Station Approach (Stop NY)	Free Bus 2	Circular Route from Piccadilly Station via Victoria	6/ hour	3/ hour
	10	Shudehill – Brookhouse Estate	4/ hour	2/ hour
	59	Piccadilly Gardens - Oldham Mumps	5/ hour	1/ hour
	67 Salford's Reds	Manchester - Cadishead	4/ hour	2/ hour
	93	Shudehill - Carr Clough	3/ hour	1/ hour
	97	Shudehill - Bury	2/ hour	1/ hour
	98	Shudehill - Bury	2-3/ hour	1/ hour
	100	Shudehill - Warrington	1/ hour	1/ hour
	113	Middleton - Piccadilly Gardens	2/ hour from 7AM-8AM	/
	67A	Shudehill - Glaze Estate	3 buses/ day from 0445-0530	2/ hour (Sunday morning peak)
Corporation Street (Stop NP)	Free Bus 2	Circular Route from Piccadilly Station via Victoria	6/ hour	3/ hour
	41 CrossCity	Sale - Middleton	3/ hour	2/ hour
	59	Piccadilly Gardens - Oldham Mumps	5/ hour	1/ hour
	113	Middleton - Piccadilly Gardens	2/ hour from 7AM-8AM	/
	135	Piccadilly Gardens - Bury	6/ hour	3/ hour
MANCHESTER Shudehill Interchange	Free Bus 2	Circular Route from Piccadilly Station via Victoria	6/ hour	3/ hour
	17	Shudehill – Norden	6/ hour	4/ hour
	17A	Shudehill – Norden	6/ hour	4/ hour
	18	Manchester Royal Infirmary ⇔ Langley via Shudehill Interchange	6/ hour (Manchester Royal Infirmary to Langley) 2/ hour (Langley to Manchester Royal Infirmary)	5/ hour (Manchester Royal Infirmary to Langley) 2/ hour (Langley to Manchester Royal Infirmary)

Stop Name	Bus number	Origin - Destination	Daytime Frequency (Monday to Saturday)	Sunday/ Evening Frequency
	33	Shudehill ⇔ Worsley	2/ hour (both direction)	2/ hour (both direction)
	33B	Brookhouse – Shudehill	1/day	-
	67 Salford's Reds	Cadishead ⇔ Manchester	4/ hour (both direction)	2/ hour (both direction)
	67A Salford's Reds	Glaze Estate Glaze Estate ⇔ Cadishead ⇔ Manchester	2/ hour during 5AM-7AM (Cadishead – Manchester) 3 buses/ day from 0445-0530 (Shudehill - Glaze Estate)	2/ hour (Cadishead – Manchester) 2/ hour (Sunday morning peak) (Shudehill - Glaze Estate)
	93	Carr Clough ⇔ Shudehill	3/ hour (Carr Clough – Shudehill) 3/ hour (Shudehill - Carr Clough)	1/ hour (Carr Clough – Shudehill) 1/ hour (Shudehill - Carr Clough)
	97	Bury ⇔ Shudehill	2/ hour (Bury – Shudehill) 2/ hour (Shudehill – Bury)	1/ hour (Bury – Shudehill) 1/ hour (Shudehill – Bury)
	98	Bury ⇔ Shudehill	2-3/ hour (Bury – Shudehill) 2-3/ hour(Shudehill – Bury)	1/ hour (Bury – Shudehill) 1/ hour (Shudehill – Bury)
	100 Salford's Reds	Warrington ⇔ Shudehill	1-2/ hour (Warrington – Shudehill) 1/ hour (Shudehill – Warrington)	1/ hour (Warrington – Shudehill) 1/ hour (Shudehill – Warrington)

4.5 Rail Services

Manchester Victoria rail station borders the site to the south and west, providing a highly accessible major rail station less than 100m walking distance from the site. Currently, Victoria station provides connectivity to a number of destinations across the north of England, with services to Liverpool, Leeds, Preston, Bradford and Chester etc. The table below shows the direct train services from Manchester Victoria, their shortest journey time and frequency.

Station facilities include provision for cyclists including cycle racks within the station, toilets, refreshment facilities and retail outlets.

Table 4: Rail services at Manchester Victoria

Direct Train service at Victoria Station	Journey Time (shortest)	Frequency
Victoria – Liverpool Lime Street	40 minutes	2 ph
Victoria – Leeds	68 minutes	5 ph
Victoria - Preston	70 minutes	4 ph
Victoria – Bradford	53 minutes	2 ph

Direct Train service at Victoria Station	Journey Time (shortest)	Frequency
Victoria – Chester	54 minutes	2 ph

Manchester Piccadilly is the largest station on the Manchester rail network, with 12 terminus platforms and two through platforms on the south side of the station allowing services to reach Manchester Airport and various Merseyside stations. Piccadilly Station is approximately 1.6 km walking distance from the site. It can also be reached by the free Metroshuttle bus and Metrolink via the Yellow Line. Piccadilly station provides connectivity to a number of destinations across the north of England, with services to Blackpool, Huddersfield, Stoke-on-Trent and Sheffield etc. The table below shows the direct train services from Manchester Piccadilly, their shortest journey time and frequency.

Station facilities include provision for cyclists including cycle racks on Fairfield Street, in the long stay car park and on Station Approach (off Ducie Street). Due to its status as a strategic rail interchange, there are a number of retail and food & drink outlets, toilets, ATMs etc.

Table 5: Rail services at Manchester Piccadilly

Direct Train service at Piccadilly Station	Journey Time (shortest)	Frequency
Piccadilly - Blackpool	77 minutes	2 ph
Piccadilly – Huddersfield	60 minutes	5 ph
Piccadilly – Stoke- on-Trent	34 minutes	4 ph
Piccadilly – Sheffield	52 minutes	3 ph

4.6 Metrolink tram services

The Metrolink provides frequent tram services (approx. 6 minute frequency) across the city generally operating from 06:00-0:00hrs Monday to Saturday and 07:0-00:00hrs on Sundays. The Metrolink operates eight lines connecting the city centre to destinations including Manchester Airport, Didsbury, Altrincham, the Trafford Centre, Eccles, Bury, Rochdale and Ashton-under-Lyne. There are four tickets zones with a range of ticketing options available.

The closest Metrolink stop is located in Victoria station less than 100m walk from the site, providing excellent accessibility onto the Metrolink network. The services that run from Victoria Station are as follows:

- Bury – Altrincham
- Bury – Piccadilly
- Victoria – Manchester Airport
- Shaw and Crompton – East Didsbury
- Rochdale Town Centre – East Didsbury

Other than the Victoria Station, the Shudehill tram stop is 400m walk away from the site. Services that run on the Shudehill tram stop are as follows:

- Bury – Altrincham
- Bury – Piccadilly
- Victoria – Manchester Airport

4.7 Car Parking

Limited car parking is provided on site. This will be 101 parking spaces for residential units (a ratio of approx. 20% of spaces to units). All parking bays will be allocated to apartments and entry to the car park controlled by barrier and fob. External to the site there are a number of public off-street car parks including:

Euro car park / Total car park

This 64 space surface car park provides short and long stay car parking and is open 24hrs. It is located to the north of A665 Ring Road, approx. 100m northeast of the site.

RCP Parking

This 229 space surface car park provides short and long stay car parking and is open 24hrs. It is located between A665 and Hanover Street, approx. 200m east of the site.

Car Park Manchester Printworks

This 777 space multi storey car park provides short and long stay parking. It is open 24hrs a day with security and CCTV. Monthly season tickets are available for residential parking. It is located immediately north of Shudehill Interchange, approx. 250m east of the site.

On-Street Parking

There are some Pay and Display (P&D) on-street parking bays on Dantzic Street, which is located in Zone 2 of the city centre, charging from £1.45 for 30 minutes. Outside of these marked pay and display bays there are Traffic Regulation Orders in place that prevent on-street parking. These parking restrictions will help to ensure that the development does not result in any negative effects on parking within the area.

4.8 City Car Club

Enterprise Car Club vehicles are located across Manchester city centre in designated parking bays and can be reserved by the hour, day or for longer time periods. Vehicles can be reserved online, by phone or by using a mobile phone app and then unlocked using a membership card or app before driving away. This provides members with an alternative to private car ownership. The following table shows the locations within approx. 400m:

Location	**Number of Cars**
104 High Street	2
Qpark Car Park	1
New Mount Street	1
20 St Mary s Parsonage	2
12 Queen Street	2
Fountain Street	2
Enterprise, Grand CarPark	2
Tariff Street	2
Blossom Street	3

5. Developing the Travel Plan

The purpose of this Residential Travel Plan is to promote sustainable travel to residents of the New Victoria development with the aim of reducing car travel and parking demand and minimising congestion on the highway network where possible.

The Travel Plan is a dynamic working document that will grow and develop with time and in accordance with the changing circumstances of the development. It is a continuous improvement process for all the travel-related activities of residents and their visitors.

5.1 Travel Plan Objectives

The overall objectives of the New Victoria Residential Travel Plan include:

- Reducing travel by the private car, particularly single occupancy car journeys
- Encouraging a reduction in car dependency
- Encouraging multi-occupancy car usage
- Minimising the impacts of the development upon the local community and residents
- Increasing awareness of the environmental and health implications of different travel choices
- Encouraging sustainable travel choices among users of the site
- Increasing the attractiveness of walking, cycling and public transport as sustainable transport modes, and
- Maximising transport choice through innovative measures.

5.2 Roles and Responsibilities

To be successful, travel planning should involve as many residents as possible. To encourage residents to think about and change their travel behaviour it is important that they feel involved in the travel planning process rather than feeling that it is something that has been imposed upon them. The earlier everyone is involved in travel planning, the more successful it is likely to be.

5.2.1 Travel Plan Coordinator

The role of Travel Plan Coordinator (TPC) will be undertaken by the Site's General Manager, employed by Savills. The General Manager will be based at the site full time providing concierge management of both residential blocks. The TPC contact details are below:

General Manager / TPC = Chris Foulger

christopher@new-vic.co.uk

The responsibilities of the travel plan coordinator will be as follows:

- Implementation and day-to-day running of the travel plan, demonstrating full commitment and enthusiasm towards it.
- Undertake monitoring consistent with the agreed framework and ensure that the results are communicated to Manchester City Council (MCC) and Transport for Greater Manchester (TfGM).
- Communicating the travel plan across the site, including promotion of the benefits of travel planning, acting as a point of contact for residents requiring information, and updating the website as required.
- Periodically reviewing the travel plan, updating the document as necessary (for example, updating the site audit).
- Undertaking regular travel surveys of residents of the site

The Residential Travel Plan Coordinator will contact MCC and TfGM to advise that work has commenced on delivering the travel plan. Subsequent changes in contact details will be passed to MCC and TfGM within two weeks of any change.

5.3 Travel Plan Funding

PIC are committed to the continued provision of the Travel Plan and will commit to funding the Travel Plan Coordinator role and Travel Plan measures for an initial five year period. This commitment will include funding the TPC role, Travel Plan promotional material, the implementation of Travel Plan measures / events as needed and the ongoing monitoring and review of the Travel Plan.

6. Travel Plan Measures

6.1 Introduction

This section sets out the measures that have been implemented during scheme design and construction as well as ongoing measures that will be implemented to encourage residents to use sustainable modes of transport. The travel plan coordinator will be responsible for implementation and review of the measures on a regular basis. Measures will be reviewed and tailored to the specific needs of the occupants identified through the results of the travel surveys.

Key Action:	Review and update travel plan measures
To be completed by:	Annually, following results of the travel surveys
Responsibility of:	Travel Plan Co-ordinator

6.2 Walking

Walking is an attractive mode for short journeys and is the most sustainable mode of transport available. The most effective way to increase walking is to provide adequate infrastructure such as footpaths and crossing facilities and to ensure that walking routes are as direct as possible. This will be provided from the outset of the development as part of the site infrastructure.

The New Victoria site is located within the city centre, which means that it is within walking distance of a wide range of destinations including public transport infrastructure and employment, retail and leisure opportunities. The proposals will encourage walking by providing an attractive landscaped pedestrian accesses to the residential buildings connecting with routes surrounding the site. Key measures to be provided include those set out in Table 6.

Table 6: Travel plan measures – walking

Measure	Ref	Responsibility	Implementation
High quality public realm to the site frontage and access to buildings. Provision of lighting / CCTV to cover key pedestrian routes within the site	WA01	Developer	Construction
Revisions to the junction of Corporation Street and the A665 to include new pedestrian crossing facilities	WA02	Developer	Construction
Promoting the health benefits of walking. *Walking regularly can help to contribute towards a healthy lifestyle. Emphasising the health benefits of walking may encourage people to walk.*	WA03	Travel plan coordinator	On occupation and thereafter
Advice on personal safety and preferred routes *The provision of information detailing routes from local transport drop-offs and general personal safety advice may improve the confidence of lone walkers and encourage residents to walk in a safer environment. Attack alarms may also encourage walking.*	WA04	Travel plan coordinator	On occupation and thereafter

6.3 Cycling

Improving cycle facilities can be an effective tool to encourage modal shift towards cycling, not to mention the health benefits it can bring. The New Victoria development will provide facilities for cyclists. Key measures to be provided are those set out in Table 7.

Table 7: Travel plan measures – cycling

Measure	Ref	Responsibility	Implementation
Provision of cycle accessible routes through the development site that connect to buildings and cycle parking	CY01	Developer	Construction
The provision of covered long- and short stay cycle parking for residents and visitors. Secure cycle stands will be provided in well-lit areas. *Use of cycle parking would be monitored to identify the demand for any additional spaces.*	CY02	Developer	Construction
A map showing cycle routes serving the site and the locations of cycle parking facilities will be provided on the Site website and displayed on the Information Board within the café.	CY03	Travel plan coordinator	On occupation and ongoing thereafter
Establish Bicycle User Groups to provide a regular forum of discussion and feedback for bike users.	CY04	Travel plan coordinator	On occupation and thereafter
Discounts on cycling equipment will be sought with a local retailer. *This could include discounts on bike purchase, onsite cycle repair service or free cycle accessories. Local retailers will be contacted (PopUp Bikes Corporation Street, Ridelow Church Street, Trek Bicycle Newton Street, Keep Pedalling Hilton Street)*	CY05	Travel plan coordinator	On occupation and thereafter
Promotional events to encourage cycling, particularly emphasising health benefits. *Provision of cycle training events, cycle maintenance classes, cycle security initiatives,*	CY06	Travel plan coordinator	Ongoing

6.4 Public Transport

The New Victoria residential buildings are well located to benefit from excellent connection to a range of public transport services that provide access to the site. The primary public transport connections are by train, Metrolink and bus. Key measures to be provided may include those set out in Table 8.

Table 8: Travel plan measures – public transport

Measure	Ref	Responsibility	Implementation
High quality public realm within the site linking to the adjacent Victoria Station, Metrolink and bus stops.	PT01	Developer	Construction
Provision of information to residents prior to occupation to maximise awareness of travel options and encourage modal shift. *Such information on site would detail all public transport connections to the site, identifying bus routes, nearby bus stop locations as well as rail and Metrolink services.*	PT02	Travel plan coordinator	Prior to occupation and ongoing
Provision of public transport information on the café Information Board and through the PingLocker app to provide information to residents and visitors regarding the availability of public transport services.	PT03	Travel plan coordinator	On occupation and thereafter

6.5 Car Travel

A key objective of the Residential Travel Plan is to reduce single occupancy car use. In particular, the travel plan aims to incentivise car sharing as a means of achieving this objective.

Table 9 Travel plan measures – car travel

Measure	Ref	Responsibility	Implementation
Limited provision of car parking spaces to discourage residents from owning a car	CA01	Developer	Construction
Provision of electric car charging points within the site. *Proposals provide potential future additional charging spaces if monitoring demonstrates additional requirement*	CA02	Developer, travel plan coordinator	Construction
Promotion of the Greater Manchester car share scheme. *carsharegm.com - GM CarShare - Car Share GM (sur.ly)*	CA03	Travel plan coordinator	On occupation and ongoing thereafter
Promotion of Enterprise Car Club spaces in the locality. *Manchester Automated Daily & Hourly Car & Van Hire | Enterprise Car Club*	CA04	Travel plan coordinator	On occupation and ongoing thereafter

6.5.1 Parking Strategy

The total number of parking spaces provided for residents comprises approximately 1 space per 5 apartments with the available spaces allocated on occupation. A Parking Management Strategy has therefore been developed for residents who do not have a parking space, as set out at Appendix B.

6.6 Motorcycle Travel

The provision of safe, visible motorcycle parking facilities in conjunction with on the road training would encourage modal shift towards motorcycling. Table 10 sets out measures to be implemented as part of the New Victoria development.

Table 10: Travel plan measures – motorcycles

Measure	Ref	Responsibility	Implementation
The provision of secure motorcycle parking spaces, with demand monitored by the travel plan coordinator.	MC01	Developer, travel plan coordinator	Construction and ongoing thereafter
Specialised safety training. *Safety training could be made available to residents on a demand basis for all motorcycle users to promote safe riding*	MC02	Travel plan coordinator	As required/ appropriate

6.7 Other Measures

The table below sets out a series of other measures that could be implemented as part of the Travel Plan.

Table 11 Travel plan measures – Other Measures

Measure	Ref	Responsibility	Implementation
Deliveries – a parcel room is provided at reception to enable efficient parcel drop off and collection	OM01	Developer	Construction
Personalised travel planning *Each resident will be offered personalised travel plan information to cover their individual journeys. They will also be offered travel advice to encourage using modes other than the private car – identifying how to access place of work, school, shops etc in a sustainable manner. The travel plan co-ordinator should show each resident when they move in.*	OM02	Travel plan coordinator	On occupation and ongoing thereafter
Promotion of the following sources of information: Travel Plan Toolkit - Resources - Useful links (tfgm.com) Travel Plan Toolkit - Implementation - Supporting initiatives (tfgm.com) • *Car Share GM – car sharing initiative* • *Cycle GM – cycle info* • *Travel Choices – promotion of sustainable travel* • *Walking Works – initiative to encourage walking* • *GMEV – electric vehicle scheme* • *TfGM accident data* • *TfGM Route Explorer and Timetables*	OM03	Travel plan coordinator	On occupation and ongoing thereafter

7. Communication Strategy and Marketing

7.1 Introduction

Communication of the travel plan's purpose, aims and objectives is essential if the travel plan is to successfully encourage sustainable transport use. Promotion and marketing of the measures including general information, progression, benefits and achievements require effective dissemination to residents. This section sets out how the Travel Plan will be communicated to raise awareness of the travel plan and its measures.

7.2 Travel Plan Information

Information on the Travel Plan will be provided as part of rental information to encourage residents to consider their travel options prior to purchase.

An Information Board is being provided in the café – this will include information about the Travel Plan and how to access the site by public transport, cycling and on foot, to provide information to residents and visitors. In addition, screens are to be provided in the lifts and could also include travel information and promotion of any travel planning initiatives.

Sustainable travel information should appear on any promotional fliers and adverts for the development. Promotional materials should show how to access the development without needing a car. Any information on car parking provision should appear below information on access by sustainable modes.

7.3 Occupiers' Portal

A New Victoria customer portal and app is being set up through provider PingLocker. This will provide an active and live portal for Site Management and residents to communicate and be available for all residents.

This portal will provide detail of the Travel Plan including highlighting what the Travel Plan is, its objectives and the key benefits to residents. A 'welcome pack' section will be provided for new residents which will be produced prior to first occupation. The portal will draw attention to the travel plan measures and include up-to-date travel information through links to travel planning websites, maps of walking and cycling routes, details of car share schemes and upcoming Travel Plan events.

It will be a way for the Travel Plan Coordinator to provide travel news updates and promote measures, incentives and specific upcoming events. It can be used to put residents in contact with each other and facilitate car sharing or set up specific groups such as a Bicycle User Group.

It could also be used for residents to share their travel experiences and provide comments to improve the current Travel Plan.

7.4 Travel Plan Events

Regular events will help maintain a high-profile for the travel plan. These events will take a number of forms and tie in with national and city-wide events as appropriate. Measures proposed include:

- Travel plan days / weeks (e.g. In Town Without My Car Day, Team Green Britain Bike Week)
- Participation in Greater Manchester-wide and national travel planning events
- Seminars promoting the travel plan, and
- Exhibitions promoting individual elements and measures from the travel plan (e.g. cycle information)

7.5 Other Measures

The Travel Plan Coordinator will investigate joint incentives with other local organisations / community groups to promote the wider community, economic and health benefits of travel plan measures.

8. Targets, Monitoring and Review

8.1 Introduction

The main aim of this Travel Plan is to minimise single-occupancy car trips by promoting and supporting alternative and sustainable modes of travel. The setting of targets is essential to understanding whether the Travel Plan has been effective in achieving this aim. Targets should be 'SMART', that is:

- Specific
- Measurable
- Achievable
- Realistic
- Time-bound

8.2 Mode Share Target

An initial target mode share for travel to work by residents of the site has been identified based on 2011 Census Journey to Work data. This has been derived from mode shares of residents within the E02006902: Manchester 054 MSOA area covering the site and working within the UK. Table 12 illustrates the mode share targets.

Table 12 Target Modal Share

Mode		Mode Share for Journeys to Work (% of Journeys)
Private Modes	Car Driver	18.29%
	Car Passenger	1.51%
	Sub-total	**19.80%**
Sustainable Modes	Walk	49.50%
	Cycle	2.63%
	Bus	14.31%
	Rail	7.85%
	Metrolink	5.01%
	Sub-total	**79.29%**
Other (taxi/motorcycle)		1.47%
Total		100%

The car driver target represents the maximum proportion of journeys to be made by this mode. The targets represent the principal mode of travel of residents of the site for journeys to work and should be met within two years of occupation of the site.

Once these initial targets have been achieved, the Travel Plan Coordinator will agree an appropriate reduction in the target through liaison with MCC and TfGM. Potential further secondary targets will be discussed and agreed with MCC and TfGM. Agreed targets will not change without prior consultation and agreement with the MCC and TfGM.

8.3 Monitoring Framework

Monitoring of the Travel Plan will indicate how well it is performing at meeting the target mode shares and any other targets that are set throughout the life of the plan. Monitoring will also assist in refining Travel Plan measures and establishing new targets, as appropriate.

The Travel Plan is a continuous and on-going process of monitoring and review, rather than a one-off event. The Travel Plan Coordinator will be responsible for encouraging participation in the monitoring process by residents, as well as coordinating the monitoring strategy. The Travel Plan Coordinator will also be responsible for reporting the results to MCC on an annual basis. The Monitoring Framework for the Travel Plan will include the mechanisms set out in the following sections.

8.3.1 Residential Travel Survey

Prior to the production of the first 'working' residential Travel Plan, it is necessary for a resident travel survey to be undertaken. The site assessment and transport audit assist in informing the contents needed in this survey and the base travel information is fundamental for setting and reviewing targets.

Travel surveys should be kept relatively straightforward and aim to identify where residents are travelling to, how and when they are travelling and what alternative sustainable modes of transport they would consider.

The travel survey will be delivered through the residents' occupiers' portal, PingLocker, to provide a quick and easy process. An incentive will be offered to encourage as many residents as possible to complete the survey, such as entry to a prize draw to win prizes such as vouchers for a nearby restaurant. At this stage a target response rate of 50% has been identified, however, this will be reviewed following the first set of surveys and any changes to the target will be included in the Annual Monitoring Report for review and agreement with MCC.

It is considered that dwelling occupation within the development is going to be spread over a period of time and therefore the initial Resident Travel Survey will be undertaken once 50% of dwellings are occupied. The Residents Travel Survey will subsequently be undertaken every 3 years to assist in monitoring the success of the Travel Plan and setting new targets. Questions will be targeted to the aspects of the travel plan that require focus. The survey will be carried out by the Travel Plan Coordinator and would become part of the overall monitoring strategy for the site.

Key Action:	Undertake an initial Resident Travel Survey
To be completed by:	When 50% of the dwellings are occupied or within 6 months of first occupation, whichever is the sooner, and every 3 years thereafter
Responsibility of:	Travel Plan Co-ordinator

A sample Residents Travel Survey form is provided at Appendix C and will be reviewed and updated prior to undertaking the survey.

8.3.2 Snap-shot Survey

A quicker, less resource intensive monitoring mechanism will be to carry out annual snapshot surveys, which simply asks residents how they travel on a particular day. The snapshot will enable the Travel Plan to be monitored as it develops, against the baseline information collected from the initial Resident Travel Survey.

Key Action:	Undertake an initial Resident Travel Survey
To be completed by:	Annually
Responsibility of:	Travel Plan Co-ordinator

8.3.3 Travel Diaries

Residents will be asked to keep travel diaries where they record all of their journeys over a set period of time; for example, for one week. This method would give detailed information regarding travel habits. Residents may not be willing to participate in this scheme, therefore their appetite to participate will be asked through the occupiers' portal.

8.3.4 Surveys of Cycle, Motorcycle and Electric Vehicle Parking

To reflect possible variation in the level of cycle use through the year (for example, associated with seasonal weather conditions), the use of cycle parking by both staff and visitors to the site will be recorded on a regular basis, 3 times per year. At the same time the use of the motorcycle parking spaces will be surveyed. This will enable average and maximum use of cycle and motorcycle parking to be identified through the year. Cycle and motorcycle parking on the site can be increased if the monitoring indicates that there is sufficient demand.

In addition, surveys of the usage of the electric vehicle charging spaces will be undertaken. As noted, the infrastructure is being built to enable provision of additional charging spaces, if surveys indicate additional demand for charging points.

8.3.5 Travel Plan Measures

The Travel Plan Coordinator will record take up of Travel Plan measures and the numbers of residents that participate in events. These will be reported in the Annual Monitoring Report to gauge the level of interest in the Travel Plan.

8.4 Annual Monitoring Report

An Annual Monitoring Report will be prepared by the Travel Plan Coordinator and provided to MCC. The Annual Monitoring Report will present monitoring information, as set out above, and will compare the surveyed travel mode shares against the targets set out in the Travel Plan. The Annual Monitoring Report will be submitted within one month of the completion of the monitoring surveys undertaken as part of the monitoring framework.

If the Annual Monitoring Report indicates that the Travel Plan targets are not being met, it would be the responsibility of the Travel Plan Coordinator to identify an Action Plan for the following 12 months. The Action Plan would contain a programme of measures and tasks such that the travel plan targets are achieved.

The Action Plan will be submitted to MCC with the Annual Monitoring Report. Monitoring of the agreed measures would be undertaken as part of the monitoring framework for the following 12 months.

Key Action:	Prepare and submit Annual Monitoring Report and Action Plan
To be completed by:	Within one month of completion of the initial travel surveys and annually thereafter
Responsibility of:	Travel Plan Co-ordinator

8.5 Travel Plan Review

The Travel Plan is a dynamic working document that will develop with time and in accordance with the changing circumstances of the development. As such, it will be regularly reviewed by the Travel Plan Coordinator and MCC / TfGM, as may be appropriate.

9. Implementation

Since preparation of the Travel Plan Framework in support of the planning application for the New Victoria development, the scheme construction has progressed, and this Residential Travel Plan has now been developed to set out how travel planning will be implemented across the residential development. A Travel Plan Coordinator has been appointed, measures identified and means for communication of the travel plan been set out.

As the Travel Plan has been implemented, a number of further Key Actions have been identified, which have been formed into an Action Plan for the development of this Travel Plan. A summary of the Key Actions is presented in Table 13.

Table 13: Key Actions for the Development of the Travel Plan

Key Action	To be Completed By	Responsibility of
Key Actions Prior to Occupation		
Assemble Travel Plan information for inclusion on website, occupiers' portal and Information Screens at reception	Prior to first occupation	Travel Plan Coordinator, liaising with the developer of the site
Key Actions Ongoing		
Update the site audit	Annually	Travel Plan Coordinator
Undertake an initial Resident Travel Survey	When 50% of the dwellings are occupied or within 6 months of first occupation, whichever is the sooner, and every 3 years thereafter	Travel Plan Coordinator
Undertake Snapshot Surveys	Annually	Travel Plan Coordinator
Review and update Travel Plan measures to suit the needs of the development	Following the initial Resident Travel Survey	Travel Plan Coordinator
Prepare and submit Annual Monitoring Report and Action Plan	Within one month of completion of monitoring surveys and annually thereafter	Travel Plan Coordinator

Appendix A
New Victoria Development Proposals

Revisions:

1. Vehicular access barrier removed.
2. Section of palisade fence removed.

Rev	Date	Status and Description	Drawn	Apprvd.
S4, P21	14/12/22	CLIENT APPROVAL	TF	AM
A5, C01	25/11/22	CONSTRUCTION	TF	AM
S3, P20	19/10/22	CLIENT REVIEW / APPROVAL	TF	AM
S2, P19	27/07/22	STAGE 5	TF	AM
A5, P18	12/11/21	STAGE 5	TF	AM
P17	16/09/21	PLANNING	TF	AM
16	22/11/17	For Comment	AM	AM
14,15	05/08/16	For Planning. Ammendments following comments from MCC	JD	KR

NOTE:
1. Do not scale from this drawing
2. All setting out, levels and dimensions to be agreed on site.
3. The dimensions of all materials must be checked on site before being laid out.
4. This drawing must be read with the relevant specification clauses and detail drawings
5. Order of construction and setting out to be agreed on site.
6. This drawing is copyright protected and may not be reproduced in whole or part without written authority.
7. All Dimensions are in millimetres unless Otherwise Stated

Planit - IE Limited
2 Back Grafton St Altrincham WA14 1DY
0161 928 9281

Project NEW VICTORIA

Client Muse Developments

Drg title Landscape Lower Ground Floor GA

Drg nr VIC-PIE-EZ-00L-DR-L-00105

Scale 1:250@A1 Date: 01/10/15 Drawn JD/AM/DF

Status Stage 5 Revision P21 Checked AM

HARDWORKS KEY

K1 – Yorkstone Road Kerb
Location: to Corporation Street
Material: 'Scoutmoor' Yorkstone by Marshalls. Colour: Grey Buff
Finish: Diamond sawn, beveled edge
Unit size: 300mm (w) x 900mm (l) x 160/250mm (d)
Notes: 125mm upstand, flush at pedestrian crossing and service bays.
Spec/dims to match opposing side of Corporation Street

K2 – Granite Road Kerb
Location: to Corporation Street
Material: 'Kobra' Granite by Hardscape
Finish: Bush hammered. Colour: Kobra
Unit size: 300mm (w) x 900mm (l) x 160/250mm (d)
Notes: Nominal 60mm upstand to parking bay traffic barrier.
Flush to Car Park entrance.

K3 – Textured Concrete Kerb
Location: to Car Park
Material: Conservation Kerb by Marshalls
Colour: Silver Grey
Unit size: 145mm (w) x 900mm (l) x 255mm (d)
Notes: 125mm upstand

P1 – Yorkstone Flag Paving
Location: east of proposed building, to public footpath on Corporation Street
Material: 'Scoutmoor' Yorkstone by Marshalls
Finish: Diamond Sawn. Colour: Grey Buff
Unit size: 600mm (w) x 400-600mm (l) x 75mm (d)
Laying: Staggered joints
Notes: Suitable for occasional vehicular overrun.

P2 – Yorkstone Sett Paving
Location: service bay on Corporation Street
Material: 'Scoutmoor' Yorkstone by Marshalls
Finish: Diamond Sawn. Colour: Grey Buff
Unit size: 140mm (w) x 140-280mm (l) x 75mm (d)
Laying: Staggered joints
Notes: Suitable for HGV overrun

P3 – Granite Sett Paving
Location: vehicular access route to lower car park. Material: 'Kobra' Granite by Hardscape.
Finish: Sawn sides and bottom, fine picked top.
Colour: Kobra Green 50% and Kobra 50%
Unit size: 140mm (w) x 140-280mm (l) x 75mm (d) (following civil engineer, previously 150mm here) (21/07/2022)
Laying: Staggered joints
Notes: Suitable for vehicular overrun. Contrasting to surrounding Yorkstone.

P4 – Exposed Aggregate Pre-cast Block Paving
Location: to car park
Material: Kellen Breccia by Hardscape
Colour: Tagenta B (with Tagenta D double header)
Unit size: 200mm (w) x 300mm (l) x 80mm (d)
Laying: Stretcher Bond
Notes: Suitable for vehicular overrun.

P5 – Exposed Aggregate Pre-cast Block Paving
Location: to car park pedestrian areas
Material: Kellen Breccia by Hardscape
Colour: Tagenta E
Unit size: 200mm (w) x 300mm (l) x 80mm (d)
Laying: Stretcher Bond
Notes: Suitable for vehicular overrun.

P6 – Granite Hazard Warning Corduroy Paving
Location: to top and bottom of steps
Material: 'Kobra' Granite by Hardscape
Finish: Flamed. Colour: Kobra
Unit size: 400mm (w) x 400mm (l) x 50mm (d)
(Thickness TBC by engineer)
Jointing: Steintec Tufftop to supplier's recommendation
Priming Mortar: Steintec Tuffbond to supplier's recommendation

P14 – Granite Cycleway Demarcation Paving
Location: to demarcate shared surface
Material: 'Kobra' Granite by Hardscape
Finish: Flamed. Colour: Kobra Grey
Unit size: 400mm (w) x 400mm (l) x 50mm (d)
(Thickness TBC by engineer)
Jointing: Steintec Tufftop to supplier's recommendation
Priming Mortar: Steintec Tuffbond to supplier's recommendation

P7 – Granite Blister Paving
Location: to uncontrolled pedestrian crossings.
Material: 'Kobra' Granite by Hardscape
Finish: Flamed. Colour: Kobra (LRV contrast to be confirmed by supplier)
Unit size: 400mm (w) x 400mm (l) x 50mm (d)
(Thickness TBC by engineer)
Jointing: Steintec Tufftop to supplier's recommendation
Priming Mortar: Steintec Tuffbond to supplier's recommendation

P8 – Granite Blister Paving
Location: to controlled pedestrian crossings.
Material: Granite.
Finish: Flamed. Colour: Zimbabwe Red
Unit size: 400mm (w) x 400mm (l) x 50mm (d) (Thickness TBC by engineer)
Jointing: Steintec Tufftop to supplier's recommendation
Priming Mortar: Steintec Tuffbond to supplier's recommendation

P9 – Gravel Maintenance Path
Location: west of Building 1
Material: Loose Grey Limestone Aggregate by CED
Unit size: 20mm
Laying: 60mm deep

P10 – Car Park Surfacing
Hot rolled asphalt to engineer's specification

P11 – Vehicle Ramp
Surface to vehicle access ramps to engineer's specification

P13 – Paving Demarcation Studs, Stainless Steel
Denoting line of adaptation. Final adoption of line TBC.
Dimensions: 25mm diameter, circular surface textured, at 1m intervals.
Supplier: Urban Finish, tel. 0843 289 4852, or equal and approved.

WALLING, STEPS KEY

Solid Granite Step Units
Location: To meet public footpath on Corporation Street and pedestrian access to Victoria Station
Material: 'Scoutmoor' Yorkstone by Marshalls
Finish: Diamond Sawn.
50mm width granite contrasting nosing (LRV contrast to be confirmed by supplier).
Unit size: 330mm (tread) x 160mm (riser) x length varies
To include pencil round nose radius to step nosing and exposed ends.

Stone Clad Walls
Location: South of Resi 2, to entrance space on Corporation Street
Refer to edgings plan and cutting schedules for detailed specification.
Material: Slate / Granite by Hardscape
Colour: Kobra / Cumbiran Black
Finishes: Refer to edgings plan and cutting schedules
Unit size: Facing panel - height varies to suit levels x 30mm (d) x length varies.
Coping stone - 300-400mm (w) x 150mm (d) x length varies.
Notes: Anti skate notches cut into coping units where joints meet.
Mechanical fixing to engineer's spec.

Existing Brick Retaining Wall
Location: to Cheetham Hill Road bridge.

Proposed Brick Wall
New brick wall parapet on existing brick retaining wall leading to Cheetham Hill Road bridge. Refer to Arup details

Revisions:
1. Vehicular access barrier and upstand kerb around it removed.

Rev	Date	Status and Description	Drawn	Apprvd.
S4, P19	14/12/2022	CLIENT APPROVAL	TF	AM
A5 C11	25/11/2022	CONSTRUCTION	TF	AM
S3 P18	19/10/2022	CLIENT REVIEW / APPROVAL	TF	AM
A5 C10	02/08/2022	Stage 5	TF	AM
A5 C09	22/07/2022	Stage 5 In abeyance (highlighted in blue): 1) Layout, edgings and interface with Network Rail land north or Building I. Updates shown, but caveated 'in abeyance'. Revisions (highlighted in red): 1) Notes added on civil engineeer's information and on samples added to general notes. 2) P3 - depth of paving adjusted to engineer's in key. 3) Path to side of car park ramp changed from tarmac to P5 paving. 4) Minor stagger in car park paving amended 5) paving / wall finishes updated in key in line with planning submission	JD	AM
A5 C08	09/11/2021	1. motorbike spaces added, configuration changed. 2. orientation of gate changed.	AM	AM
A5 C07	29/10/2021	updated architectural layout 2. revised locations for EV units and future infrastructure locations 3. updated generator layout 4. omission of one motorcycle space 5. addition of access rights overlay 6. addition of updated parking schedule	AM	AM

NOTE: FORMERLY DRAWING PL1487.VW.114

NOTES:
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4. This drawing must be read with the relevant specification clauses and detail drawings.
5. Order of construction and setting out to be agreed on site.
6. This drawing is copyright protected and may not be reproduced in whole or part without written authority.
7. For all sub-surface and structurally relevant elements refer to the engineers' details and specification.
The thickness of paving and kerb/edging units has been coordinated with the civil engineer, however their information takes precedence.
Please consult with us in case of inconsistencies with engineers' information.
8. Submit proposals and samples for all surface materials for approval prior to construction.

External Parking within New Victoria Development

	Planning Stage	Phase 1	Phase 2	Phase 1 and 2 Combined
Car Parking Bays Overall	105			102
Standard Car Parking Bays	100	63	34	97
Accessible Car Parking Bays	5	5	0	5
Electric Car Parking Bays (included within standard car parking bay count)	3	4	0	4
Visitor cycle parking (within public realm)	12	12	0	12
Residents Cycle Parking	260	260	0	260
Motorcycle parking bays	16	17	0	17

Planit - IE Limited
2 Back Grafton St Altrincham WA14 1DY
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Project: NEW VICTORIA

Client: Muse Developments

Drg title: Hardworks Lower GA

Drg nr: VIC-PIE-EZ-00L-DR-L-00114

Scale: 1:250@A1 Date: 24/02/16 Drawn: JD/AM/DF/TF

Status: Stage 5 Revision: P19 Checked: AM

NOTE: FORMERLY DRAWING PL1487.VW.106

Revisions:

1. Planters moved south 250mm to avoid building slab.
2. Additional Acer (feathered) added south of Resi 2.
3. Knee rail omitted.

Rev	Date	Status and Description	Drawn	Apprvd.
S4, P19	14/12/22	CLIENT APPROVAL	TF	AM
S4, C02	28/11/22	CONSTRUCTION	JN	AM
A5, C01	25/11/22	CONSTRUCTION	TF	AM
S3, P18	19/10/22	CLIENT REVIEW / APPROVAL	TF	AM
P17	16/09/21	PLANNING	TF	AM
16	13/09/16	For Planning	JD	KR
15	13/09/16	For Planning	JD	KR
13,14	05/08/16	For Planning. Ammendments following comments from MCC	JD	KR
12	30/03/16	For Planning	JD	KR
11	17/03/16	For Planning	JD	KR
10	24/02/16	For Planning	JD	KR
09	15/02/16	For Planning	JD	KR
08	04/02/16	For Planning	JD	KR
07	18/01/16	For Comment	JD	KR
06	15/12/15	For Comment	JD	KR
05	25/11/15	For Comment	JD	KR
04	18/11/15	For Comment	JD	KR
03	16/11/15	For Comment	JD	KR
02	28/10/15	For Comment	JD	KR
01	03/10/15	New road and build layout	KR/JD	KR

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5. Order of construction and setting out to be agreed on site.
6. This drawing is copyright protected and may not be reproduced in whole or part without written authority.
7. All Dimensions are in millimetres unless Otherwise Stated

Planit - IE Limited
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Project NEW VICTORIA

Client Muse Developments

Drg title Landscape Upper Ground Floor GA

Drg nr VIC-PIE-EZ-00U-DR-L-00106

Scale 1:250@A1 Date: 03/10/15 Drawn JD/AM/DF

Status Stage 5 Revision P19 Checked AM

HARDWORKS KEY

K1 Yorkstone Road Kerb
Location: to Corporation Street
Material: 'Scoutmoor' Yorkstone by Marshalls. Colour: Grey Buff
Finish: Diamond sawn, beveled edge
Unit size: 300mm (w) x 900mm (l) x 160/250mm (d)
Notes: 125mm upstand, flush at pedestrian crossing and service bays.
Spec/dims to match opposing side of Corporation Street

K2 Granite Road Kerb
Location: to Corporation Street
Material: 'Kobra' Granite by Hardscape
Finish: Bush hammered. Colour: Kobra
Unit size: 300mm (w) x 900mm (l) x 160/250mm (d)
Notes: Nominal 60mm upstand to parking bay traffic barrier.
Flush to Car Park entrance.

K3 Textured Concrete Kerb
Location: to Car Park
Material: Conservation Kerb by Marshalls
Colour: Silver Grey
Unit size: 145mm (w) x 900mm (l) x 255mm (d)
Notes: 125mm upstand

P1 Yorkstone Flag Paving
Location: east of proposed building, to public footpath on Corporation Street
Material: 'Scoutmoor' Yorkstone by Marshalls
Finish: Diamond Sawn. Colour: Grey Buff
Unit size: 600mm (w) x 400-600mm (l) x 75mm (d)
Laying: Staggered joints
Notes: Suitable for occasional vehicular overrun.

P2 Yorkstone Sett Paving
Location: service bay on Corporation Street
Material: 'Scoutmoor' Yorkstone by Marshalls
Finish: Diamond Sawn. Colour: Grey Buff
Unit size: 140mm (w) x 140-280mm (l) x 75mm (d)
Laying: Staggered joints
Notes: Suitable for HGV overrun

P3 Granite Sett Paving
Location: vehicular access route to lower car park. Material: 'Kobra' Granite by Hardscape.
Finish: Sawn sides and bottom, fine picked top.
Colour: Kobra Green 50% and Kobra 50%
Unit size: 140mm (w) x 140-280mm (l) x 75mm (d) (following civil engineer, previously 150mm here) (21/07/2022)
Laying: Staggered joints
Notes: Suitable for vehicular overrun. Contrasting to surrounding Yorkstone.

P4 Exposed Aggregate Pre-cast Block Paving
Location: to car park
Material: Kellen Breccia by Hardscape
Colour: Tagenta B (with Tagenta D double header)
Unit size: 200mm (w) x 300mm (l) x 80mm (d)
Laying: Stretcher Bond
Notes: Suitable for vehicular overrun.

P5 Exposed Aggregate Pre-cast Block Paving
Location: to car park pedestrian areas
Material: Kellen Breccia by Hardscape
Colour: Tagenta E
Unit size: 200mm (w) x 300mm (l) x 80mm (d)
Laying: Stretcher Bond
Notes: Suitable for vehicular overrun.

P6 Granite Hazard Warning Corduroy Paving
Location: to top and bottom of steps
Material: 'Kobra' Granite by Hardscape
Finish: Flamed. Colour: Kobra
Unit size: 400mm (w) x 400mm (l) x 50mm (d)
(Thickness TBC by engineer)
Jointing: Steintec Tufftop to supplier's recommendation
Priming Mortar: Steintec Tuffbond to supplier's recommendation

P14 Granite Cycleway Demarcation Paving
Location: to demarcate shared surface
Material: 'Kobra' Granite by Hardscape
Finish: Flamed. Colour: Kobra Grey
Unit size: 400mm (w) x 400mm (l) x 50mm (d)
(Thickness TBC by engineer)
Jointing: Steintec Tufftop to supplier's recommendation
Priming Mortar: Steintec Tuffbond to supplier's recommendation

P7 Granite Blister Paving
Location: to uncontrolled pedestrian crossings.
Material: 'Kobra' Granite by Hardscape
Finish: Flamed. Colour: Kobra (LRV contrast to be confirmed by supplier)
Unit size: 400mm (w) x 400mm (l) x 50mm (d)
(Thickness TBC by engineer)
Jointing: Steintec Tufftop to supplier's recommendation
Priming Mortar: Steintec Tuffbond to supplier's recommendation

P8 Granite Blister Paving
Location: to controlled pedestrian crossings.
Material: Granite.
Finish: Flamed. Colour: Zimbabwe Red
Unit size: 400mm (w) x 400mm (l) x 50mm (d) (Thickness TBC by engineer)
Jointing: Steintec Tufftop to supplier's recommendation
Priming Mortar: Steintec Tuffbond to supplier's recommendation

P9 Gravel Maintenance Path
Location: west of Building 1
Material: Loose Grey Limestone Aggregate by CED
Unit size: 20mm
Laying: 60mm deep

P10 Car Park Surfacing
Hot rolled asphalt to engineer's specification

P11 Vehicle Ramp
Surface to vehicle access ramps to engineer's specification

P13
Paving Demarcation Studs, Stainless Steel
Denoting line of adaptation. Final adoption of line TBC.
Dimensions: 25mm diameter, circular surface textured, at 1m intervals.
Supplier: Urban Finish, tel. 0843 289 4852, or equal and approved.

WALLING, STEPS KEY

Solid Granite Step Units
Location: To meet public footpath on Corporation Street and pedestrian access to Victoria Station
Material: 'Scoutmoor' Yorkstone by Marshalls
Finish: Diamond Sawn.
50mm width granite contrasting nosing (LRV contrast to be confirmed by supplier).
Unit size: 330mm (tread) x 160mm (riser) x length varies
To include pencil round nose radius to step nosing and exposed ends.

Stone Clad Walls
Location: South of Resi 2, to entrance space on Corporation Street
Refer to edgings plan and cutting schedules for detailed specification.
Material: Slate / Granite by Hardscape
Colour: Kobra / Cumbiran Black
Finishes: Refer to edgings plan and cutting schedules
Unit size: Facing panel - height varies to suit levels x 30mm (d) x length varies.
Coping stone - 300-400mm (w) x 150mm (d) x length varies.
Notes: Anti skate notches cut into coping units where joints meet.
Mechanical fixing to engineer's spec.

Existing Brick Retaining Wall
Location: to Cheetham Hill Road bridge.

Proposed Brick Wall
New brick wall parapet on existing brick retaining wall leading to Cheetham Hill Road bridge. Refer to Arup details

Revisions:

1. Planters moved south 250mm to avoid building slab.

Rev	Date	Status and Description	Drawn	Apprvd.
S4 P21	14/12/2022	CLIENT APPROVAL	TF	AM
A5 C05	25/11/2022	CONSTRUCTION	TF	AM
S3 P20	19/10/2022	CLIENT REVIEW / APPROVAL	TF	AM
A5 C04	22/07/2022	STAGE 5 In abeyance (highlighted in blue): 1) Layout of planter/walling and steps at road level outside Building II. Updated proposals not shown yet. Caveated 'in abeyance'. Revisions (highlighted in red): 1) Notes added on civil engineer's information and on samples added to general notes. Key: 2) P3 - depth of paving adjusted to engineer's. 3) paving / wall finishes updated in key in line with planning submission	JD	AM
S4 P19	15/09/2021	PLANNING	TF	AM
A5 C03	02/07/2021	STAGE 5	TF	AM
A5 C02	17/06/2021	STAGE 5	TF	AM
S1 P18.1	15/06/2021	COORDINATION	TF	AM
S3 P18	13/05/2021	STAGE 5	TF	AM
S3 P17	29/04/2021	STAGE 5	TF	AM
A5 C01	07/04/2021	STAGE 5	TF	AM
16	02/12/2020	STAGE 4	TF	KR
15	05/06/2020	STAGE 4	AM	AM
14	21/05/2020	STAGE 4	AM	AM
13	23/03/2020	INTERIM STAGE 4	TF	KR
12	03/03/2020	INTERIM STAGE 4	TF	KR
11	06/02/2020	INTERIM STAGE 4	AM	KR
10	22/01/2020	TENDER ADDENDUM	AM	KR
09	16/02/2017	TENDER ADDENDUM	AM	AM
08	09/02/2017	TENDER ADDENDUM	AM	AM
07	13/12/2017	TENDER ADDENDUM	DF	AM
06	22/11/2017	TENDER ADDENDUM	DF	AM
05	17/10/2016	TENDER	DF	AM
04	03/10/2016	DRAFT	DF	AM
03	30/03/2016	For Planning	JD	KR
02	17/03/2016	For Planning	JD	KR
01	24/02/2016	For Planning	JD	KR
00	04/02/2016	For Planning	JD	KR

NOTE: FORMERLY DRAWING PL1487.VW.115

NOTES:
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7. For all sub-surface and structurally relevant elements refer to the engineers' details and specification.
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Please consult with us in case of inconsistencies with engineers' information.
8. Submit proposals and samples for all surface materials for approval prior to construction.

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Project NEW VICTORIA

Client Muse Developments

Drg title Hardworks Upper GA

Drg nr VIC-PIE-EZ-00U-DR-L-00115

Scale 1:250@A1 Date: 24/02/16 Drawn JD/AM/DF

Status Stage 5 Revision P21 Checked AM

Electric Vehicle Barrier Protection
Location: Lower Ground Car Park.
Product ref: TBC
Material: Hot-dip galvanised steel
Size: TBC
Colour: Powder coated RAL 9005.
Fixing: Surface mounted.
Supplier: Bollard Street Street Furniture Specialists.

Pumping Kiosk
Location: Lower Ground Car Park.
Colour: RAL 9005 - TBC with architect.
Specification by MEP engineer.

Generator
Location: Lower Ground Car Park.
Size: 5106mmL x 1553mmW.
Specification by MEP engineer.

Condenser
Location: Lower Ground Car Park.
Specification by MEP engineer.

Fire Hydrant
Location: Lower Ground Car Park.
Specification by MEP engineer.

BOUNDARIES

Site Boundary (planning)

Culvert 8m easement.

FURNITURE AND ELEMENTS KEY

Palisade Fencing
Location: to Cheetham Hill Road Network Rail boundary
Material: Mild steel
Supplier: Jackson's Fencing
Finish: Hot-dip Galvanised
Unit size: 2.1m height
Note: Gate to match. Locking mechanism to be agreed with Network Rail.

Existing Weldmesh Boundary Fence
Retained as existing.

Proposed Weldmesh Boundary Fence
Location: to Victoria Station Network Rail boundary
Euroguard Fence
Spec: Euroguard, flatform medium fencing,
Jacksons Fencing
Size: 2100mm (h)
Finish: Weldmesh Powder coated RAL 9005
Accessories: Gates to match. Locking mechanism to be agreed with Network Rail.

Security Fencing
Location: to entrance to residents car park
Spec: Bespoke louvred vertical bar fencing
Material: Powder coated steel
Supplier: Jackson's Fencing
Finish: Powder coated to RAL9005
Unit size: 2.1m height
Note: Gate to match. Locking mechanism to gates to be agreed with Network Rail.

Balustrading
Location: to retaining wall south of Building 2
Spec: Bespoke louvred vertical bar balustrade to match fencing
Material: Powder coated steel
Supplier: Jackson's Fencing
Finish: Powder coated to RAL9005
Unit size: 1.1m height
Note: to withstand vehicluar impact

Proposed Balustrade
Location: North of Residential Building 2
Size: 1.1m height.
Posts: 20mmD x 50mmW.
Pales: 10mmD x 40mmW flat bars at 100mm spacing.
Material: Hot dip galvanised steel.
Finish: Powder coated RAL 9005.
Fixing to engineer's approval.

Proposed Louvered Fence
Location: To generator containment
Product: Screenocgril Louvered Fence Panel System
Size: Height TBC by engineer.
Material: Hot dip galvanised steel.
Finish: Powder coated.
Colour: RAL 9023 Matt Metallic Grey.
Accessories: To include matching top covering and access gate. Gate width and top covering height TBC by engineer.
To have 50% clear void.
Fixing: Surface mounted to engineer's specification.
Supplier: CLD Fencing Systems.

Handrail
Location: To all external steps
Material: Grade 316 Brushed Stainless Steel
Finish: Brushed Stainless Steel
Integrated LED downlights to handrails. Refer to lighting plans for locations and specification.
Refer to drawing VIC-PIE-EZ-00U-DR-L-00006 for further details

Static bollard (Root fixed) - B1
Location: to edge of podium slab
Spec: Ridge Stainless Steel bollard, supplied by Broxap
Material: Grade 316, 240 grit matt satin polished stainless steel
Unit size: 140mm (ø) x 1000mm
Notes: Root fixed below ground

Static bollard (Surface mounted) - B2
Location: to edge of podium slab
Spec: Ridge Stainless Steel bollard, supplied by Broxap
Material: Grade 316, 240 grit matt satin polished stainless steel
Unit size: 140mm (ø) x 1000mm
Notes: Surface mounted.

Static bollard (Root fixed) - B3
Location: Cheetham Hill Road
Spec: Rhinoguard 72/30 Ultra Shallow 50. Supplier: Marshalls.
Finish: Westminster Sleeve.
Size: 260 X 140mm aperture.

Motorcycle Parking Ground Anchor
Location: Car park.
Spec: 17no. Rotating hardened steel with chrome finish, supplied by Broxap
Unit size: 280mm (ø) x 30mm (h)

Bicycle Parking
Cycle Parking: Two Tier Cycle Rack. Supplier: Bike Dock Solutions ref: BDS0025
Finish: Galvvanised steel
Notes: surface mounted to engineer's detail. 228 no. spaces.

Visitor Bicycle Parking (Surface mounted) - CS1
Location: to Podium north of Resi 1.
Spec: Sheffield type cycle stand, supplied by Broxap ref: BXMW/GS/Sheffield-Stand
Material: Grade 304 Polished stainless steel in the public realm, galvanised steel inside the development.
Unit size: 800mm (h) x 715mm (w) at 1000mm centres
Notes: Surface mounted. 2no. Stainless Steel

Visitor Bicycle Parking (Root Fixed) - CS2
Location: to Corporation Street
Spec: Sheffield type cycle stand, supplied by Broxap ref: BXMW/GS/Sheffield-Stand
Material: Grade 304 Polished stainless steel in the public realm, galvanised steel inside the development.
Unit size: 800mm (h) x 715mm (w) at 1000mm centres
Notes: Root Fixed. 4no. Stainless Steel

Hoop Barriers (Surface mounted) - HB
Location: to car park
Spec: BX14 Hoop Barriers
Material: galvanised steel
Unit size: 800mm (h) x 1500mm (w) x 48mm (d)
Supplier: Broxap or similar and approved.
Notes: Surface mounted

Hoop Barriers (Root fixed) - HB2
Location: to car park
Spec: BX14 Hoop Barriers
Material: galvanised steel
Unit size: 800mm (h) x 1500mm (w) x 48mm (d)
Supplier: Broxap or similar and approved.
Notes: Root fixed

Proposed Lighting Column
Location: to Corporation Street
Spec: TBC by M&E Engineer
Notes: fixed below ground

Demarcation Studs
Location: To Adoptable line
Spec: Kent Stainless, demarcation studs, KDS25
Size: 25mm (Diametre)
Spacing: 500mm centres

Wind Mitigation Panel
Location: Site wide (to engineer's location)
Spec: Panels of various height and permeablility, subject to further design.
A Panel A: 3m (h) x 3.3m (w), 30% perforation
B Panel B: 3m (h) x 1.5m (w), 30% perforation
C Panel C: 2.5m (h) x 5m (w) 30% perforation
D Panel D: 3m (h) x 2.2m (w) 30% perforation
Notes: Fixing to engineer's specification. Panels shown differ from Arup Wind Mitigation Study.

Electric Vehicle Charging Points
EV
Location: Lower Ground Car Park.
Dimensions: 241mmW x 295mmL x 1330mmH.
Baseplate size: 370mmW x 400mmL.
Specification by MEP engineer. Fixing and foundation details to engineer's specification.

Electric Future Vehicle Charging Points
EV
infrastructure only.

Revisions:

1. Vehicular access barrier removed.
2. Planters / wind mitigation panels moved south 250mm to avoid building slab.
3. Section of palisade fence removed.
4. Knee rail omitted.

Rev	Date	Status and Description	Drawn	Apprvd.
S4, P16	14/12/2022	CLIENT APPROVAL	TF	AM
A5 C08	28/11/2022	CONSTRUCTION	JN	AM
A5 C07	25/11/2022	CONSTRUCTION	TF	AM
S3 P15	19/10/2022	CLIENT REVIEW / APPROVAL	TF	AM
A5 C06	02/09/2022	STAGE 5	TF	AM
A5 C05	16/01/2022	STAGE 5	TF	AM
A5 C04	12/11/2021	STAGE 5	TF	AM
S4 P14	15/09/2021	PLANNING	TF	AM
A5 C03	02/07/2021	STAGE 5	TF	AM
A5 C02	17/06/2021	STAGE 5	TF	AM
S2 P13	15/06/2021	STAGE 5	TF	AM
A5 C01	19/03/2021	STAGE 5	TF	AM

NOTE:
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3. The dimensions of all materials must be checked on site before being laid out.
4. This drawing must be read with the relevant specification clauses and detail drawings
5. Order of construction and setting out to be agreed on site.
6. This drawing is copyright protected and may not be reproduced in whole or part without written authority.
7. All Dimensions are in millimetres unless Otherwise Stated

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Project NEW VICTORIA

Client Muse Developments

Drg title Furniture GA

Drg nr VIC-PIE-EZ-ZZ-DR-L-00112

Scale 1:250@A1 Date: 17/10/17 Drawn AM

Status Stage 5 Revision P16 Checked AM

Appendix B
Car Parking Strategy

B.1.1 Introduction

Planning Condition 31 of the planning consent for development at New Victoria (Application Ref 111777/FO/2016/C1) states

> *"No part of the development shall be occupied unless and until details of a parking management strategy for residents who do not have a parking space within the development has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the residential element of the development hereby approved is first occupied."*

B.1.1.1 Car Parking Strategy

The car parking strategy for the New Victoria development is as follows:

- The development is located in Manchester city centre and is therefore highly accessible by sustainable modes of travel. Residential parking on-site is therefore limited, which is in line with MCC / TfGM city centre policies such as the City Centre Transport Strategy.
- Residents who need car parking will be able to rent a space and will be allocated a space. Access to the car parking will be controlled through a barrier and fob system with site parking controlled by Site Management. Access to the car park will be manged / controlled to prevent misuse and unauthorised access.
- Electric vehicle charging spaces are provided within the car park with the opportunity to increase the number of spaces as demand increases.
- For those residents who only need a car occasionally, there are car club options available. Details of local schemes are provided as part of the Travel Plan.
- For residents that have a car but do not have a parking space on site there are off street car parking options available locally with discounted rates for those purchasing a season ticket. Visitors will also be able to use one of the many short / long stay car parks if required.
- The on-street CPZ / parking controls manage any potential adverse parking issues from affecting nearby streets.

This Car Parking Strategy provides details of existing parking options on site and within the local area. It identifies a strategy to advise residents of alternative options to parking on site.

B.1.2 New Victoria Car Parking

The New Victoria development includes provision for parking at lower ground level. This comprises a mixture of vehicle and cycle parking as set out in the table below.

Residential Parking

Use	Parking Description
Car Parking	• 97 car parking spaces (4 of which have electric charging points) • 4 accessible (disabled) parking spaces
Motorcycle Parking	• 17 motorcycle parking spaces
Cycle Parking	• 260 cycle parking spaces for residents • 6 Sheffield stands providing 12 visitor cycle parking spaces

The car parking bays will be allocated for individual users and represents car parking provision for approximately 20% of the residential dwellings. A total of 4 electric car charging points are to be provided within the site. These spaces are located on the lower ground floor level, with two provided adjacent to the entrances of each residential block.

Access to the car park is via a priority junction with Corporation Street. An entry barrier is provided set back into the site approx. 30m at the top of the ramp which provides access into the lower ground level car park. Car parking spaces will be offered to new tenants and spaces allocated to residents that require it. Residents with a car parking space will be provided with a fob to access through the barrier. A layby is provided before the barrier and intercom system provided to enable drivers to communicate with site security to control the access barrier.

B.1.3 Existing Car Parking

B.1.3.1 Off-Street Car Parking

A number of car parks are located within approx. 300m walking distance of the New Victoria site. While all car parks are accessible 24 hours, the hourly rates are such that they are unlikely to provide parking for residents and are therefore aimed at visitors to the development. Car parks that offer discounted rates through purchase of a season ticket may, however, offer an option for residents.

Euro car park

Located to the north of the A665 Ring Road approx. 100m northeast of the site, this surface car park provides 66 parking spaces and is open 24 hours a day. The table below provides a summary of the car parking tariffs which provides for both short and long stay parking.

Parking Duration (hours)	**Price**
1	£4.00
2	£5.00
3	£6.00
4	£7.00
6	£7.50
12	£9.00
24	£9.50

RCP Parking

Located between A665 and Hanover Street, approx. 200m east of the site, these surface car parks provide a total of 229 car parking spaces (84 +145) and are open 24hrs. The car park is patrolled and uses prepayment with Automatic Number Plate Recognition for enforcement. The table below provides a summary of the car parking tariffs which provides both short and long stay car parking.

Parking Duration (hours)	**Price**
1	£2.50
2	£5.00
3	£7.50
4	£10.00
24	£13.00

APCOA Car Park Manchester Printworks

Located immediately north of Shudehill Interchange, approx. 250m east of the site, this 777 space multi storey car park provides short and long stay parking. It is open 24hrs a day with security and CCTV in operation. The table below provides a summary of the car parking tariffs which generally provide short stay parking at £2.50 an hour up to 4 hours with daily parking more expensive than other nearby car parks. However, monthly season tickets are available which would bring the daily cost to less than £4. The season ticket enables unlimited entry and exit during the period covered.

Parking Duration	**Price**
1	£2.50
2	£5.00
4	£10.00
6	£15.50
10	£22.00
24	£22.50
Month	£112.50

B.1.3.2 City Car Club

Enterprise Car Club vehicles are located across Manchester city centre in designated parking bays and can be reserved by the hour, day or for longer time periods. Vehicles can be reserved online, by phone or by using a mobile phone app and then unlocked using a membership card or app before driving away. This provides members with an alternative to private car ownership. The following table shows the locations within approx. 400m of the site:

Location	**Number of Cars**
104 High Street	2
Qpark Car Park	1
New Mount Street	1
20 St Mary s Parsonage	2
12 Queen Street	2
Fountain Street	2
Enterprise, Grand CarPark	2
Tariff Street	2
Blossom Street	3

B.1.3.3 On Street Car Parking

Limited on-street parking is provided on local streets surrounding the New Victoria development. There are some Pay and Display (P&D) on-street parking bays on Dantzic Street, which is located in Zone 2 of the city centre, charging from £1.45 for 30 minutes. Outside of these marked pay and display bays there are Traffic Regulation Orders in place that prevent on-street parking. These parking restrictions will help to ensure that the development does not result in any negative effects on parking within the area.

B.1.4 Car Parking Strategy

Based on the information above, the car parking management strategy for residents at New Victoria development is set out below.

B.1.4.1 On site car parking

Information provided at the point of rental will advise tenants that there is limited car parking within the site. At this stage, details of the site's Travel Plan will be provided and information on the sustainable travel options and specific travel plan measures be provided to new tenants. This will include information on walking and cycling routes as well as the location of nearby bus stops, Metrolink stops and rail stations and the range of services that serve them.

For residents that require a car parking space, on site car parking spaces will be allocated on the basis of a rental agreement. A specific space will be allocated and entry to the car park enabled with a fob to control the barrier. CCTV is provided within the car park and the use of spaces monitored.

B.1.4.2 Alternative options promoted

Given the site's city centre location and proximity to pedestrian, cycle and public transport infrastructure and services, it is reasonable to assume that many tenants may not need access to a car. For those that do not have an on site car parking space and may want to use a car, details of the following alternative options will be provided:

- Car share – through the occupiers' portal, residents can be put in touch with other residents to organise car sharing where feasible.
- Enterprise car club – details of the city's car share scheme will be provided. This will include details of cars parked nearby and how they can be booked. This will give residents the option to rent a car as and when needed.
- Alternative car parking spaces – details of nearby car parks can be provided to residents that require car parking. All parking is charged, with different hourly rates at different car parks. A number of off street car parks provide suitable parking for visitors to the site, however, the costs are such that they are unlikely to be suitable for residents. The APCOA Printworks multi storey car park provides monthly season tickets which would enable residents with cars to park nearby at a reasonable rate. The car park is covered, well lit and includes security and CCTV so provides secure car parking within a few minutes' walk of the New Victoria development.

Appendix C
Residents Travel Survey - draft

C.1.1 Residents Travel Survey - draft

This Residents Travel Survey is designed to help us understand how residents at New Victoria currently travel and information that you provide will be used in developing travel plan measures for the site.

Results will be used in an aggregated form and responses will not be individually identifiable.

The survey should take 5-10 minutes to complete.

SECTION 1 – INFORMATION

Q1 – How many people live at your property?

…

Q2 – How many cars / vans are owned by household members?

…

Q3 – Do you have a parking space at New Victoria?

- Yes
- No

Q4 – If you have a car and don't have a parking space, where do you generally park?

- On street
- Nearby surface car parks – eg Euro Car Parks and RCP Parking off A665 Ring Road
- Nearby multi storey car parks – eg APCOA Manchester Printworks
- Other, please specify

Q5 -How many bicycles are owned by household members (16+ years old)?

…

Q6 - Do you use the New Victoria cycle parking?

- Yes
- No

If not, why not?

SECTION 2 – TRAVEL DETAILS

The travel plan is primarily related to travel for work and reducing the impact of the development on peak commuter hours when the highway network is most congested. The following questions therefore relate to residents that are currently in employment. Subsequent questions consider travel related to other purposes.

Q7 Are you in employment?

- Yes, full time
- Yes, part time
- No

Q8 - If Yes, how many days a week do you travel to get to your place of work or for work purposes?

- 0
- 1
- 2
- 3
- 4
- 5+

Q9 – If Yes, how do you most frequently travel to / from your home to / from work (choose the mode you use most often and greatest proportion of the journey distance)

- Walk
- Cycle
- Bus
- Rail
- Metro
- Car alone
- Car share (driver/passenger)
- Other – please specify

Q10 – What is the greatest influence on your travel choice for your journey to work – select at most 3 options?

- Quickest option
- Cost
- Environmental concerns
- Health and wellbeing
- Other commitments (is school run, carer responsibilities)
- Reliability

- Allows you to do other things during the commute (ie read, work etc)
- Personal safety
- Lack of alternative options
- Less stressful
- Parking issues
- Parking availability
- Need car for work
- Convenience and comfort
- Shower / changing facilities
- Disability
- Other – please specify
- N/A

Q11 – How do you most frequently travel to / from your home for the following activities? (choose the mode you use most often) – to be completed by each adult (16+ years old)

Journey to / from shopping:

- N/A – I don't travel to shop
- Walk
- Cycle
- Bus
- Rail
- Metro
- Car alone
- Car share (driver/passenger)
- Other – please specify

Journey to / from education:

- N/A – I don't travel for education
- Walk
- Cycle
- Bus
- Rail
- Metro
- Car alone
- Car share (driver/passenger)
- Other – please specify

Journey to / from leisure:

- N/A – I don't travel for leisure
- Walk
- Cycle
- Bus
- Rail
- Metro
- Car alone
- Car share (driver/passenger)
- Other – please specify

Journey to / from health services:

- N/A – I don't travel for health services
- Walk
- Cycle
- Bus
- Rail
- Metro
- Car alone
- Car share (driver/passenger)
- Other – please specify

SECTION 3 – FUTURE PLANS

Q12 – Below are some ideas for reducing the number of single occupancy car journeys to / from New Victoria. Tick one box in each to show how useful you would find each idea.

Help finding car share partners who have similar travel / work patterns

- Very useful
- Fairly useful
- Not very useful
- No use at all

A site car club

- Very useful
- Fairly useful
- Not very useful
- No use at all

Cycle training sessions

- Very useful
- Fairly useful
- Not very useful
- No use at all

Cycle maintenance workshops

- Very useful
- Fairly useful
- Not very useful
- No use at all

Active travel forums – eg Bicycle user group

- Very useful
- Fairly useful
- Not very useful
- No use at all

Personalised journey planning

- Very useful
- Fairly useful
- Not very useful
- No use at all

Do you have other ideas to encourage you to travel by sustainable modes of transport rather than the car?

…

Please provide any other comments you wish to make in relation to transport / travel in the local area.

…