

Citylabs 2.0

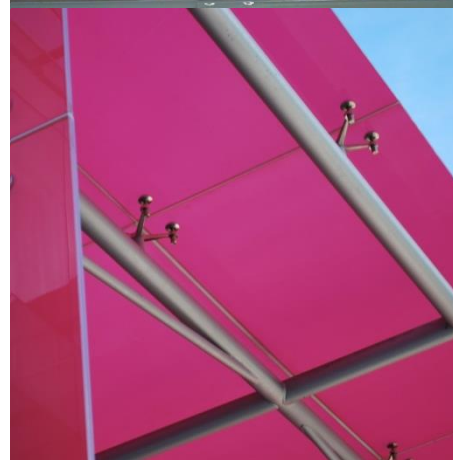
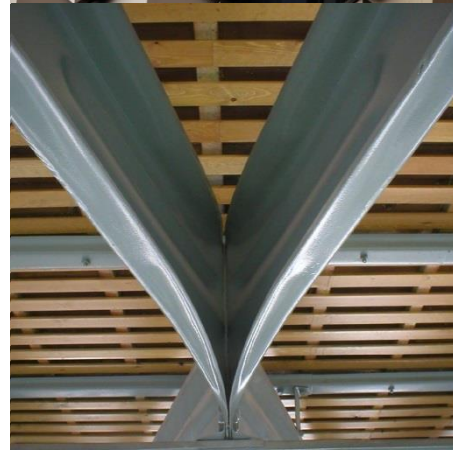
Travel Plan

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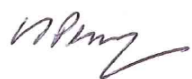


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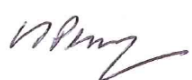
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Citylabs 2.0 Limited to provide traffic and transportation advice in relation to the Citylabs 2.0 development along Hathersage Road, Manchester. Citylabs 2.0 will be a part of the wider Citylabs campus, aimed at life science and healthcare businesses.

1.1.2 The development proposals were submitted to Manchester City Council in 2016 and granted planning approval in 2017 (planning reference: 114882/FO/2016) with the following description:

“Phase 1: Partial demolition of existing link bridge and construction of a six storey building for Office (Use Class B1a), Research and Development (Use Class B1b), Clinic, Health Centre, non residential Education and Training (Use Class D1), including external repairs to the Chapel, servicing, highway works, temporary landscaping and relocation of six car parking spaces; and

Phase 2: Partial demolition of existing north and central rear wings of Old St Mary's Hospital, refurbishment of retained buildings, including the Chapel, and construction of a seven storey building for Office (Use Class B1a), Research and Development (Use Class B1b), Clinic, Health Centre, non residential Education and Training (Use Class D1), retail (Use Class A1) and Café / Restaurant (Use Class A3), associated servicing, highway works and permanent landscaping.”

1.1.3 When complete, Citylabs 2.0 will comprise a new build development for office (Use Class E(g), formerly Use Class B1) and laboratory accommodation (Use Class E(g), formerly Use Class D1) on ground floor level and 5 upper floors, with associated landscaping. The total development quantum comprises 119,382 sq. ft Gross Internal Area (GIA) (91,795 sq. ft Net Internal Area (NIA)).

1.1.4 At the time of writing, construction of the development is nearing completion. Shell and core works were completed in June 2020, and the fit out works have a target date for completion of June 2021. The site layout is provided in **Appendix A** to the rear of the report.

1.1.5 The occupier of Citylabs 2.0 will be QIAGEN Manchester. They will commence their move into Citylabs 2.0 from their existing premises at Manchester Science Park following the completion of the fit out works.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

Source: National Planning Policy Framework, DCLG, 2019.

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel. Such a plan should include a range of measures designed to achieve this goal.

1.3 Purpose of the Report

- 1.3.1 AECOM previously prepared a Framework Travel Plan (FTP) (document reference: 60507568) in December 2016 to accompany the planning application. The 2016 FTP included both Citylabs 2.0 and the neighbouring Citylabs 3.0 site. Since this has been submitted, Conditions 34A and 34B of the planning consent state the following:

“Before each building is first occupied a Travel Plan for the relevant building shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

Within six months of the first use of each building, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.”

- 1.3.2 As such, this TP has been prepared to discharge condition 34A. This report is a Full TP, which is prepared upon construction and operation of a site. It includes a list of measures that are being / will be implemented to affect modal choice, and a management strategy for implementation of these measures. For consistency, the contents of the 2016 FTP has been reviewed and is referenced in this document where appropriate.
- 1.3.3 Transport for Greater Manchester (TfGM) endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage ‘active travel’ which improves peoples’ health. According to TfGM’s document ‘Transport for Sustainable Communities: a Guide for Developers’, a TP should achieve:

- *“A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options.”*

Source: *Transport for Sustainable Communities: a Guide for Developers*, TfGM, 2013

1.3.4 This document has been written with reference to the above statement, and the following policy and guidance documents:

- National Planning Policy Framework, DCLG, 2019;
- National Planning Practice Guidance, DCLG, 2014; and
- Greater Manchester Transport Strategy 2040, TfGM, 2021.

1.4 Structure of the Report

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful TP. It also sets out key aims and objectives for the TP process.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout. **Section 4** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.

1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.4 **Section 6** provides Travel Plan Targets, outlining the **SMART** targets following the completion of the baseline travel surveys.

1.4.5 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the TP process progresses.

1.4.6 **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be categorised under three main headings:

- Environmental Benefits;
- Health Benefits; and
- Financial Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful travel planning process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport (DfT) show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda as follows.

2.2.2 The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"A net-zero greenhouse gas emissions (GHG) target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990."

Source: *Net Zero: The UK's contribution to stopping global warming*, Committee on Climate Change, 2019.

2.2.3 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses and the economy. These include:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, HGVs, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);
- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and

- Trebling the number of **electric vehicle public charging points**.

2.2.4 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.

2.2.5 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

2.2.6 Under Policies 3, 4, and 10, the Transport Strategy states that TfGM will:

- *“maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods);*
- *work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.*
- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change.”*

2.2.7 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). The framework details MCC’s commitments to limiting the impacts of climate change by adopting and meeting objectives such as:

1. *“Carbon Reduction and Contributing to the Paris Agreement*
2. *Improving (our) residents’ health, wellbeing and quality of life*
3. *Creating good jobs, supporting successful businesses and attracting investment.”*

Source: Draft Manchester Zero Carbon Framework, MCC, 2019.

2.2.8 Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

- 2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: Health Survey for England, DoH, 2016.

- 2.3.2 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: Start active, stay active: report on physical inactivity in the UK, DoH, 2011.

- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and ongoing cost of car ownership.
- 2.4.3 An effective TP can help encourage staff and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

- 2.5.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on staff and visitors at Citylabs 2.0. They must be communicated correctly:

"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.6 Travel Plan Aims & Objectives

- 2.6.1 Considering the above benefits and the end users, this TP aims to facilitate any staff or visitor travel by modes of transport other than the private car, thus reducing the environmental impact of travel to the development.
- 2.6.2 The aims of this TP will be supported with the following objectives:
- **Objective TP1** – To minimise single occupancy car trips by staff and visitors;
 - **Objective TP2** – To reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
 - **Objective TP3** – To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car;
 - **Objective TP4** – To highlight the health and environmental benefits of using sustainable travel modes; and
 - **Objective TP5** – To enable people to make more informed and therefore better choices.
- 2.6.3 The above aims and objectives have been prepared with reference to the 2016 FTP to ensure consistency of approach.

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located to the east of the B5117 Oxford Road and is approximately 1.6km south of Manchester City Centre. The site is bordered by the Saint Mary's Sexual Assault Referral Centre to the west, York Place Street and the NHS Clinical Sciences Building to the north, The Boulevard and the Ronald McDonald House to the east, and Hathersage Road to the south.

3.1.2 The Manchester Oxford Road Corridor is Greater Manchester's central business and education district, and one of the largest clusters of health research, practice and commercial development. It is also home to Manchester University NHS Foundation Trust (MFT) hospitals, Universities and Manchester Science Park. The Oxford Road Corridor is easily accessible and well-connected by public transport.

3.1.3 **Figure 3.1** below shows the wider site in relation to the highway network:



Figure 3.1 – Site Location in Relation to the Local Highway Network
(Source: OS Maps)

3.2 Access Arrangements

- 3.2.1 Historically, the site comprised the Old Saint Mary's Hospital which was accessed directly off Hathersage Road, but this was demolished in 2009 when the NHS' Oxford Road Campus underwent refurbishment works.

Pedestrian and Cycle Access

- 3.2.2 Upon completion of Citylabs 2.0, the main pedestrian access of the building will be at a landscaped area to the corner of The Boulevard and York Place Street to the north of the site.
- 3.2.3 Pedestrians and cyclists will also be able to access the site from Hathersage Road or The Boulevard, where a secure cycle store is located to the east of the building, accessed from a footpath separated from The Boulevard by a grass verge.

Disabled Access

- 3.2.4 The development has been designed and built to account for varying levels of disability and visual impairment, where there is level access from York Place Street to the atrium (and onto Oxford Road beyond), The Boulevard, and Hathersage Road.
- 3.2.5 The site benefits from an uncontrolled pedestrian crossing point across Hathersage Road which comprises a pedestrian refuge island and dropped kerbs with tactile paving, and its proximity to the Oxford Road/Hathersage Road junction which features a signalised pedestrian crossing across all arms of the junction.
- 3.2.6 Wheelchair refuge points are provided in each escape stair, and lifts are provided to each level of the development.

Vehicular Access

- 3.2.7 There will be two accessible car parking spaces for disabled users located to the north of the building off York Place Street, which are also proposed as a drop-off point for the site. There will be no other dedicated car parking provided onsite. In addition, there will be a layby located to the rear of the building off Hathersage Road (to the west of its junction with The Boulevard) to accommodate servicing and delivery vehicles. The lay-by will be located within the site boundary (instead of along the public highway, therefore avoiding disruption to the adjacent highway network), with access and egress formed by dropped kerb areas, similar to those previously in place serving the now-demolished Old Saint Mary's Hospital.
- 3.2.8 A one-way system for all vehicles is proposed for the lay-by, with entry via Oxford Road from the west and egress turning left on to Hathersage Road. Swept path analyses have been provided as part of the consented Transport Statement for a large 11.4m refuse vehicle and 10m rigid vehicle, demonstrating that appropriate turns to access the service bay area using the entry and exit approach can be achieved.

- 3.2.9 The servicing lay-by will be controlled by hydraulic dropped bollards at the exit, which will be controlled/released by reception, to ensure that access to the facility is restricted to authorised vehicles only, and to ensure that it will not be abused by general vehicles. The lay-by is also designed to accommodate two 7.5 tonne box vans at any one time to accommodate multiple deliveries and mitigate the unlikely risk of waiting vehicles.
- 3.2.10 Additional strategies to be adopted to ensure use of the lay-by is maintained for service vehicles include a servicing management strategy, recording and coordinating delivery timings, and the use of CCTV footage to prevent misuse.

3.3 Parking Provision

Car Parking

- 3.3.1 Due to the location of the site to the Oxford Road Corridor, it is envisaged that the majority of staff and visitors to the site would arrive by public transport.
- 3.3.2 There will only be two accessible car parking spaces for disabled users provided onsite. Should staff and visitors choose to travel by car, the site is located close to two large MSCPs within the wider MFT site (Hathersage Road MSCP and Grafton Street MSCP, located c. 350m to the east of the site and c. 550m to the north of the site respectively). The occupier – QIAGEN – will have access to 140 dedicated parking spaces within the Grafton Street MSCP under licence from Citylabs 2.0 Limited.
- 3.3.3 As part of the 2016 FTP, a plan was produced which illustrates additional car parks located within the vicinity of the site. This plan is reproduced in **Figure 3.2** below, and the car park details are replicated in **Table 3.1**:

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
1	Wilmslow Park MSCP (known as Q-Park), M13 0JQ	50m	429	3	0
2	Worldwide Food Store, M14 5TP	250m	100	0	0
3	Hathersage Centre MSCP, M13 0FH	350m	1,616	42	2
4	University of Manchester (Car Park F), Dilworth Street, M15 6JA	500m	244	8	0
5	Grafton Street MSCP, M14 9WL	550m	1,772	100	4
6	Thurloe Street, M14 5SG	650m	40	3	0
7	Oundle Close (known as SIP Car Parks, 16 Walmer Street), M14 5TQ	700m	119	0	0
8	University of Manchester (Car Park E), Cecil Street, M15 6GD	750m	363	4	4

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
9	University of Manchester (Car Park G), Dover Street / Rumford Street, M13 9GB	950m	162	10	0
Total:			4,845	170	10

Table 3.1 – Existing Off-Site Car Parking Provision

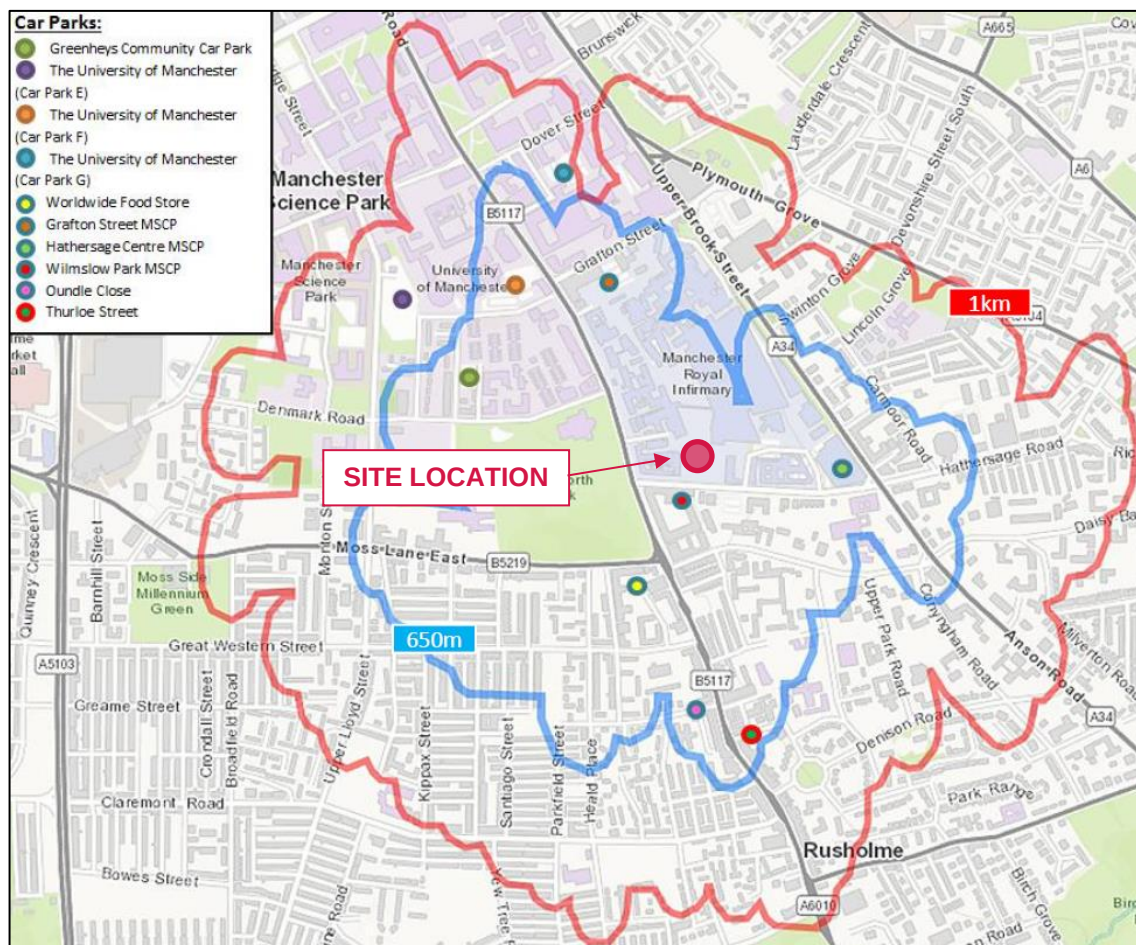


Figure 3.2 – Car Parks Located within a 1,000m Walking Distance of the Site

(Source: AECOM Framework Travel Plan, 2016)

- 3.3.4 The above table demonstrates 9 car parks were found within a 12-minute walk of the site (assuming an average walking speed of 1.4m/s), providing car parking provision for approximately 4,845 vehicles (plus 170 disabled parking bays and 10 Electric Vehicle (EV) charging bays). The Greenheys Community Car Park pictured in **Figure 3.2** is no longer in operation at the time of writing.
- 3.3.5 Of this parking provision, approximately 2,389 spaces (plus 53 disabled parking bays and 2 EV charging bays) are within a 500m (6-minute) walk. It is therefore considered there is adequate opportunity for off-site parking should future staff and visitors choose to travel by car. This TP will however promote and encourage active and sustainable travel where possible.

Cycle Parking

- 3.3.6 Secure and covered cycle parking for staff is provided at the site in the form of a bicycle store that can be accessed off The Boulevard. The cycle store can accommodate 28 bicycles on a double rack, 6 bicycles on a ceiling mounted rack, and there would also be 12 Sheffield cycle stands (24 spaces), totalling a provision of 58 spaces across the site.
- 3.3.7 In addition, there are separate male and female changing rooms adjacent to the bicycle store, with 4 showers (including Disability Discrimination Act (DDA) compliant showers) and 20 lockers in each. This is one of the many initiatives to encourage more employees and visitors to travel by sustainable modes.

3.4 Local Highway Network

Hathersage Road

- 3.4.1 Forming the southern boundary of the site, Hathersage Road commences at a signalised junction with the B5117 Oxford Road west of the site and extends in an easterly direction for approximately 1km. At its eastern terminus, it meets the A5184 Plymouth Grove and Plymouth Grove West at a four-arm signalised junction. The road also intersects the A34 Upper Brook Street at a four-arm signalised junction.
- 3.4.2 The road is a single carriageway with one lane in either direction, and is approximately 8.5m in width including turning lanes. There are wide footways of c. 2.5m on both sides of the road, which are complete with dropped kerbs and tactile paving. Pedestrian infrastructure is in good condition along the road as the footways are well-maintained, and there are also signalised crossing points along the major junctions to facilitate crossing in a safe manner. There is also a pedestrian refuge island slightly west of the site. Towards the east of the site, there is pedestrian guard railing to separate the footway from the road.
- 3.4.3 Hathersage Road is well-lit with streetlights at regular intervals and is subject to a speed limit of 30mph in the vicinity of the site. This speed limit drops to 20mph further east of the site beyond the signalised junction with the A34 Upper Brook Street. This is enforced by physical traffic calming measures such as the narrowing of the road at certain points.
- 3.4.4 Traffic Regulation Orders (TROs) in the form of single and double yellow parking restrictions (no waiting unless within permitted hours, and no waiting at any time respectively) are also present on both sides of the road. Parking in this area is not permitted due to its proximity with the hospital accesses.

B5117 Oxford Road ("Oxford Road Corridor")

- 3.4.5 To the west of the site, Oxford Road serves as one of the busiest bus corridors in Europe, extending for approximately 2km in a north to south alignment. The road commences as a continuation of the A34

Oxford Street at a priority junction with New Wakefield Street, and links Manchester city centre to the university campuses, the MFT Oxford Road Campus, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the “Curry Mile”) from then on.

- 3.4.6 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.
- 3.4.7 There are also ‘Dutch-style’ segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with a Zebra crossing for pedestrians to walk in between the bus stops and the pavement.
- 3.4.8 Pedestrian infrastructure exists in the form of wide footways with an average width of c. 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting at regular intervals, together with many signalised Toucan crossings along the length of the road to allow pedestrians and cyclists to cross the road in a safe manner. There are also pedestrian refuge islands present along the road.
- 3.4.9 Oxford Road is subject to a speed limit of 20mph throughout. TROs are present in the form of double yellow parking line restrictions along the entirety of the road.
- 3.4.10 Many buses serve the Oxford Road corridor, and there are many bus stops with excellent infrastructure (e.g. shelter, pole, seating, timetable information) provided along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, retail shops, and several public spaces including parks.

The Boulevard

- 3.4.11 Forming the eastern boundary of the site, The Boulevard connects the MFT Oxford Road Campus to Hathersage Road. The Boulevard extends for c. 400m in a northerly direction and terminates near the Citylabs 1.0 campus, where there is no through access onto the Grafton Street MSCP.
- 3.4.12 The road comprises a single carriageway with an average width of c. 6m, and has good pedestrian infrastructure such as well-maintained footpaths separated from the carriageway by a wide grass verge. The hospital campus is well-lit with street light columns at regular intervals, and there are crossing points with dropped kerbs and tactile paving throughout (pedestrian refuge island at its junction with Hathersage Road, zebra crossings further into the hospital campus).
- 3.4.13 The road is subject to a speed limit of 10mph, and there are TROs in the form of double red line restrictions (no stopping at any time) throughout the entirety of The Boulevard. There is also a bus stop

within The Boulevard, opposite the Patrick Cryne Building (Adult Rehabilitation) of Manchester Royal Infirmary (MRI). Further details of buses that call at this stop are detailed in **Section 4.4** below.

York Place Street

- 3.4.14 Forming the northern boundary of the site, York Place Street extends for c. 150m between The Boulevard and Oxford Road; however, vehicular access/egress onto Oxford Road is restricted to authorised vehicles only and is controlled by access gates. Pedestrians (and cyclists who dismount and push their bicycles through) can still utilise the link as there are footways adjacent to the gated access on Oxford Road and along the length of the road.
- 3.4.15 The road comprises a two-way single carriageway with an average width of c. 5.5m, and is bordered by disabled parking and parking for lab couriers to the neighbouring hospital buildings (Clinical Sciences Centre and mortuary). The road shares similar characteristics to The Boulevard, such as double red line TROs and low speed limits.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this development. These are reproduced in **Table 4.1** below:

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced in the 2016 FTP. This is reproduced in **Figure 4.1** below, showing distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips; which are considered a good approximation for the majority of trips associated with the development.

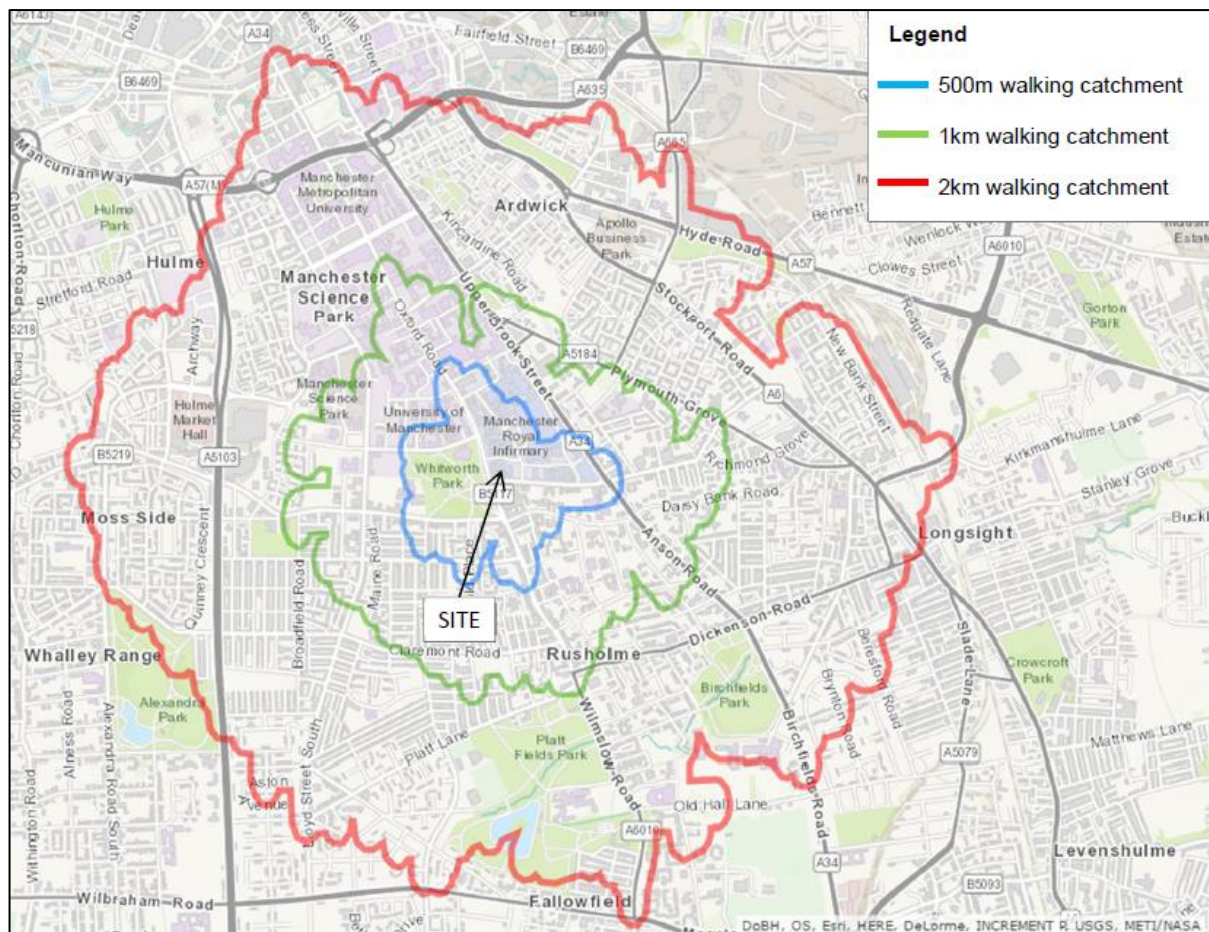


Figure 4.1 – Indicative Walking Catchment

(Source: AECOM Framework Travel Plan, 2016)

- 4.2.3 Residential areas within a 500 – 1,000m walking distance of the site (c. 12 minutes' walk, assuming an average walking speed of 1.4m/s) include Rusholme and Victoria Park. Additionally, areas of Fallowfield, Moss Side, east of Hulme, Ardwick, and Longsight can be accessed within a 2,000m walking distance of the site (c. 25 minutes' walk). Walking as a mode of commuting to work is a viable option for staff who live within these areas.
- 4.2.4 A wide range of local amenities can be accessed within a 500m walk of the site, most notably the bus stops along the Oxford Road corridor. These public transport stops host services to areas within Greater Manchester and beyond (detailed in **Section 4.4** below). Other local amenities include Manchester Royal Infirmary, Manchester Eye Hospital, St Mary's Hospital, Royal Manchester Children's Hospital, WHSmith, Marks and Spencer, Oxford Road Corridor shops (Post Office, Nisa Local, Poundland, Caffè Nero, Subway, Tim Hortons, Tesco Express, Lidl, Superdrug, Wetherspoons Public House), Whitworth Park and the Curry Mile.
- 4.2.5 Further services and facilities are also accessible within the 1,000m catchment – in addition to those already discussed, these include various amenities on Oxford Road including coffee shops such as Starbucks and Costa, restaurants including McDonalds and Dominos, convenience stores such as

Morrison's and Sainsbury's, public houses, pharmacies and healthcare centres, the University of Manchester (UoM), and Manchester Metropolitan University (MMU).

4.2.6 There is a close working relationship between Manchester Science Park (MSP), UoM, MMU, and the Central Manchester University Hospitals and given the distances involved, walking is likely to be the primary mode of travel between these facilities.

4.2.7 There are a number of additional facilities and services available within a 2,000m walk of the site such as Manchester Aquatics Centre, the outskirts of Manchester city centre, key transport links such as Manchester Oxford Road rail station, green spaces, several other GPs within Hulme, Ardwick, Victoria Park, Fallowfield, and Longsight. It is considered that the majority of everyday facilities and goods can be accessed within a 2,000m walk of the site.

4.2.8 Overall, it is considered that the site is highly accessible by foot. There are a significant number of residential areas and retail, employment, education, health and leisure facilities within walking distance of the site, which are well connected to existing high-quality pedestrian infrastructure, making walking an attractive option for staff and visitors at the site.

4.3 Cycle Accessibility

4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.2** below reproduced from the 2016 FTP presents an 5km cycle catchment for the site.

4.3.2 The 5km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.

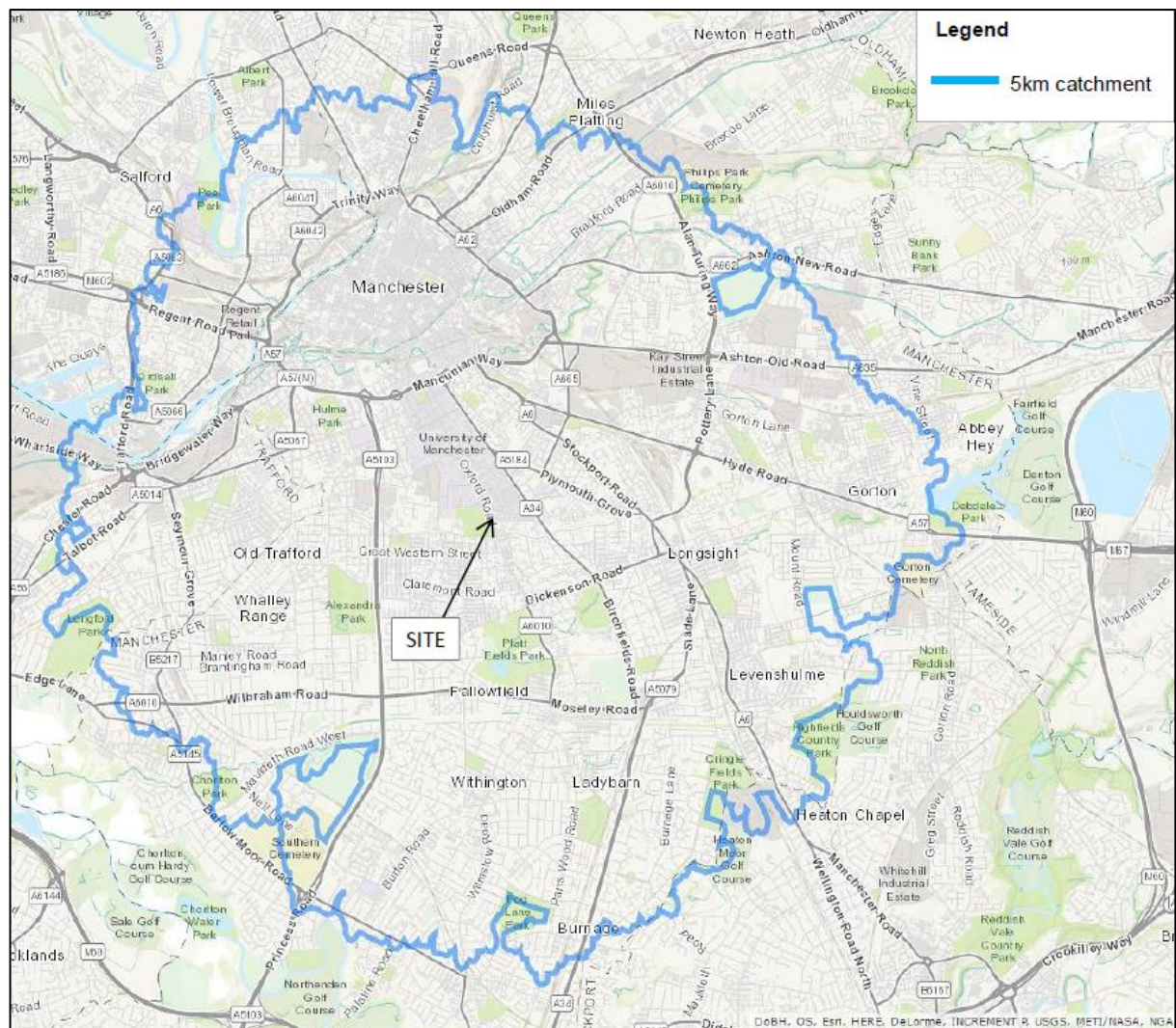


Figure 4.2 – Indicative Cycling Catchment

(Source: AECOM Framework Travel Plan, 2016)

- 4.3.3 Notwithstanding, based on the recommendation by Cycling England, a distance of up to 8km (5-mile) can be adopted. In addition to the areas shown in **Figure 4.2** above, the 8km catchment encompasses areas such as Cheetham Hill to the north, Stretford, Trafford, and Chorlton to the west, Withington, Didsbury and Cheadle to the south, and Longsight, Belle Vue and Gorton to the east.
- 4.3.4 Being in a hospital zone, the surrounding roads are considered relatively conducive to cycling. The reduced speed limits and the presence of footways, street lighting, schools and active frontages also encourages low vehicle speeds. Cycle infrastructure is also reasonable with advanced stop lanes for cyclists at all junctions surrounding the site.
- 4.3.5 Cycling infrastructure in the immediate vicinity of the Oxford Road Campus is excellent with Oxford Road forming a strategic cycle link from the south into Manchester City Centre. It has recently undergone a major renovation as part of the Bus Priority Package where a safe, segregated cycle route

has been implemented on both sides of the carriageway. It is considered that Oxford Road could be utilised by staff and visitors to the site due to its proximity, convenience and attractiveness of the route.

4.3.6 The local cycle map in the vicinity of the site is shown in **Figure 4.3** below:

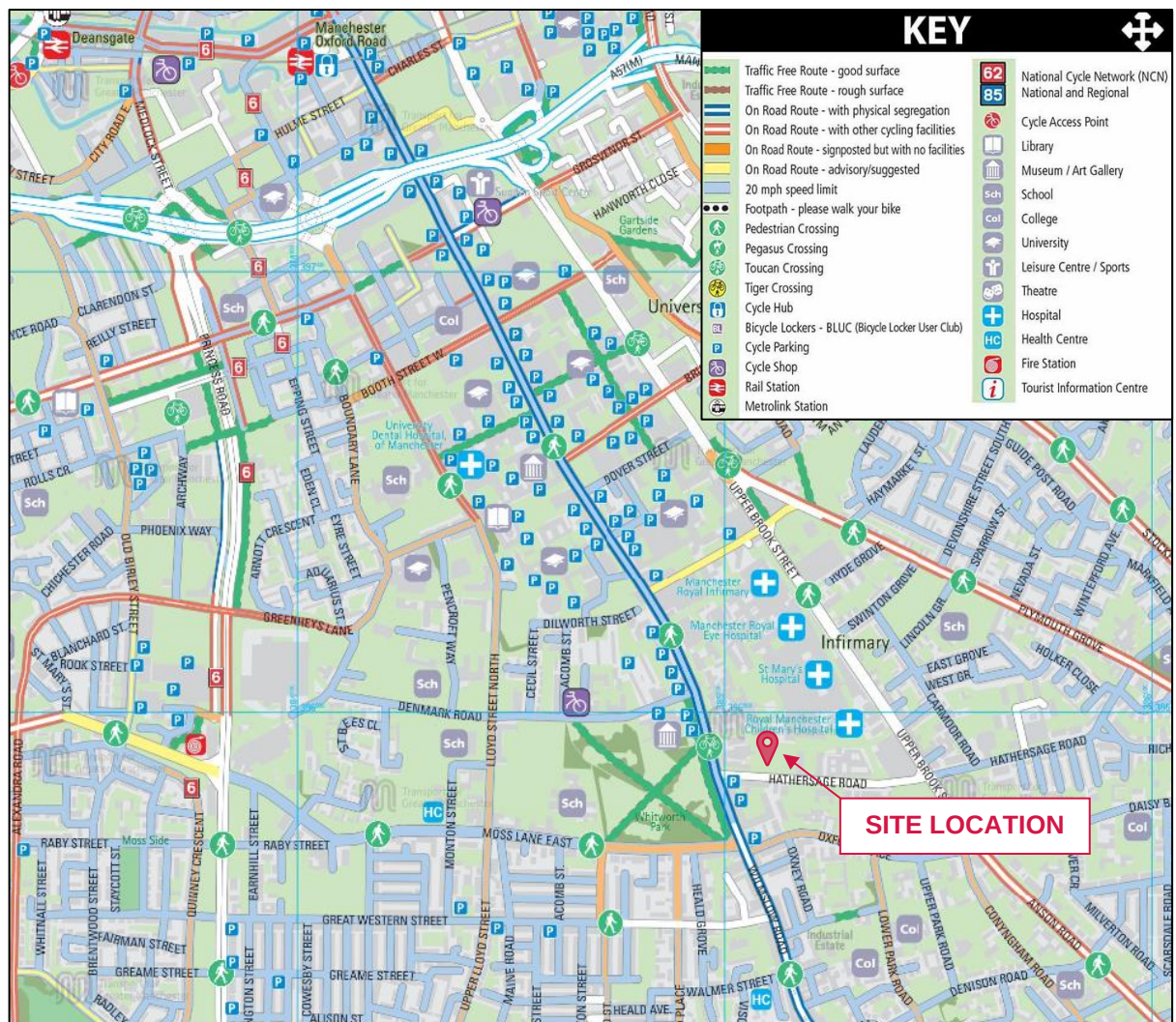


Figure 4.3 – Local Cycle Network
(Source: TfGM)

4.3.7 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike, where quieter existing streets are to be connected, leading to existing and proposed cycle-friendly crossing points across busier roads. Oxford Road is designated as a "Beeway", therefore those travelling to and from the Campus by bicycle can benefit greatly from a good quality of commute.

- 4.3.8 Route 6 on the National Cycle Network (NCN) to the west of the site can be accessed via Moss Lane East. The route connects the site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.
- 4.3.9 Overall, it is considered that the site is highly accessible by cycle. There are a wide range of residential areas and retail, employment, education, health and leisure facilities within cycling distance of the site, with a network of cycle routes in the vicinity of the site, making cycling an attractive option for both staff and visitors.

4.4 Public Transport Accessibility

- 4.4.1 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8, shown in **Figure 4.4** below. This is a particular strength of the site, which offers excellent multi-modal links into Manchester city centre and to the south of Manchester.

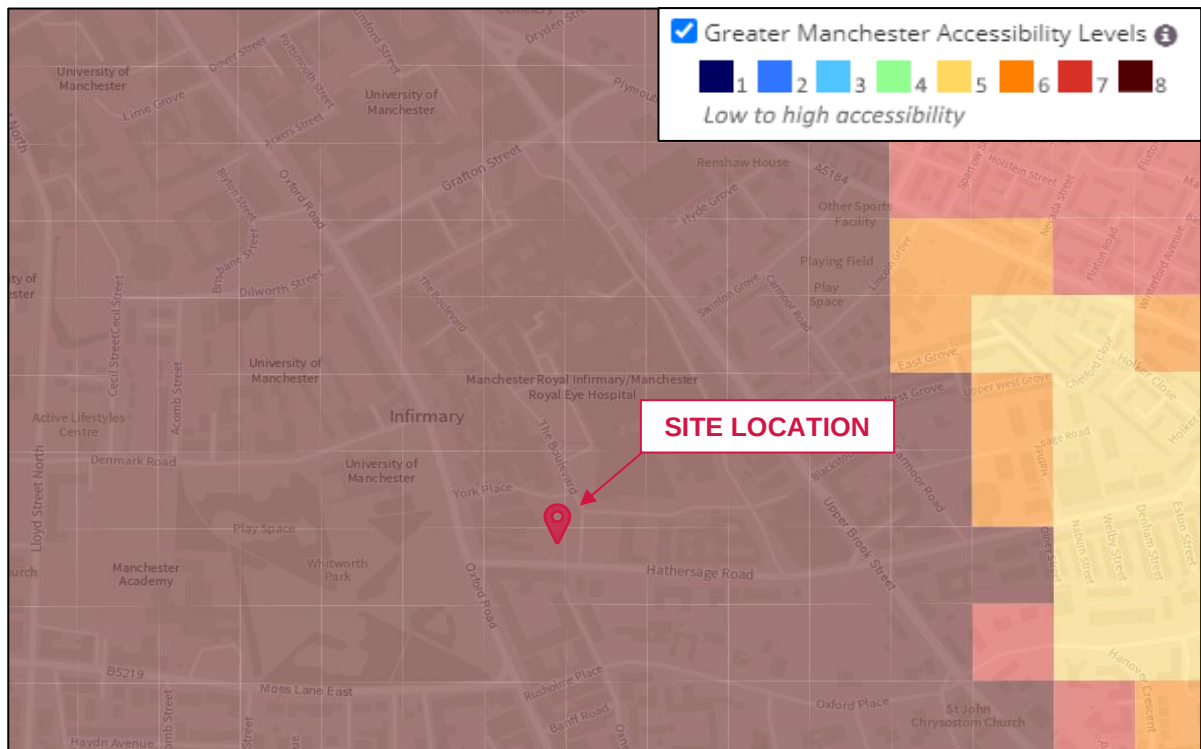


Figure 4.4 – Greater Manchester Accessibility Level (GMAL) in the Vicinity of the Site
(Source: MappingGM)

4.4.3 **Figure 4.5** below shows a map of the public transport network in the vicinity of the site, comprising bus, rail, and Metrolink services:

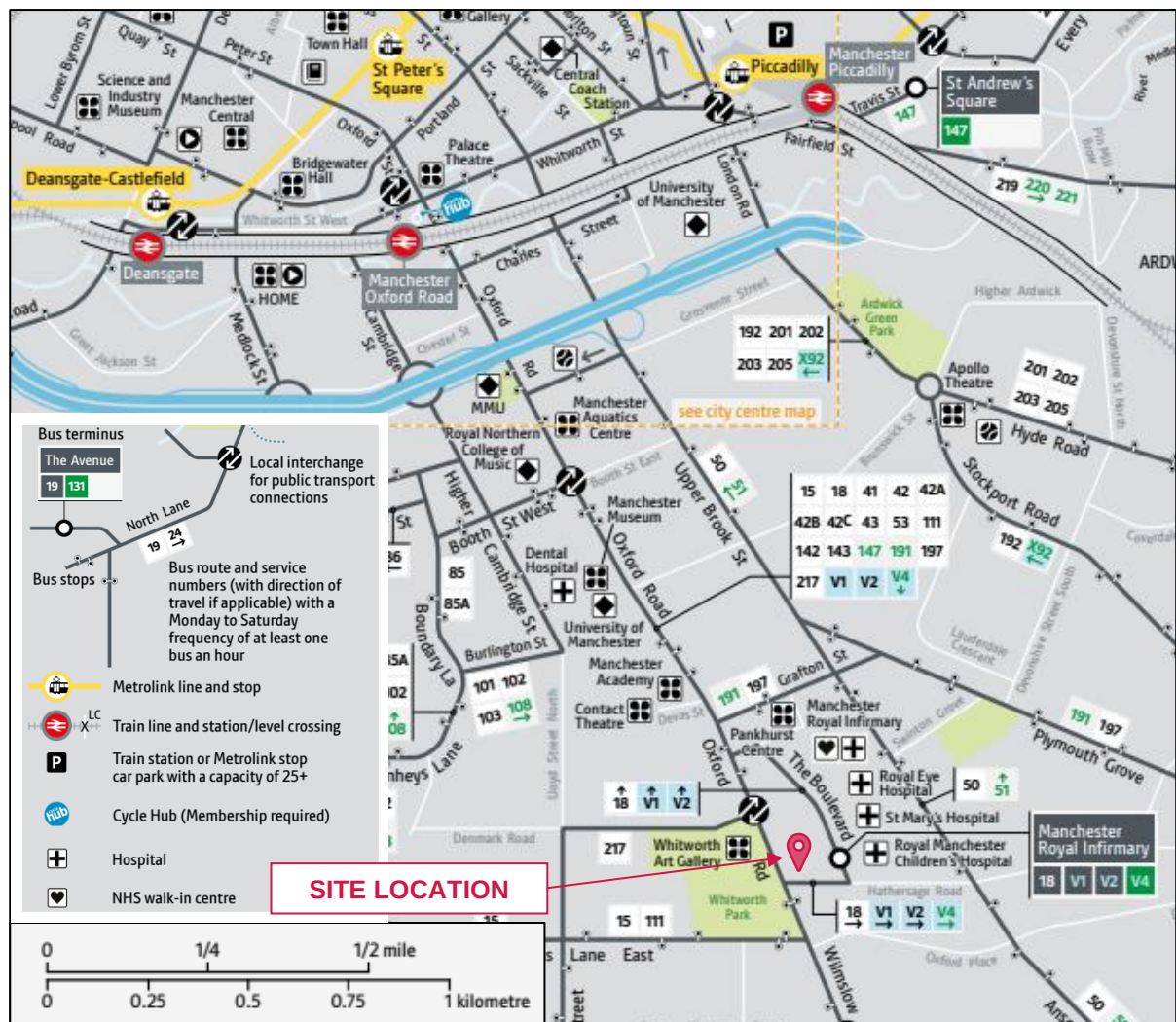


Figure 4.5 – Local Public Transport Network
(Source: Transport for Greater Manchester (TfGM))

Bus Accessibility

- 4.4.4 Guidance from the CIHT document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.6 The nearest bus stops to the site are within a 250m walking distance from the centre of the site, which lies within the recommended distance by the CIHT for town/city centre routes. A summary of the existing service bus services is provided below in **Table 4.4**. Frequencies listed are for trips in both directions unless otherwise stated with an asterisk (*).

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From The Boulevard (250m north of the site):				
41	Sale – Didsbury – Bowker Vale – Higher Blackley – Middleton	20 mins	20 mins	30 mins
V1*	Manchester Royal Infirmary – Salford – Tyldesley – Leigh	10 mins	30 mins	30 mins
V2*	Atherton – Tyldesley – Salford – Manchester Royal Infirmary	30 mins	30 mins	30 mins
From Oxford Road (250m south of the site): (all services from The Boulevard as above, with the addition of:)				
15	Piccadilly Gardens – Hulme – Stretford – Urmston – Flixton	20 mins	30 mins	Hourly
42	Piccadilly Gardens – Didsbury – Heaton Mersey – Stockport	30 mins	30 mins	Hourly
42A	Piccadilly Gardens – Heaton Chapel – North Reddish	30 mins	30 mins	Hourly
42B	Piccadilly Gardens – Cheadle – Cheadle Hulme – Woodford	Hourly	Hourly	Hourly
42C	Piccadilly Gardens – Cheadle – Heald Green – Handforth Dean	Hourly	Hourly	-
43	Piccadilly Gardens – Wythenshawe – Manchester Airport	10 mins	15 mins	30 mins
53	Cheetham Hill – Higher Crumpsall – Old Trafford – Pendleton	30 mins	30 mins	Hourly
111	Piccadilly Gardens – Moss Side – Fallowfield – Chorlton	10 mins	15 mins	20 mins
142	Piccadilly Gardens – Rusholme – Fallowfield – East Didsbury	10 mins	20 mins	10 mins
143	Piccadilly Gardens – Rusholme – Fallowfield – West Didsbury	10 mins	20 mins	10 mins
147*	Ancoats – Manchester City Centre – Rusholme – West Didsbury	10 mins	-	-
217	Wythenshawe Hospital – Droylsden – Ashton-under-Lyne	Hourly	Hourly	Hourly
From Upper Brook Street (350m east of the site):				
50	The Lowry – Salford – Birchfields – Burnage – East Didsbury	10 mins	15 mins	15 mins

Table 4.3 – Bus Service Summary

4.4.7 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.

4.4.8 Based on the above, it is considered that the site is highly accessible by bus.

Rail Accessibility

4.4.9 The CIHT document, 'Planning for Public Transport in Developments' notes that visitors travelling to a site by rail will typically be prepared to walk further to the site than visitors travelling by bus, with a preferred distance of 800m.

4.4.10 The nearest rail station is Manchester Oxford Road, located at an approximate 2km walking distance to the north of the site. The station is located beyond the recommended walking distance from the site, but staff and visitors can also board the buses Oxford Road which would call at the station, or cycle between the site and the rail station, as part of a multi-modal journey.

4.4.11 The station is staffed and has automated ticketing facilities. All the platforms are accessible via a footbridge or with lifts for step-free access. There is also sheltered cycle storage available which is monitored by CCTV cameras.

4.4.12 **Table 4.5** shows the frequencies of regular trains that run from Manchester Oxford Road. Frequencies listed are for trips in both directions unless otherwise stated with an asterisk (*):

Service	Peak Hourly Frequency		
	Mon – Fri	Sat	Sun / Hols
Carlisle to Preston and Manchester via Cumbrian Coast and Windermere to Manchester Airport Calling at: Barrow-in-Furness, Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnsdale, Silverdale, Carnforth, Windermere, Staveley, Burneside, Kendal, Oxenholme Lake District, Lancaster, Preston, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	Hourly	Hourly	Hourly
Manchester and Manchester Airport to Southport and Kirkby Calling at: Manchester Airport, Heald Green, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Crescent, Kearsley, Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appleby Bridge, Parbold, Burscough Bridge, Meols Cop, and Southport.	Hourly	Hourly	Hourly

Service	Peak Hourly Frequency		
	Mon – Fri	Sat	Sun / Hols
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown (includes Helsby to Ellesmere Port) Calling at: Liverpool Lime Street, Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, Lea Green, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport.	Hourly	Hourly	Hourly
Liverpool to Manchester Piccadilly via Warrington Central Calling at: Liverpool Lime Street, Edge Hill, Mossley Hill, West Allerton, Liverpool South Parkway, Hunt's Cross, Halewood, Hough Green, Widnes, Sankey for Penketh, Warrington West, Warrington Central, Padgate, Birchwood, Glazebrook, Irlam, Flixton, Chassen Road, Urmston, Humphrey Park, Trafford Park, Deansgate, Manchester Oxford Road.	Every 30 minutes	Every 30 minutes	Every 30 minutes
Manchester to Crewe via Stockport and via Manchester Airport Calling at: Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport.	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 4.4 – Summary of Rail Services

4.4.13 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: northernrailway.co.uk/travel/timetables.

4.4.14 Alternatively, Manchester Piccadilly station c. 2.5km to the north-east of the site is a major transport interchange, being the main rail hub of the northwest of England. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours 10 minutes. Many of the buses that call along the Oxford Road bus stops also serve the Manchester Piccadilly station.

4.4.15 Based on the above, it is considered that the site is accessible by rail.

Light Rail (Metrolink) Accessibility

4.4.16 **Figure 4.6** below shows the Greater Manchester Metrolink network:

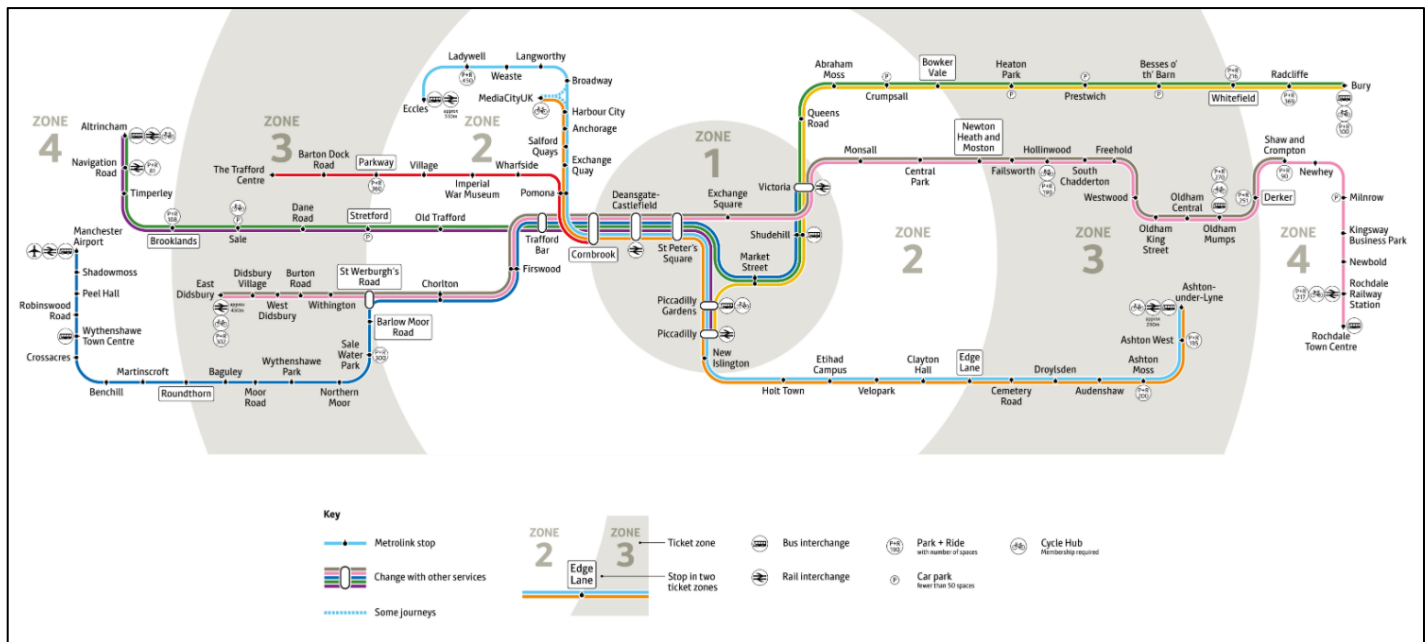


Figure 4.6 – Greater Manchester Metrolink Network Map
(Source: TfGM)

4.4.17 The nearest Metrolink stops to the site are St Peters Square, Manchester Piccadilly, and Deansgate-Castlefield, located approximately 2.5km – 3km from the Campus. The Metrolink stops are also well-served by buses, therefore multi-modal trips could likely be made for those arriving to the site by public transport. The following services call at these stations:

- **Pink Line** – East Didsbury to Rochdale Town Centre (Deansgate-Castlefield and St Peters Square only);
- **Navy Line** – Manchester Airport to Manchester Victoria (Deansgate-Castlefield and St Peters Square only);
- **Purple Line** – Altrincham to Piccadilly;
- **Blue Line** – Eccles to Ashton-under-Lyne; and
- **Yellow Line** – Piccadilly to Bury (Manchester Piccadilly only).

4.4.18 All lines run at a frequency as follows:

- **Monday to Friday** – Every 10 minutes between 06:00 – 19:00, every 20 minutes between 19:00 to 00:00;
- **Saturday** – Every 20 minutes between 06:00 – 08:00 and 20:00 – 00:00, every 10 minutes between 08:00 – 20:00; and
- **Sunday** – Every 15 minutes between 07:00 – 23:00.

4.4.19 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.20 Based on the above, it is considered that the site is accessible by Metrolink.

4.5 Summary

4.5.1 This section has demonstrated that the site is highly accessible by sustainable modes of transport, particularly bus, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities within walking distance of the site.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Taking into account the location and nature of the site, and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 5.1.2 This section of the TP sets out the initiatives to be implemented at the site. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document, and include those proposed in the 2016 FTP.
- 5.1.3 The following terms have been used to give a general indication of timescales for each initiative:
- Immediate – to be actioned upon adoption of the TP;
 - Short-Term – to be completed within one year;
 - Medium-Term – to be completed within 1 – 3 years;
 - Long-Term – to be completed within 3 – 5 years; and
 - Ongoing – an ongoing element which spans the life of the TP.
- 5.1.4 The initiatives are summarised in tables throughout this section of the report.

5.2 Appointment of Travel Plan Coordinator (TPC)

This measure relates to all TP **Objectives TP1 – TP5** to encourage active and sustainable travel. This measure has already been implemented.

- 5.2.1 A Travel Plan Coordinator (TPC) has been appointed for the site, with the following details:
- Roshani Lad**, Associate Director, Head of Central Services and Health & Safety UK
QIAGEN Manchester
roshani.lad@qiagen.com
- 5.2.2 Contact details of the TPC will be provided to staff and the site for any travel-related queries or suggestions.
- 5.2.3 The duty of the TPC will be to take responsibility for ensuring that the various elements of the TP are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of the TPC are further detailed in **Section 7** of this report.

5.3 Production of Welcome Packs

This measure relates to all TP **Objectives TP1 – TP5** to encourage active and sustainable travel. This measure will be implemented in the short term and will continue on a rolling basis (Welcome Packs issued to new staff members).

5.3.1 Welcome Packs can be important in influencing travel patterns. All staff will receive a link to an electronic version of the Welcome Pack to download or print as necessary. The contents of the Welcome Packs will include:

- Introduction to the TP concept detailing aims, objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
- Maps showing local walking/cycling routes and places of interest;
- Information on existing bike hire facilities and local cycle shops;
- Details of public transport services, including timetables and routes; and
- Details of the TPC.

5.3.2 The information contained with the Welcome Packs will be periodically updated by the TPC.

5.3.3 Visitors to the site would also be made aware of their travel options when booking an appointment, and encouraged by staff to travel on foot, by cycle or via public transport services where possible.

5.4 Measures to Encourage Walking

5.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

5.4.2 It has been demonstrated throughout **Section 4** of this TP that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to residential areas and local amenities on foot. The development also provides improved pedestrian infrastructure such as a neighbouring public realm to increase the permeability of the site from surrounding streets. The following measures in **Table 5.1** will be provided in order to encourage staff and visitors to walk:

Objective	Initiative	Description	Timescale
Objective TP1 – To minimise single occupancy car trips by staff and visitors. Objective TP2 – To reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport. Objective TP3 – To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car. Objective TP4 – To highlight the health and environmental benefits of using sustainable travel modes.	Raise awareness	Raise awareness of the health benefits of walking.	Short-term.
	Walking Buddy Scheme	Introduce those who regularly walk to site and encourage group walking for added security.	Short term to coordinate, but ongoing management if necessary.
	Provide on- and off-site facilities	Provide on-site facilities and direct walking routes to off-site facilities, bus stops, and key routes outside the site.	Ongoing maintenance and upkeep.
	Increase visibility and amenity	Provide adequate lighting and landscaping to create pleasant pedestrian environments.	Ongoing maintenance and upkeep.
	Walking resources	Promote walking routes and 'Plot a Route' website links to those who are unsure of how to start.	Short-term.

Table 5.1 – Initiatives to Encourage Walking

Raise Awareness

- 5.4.3 Promoting the health and environmental benefits of walking such as reduced stress, increased physical health, reduced CO₂ levels, and reduced petrol costs, could be beneficial in encouraging staff and visitors to consider opportunities for walking.
- 5.4.4 This could be done via marketing campaigns such as “National Walking Month”, promoted through the staff intranet or social media platforms. Additionally, walking will be promoted to staff and visitors who live within 2km of the site.

Walking Buddy Scheme

- 5.4.5 Those who regularly walk to the site can also voluntarily identify themselves to the TPC, who will establish informal walking partners / ‘walking buddies’ for added security and a sense of community.

Provide On- and Off-Site Facilities

- 5.4.6 The combined Citylabs 2.0 and 3.0 development delivered an uncontrolled pedestrian crossing point across Hathersage Road which comprises a pedestrian refuge island and dropped kerbs with tactile paving, providing direct access to facilities along Oxford Road such as the row of shops and bus stops.

- 5.4.7 There is also a network of established on-road footways and off-road shared footpaths/cycle paths in the vicinity of the site along the Oxford Road corridor, and this will be promoted to staff and visitors at the site.
- 5.4.8 Additionally, there are separate male and female changing rooms adjacent to the bicycle store, with 4 showers (including DDA compliant showers) and 20 lockers in each. This can be used by both cyclists and walkers.

Increase Visibility and Amenity

- 5.4.9 Low levels, or perceived low levels, of security can be a major influence on the attractiveness of walking in an area. All walking routes are as short and direct as possible, with good lighting, signage, and active frontages designed throughout the site. This will help reduce any uncomfortable feelings and encourage staff and visitors to travel on foot.

Walking Resources

- 5.4.10 Information will be provided within the Welcome Packs on the local pedestrian routes, including public footpaths. This will include:
- Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot;
 - The www.plotaroute.com website for journey planning on foot; and
 - Identification of safe walking routes (using the tools above) for personalised journey planning offered by the TPC to staff on request.

5.5 Measures to Encourage Cycling

- 5.5.1 It has been demonstrated throughout **Section 4** of this TP that there is an existing good level of cycle infrastructure in the surrounding area. The following measures in **Table 5.2** will be provided in order to encourage staff and visitors to cycle:

Objective	Initiative	Description	Timescale
Objective TP1 – To minimise single occupancy car trips by staff and visitors. Objective TP2 – To reduce the reliance upon the private car and improve awareness and	Raise awareness	Raise awareness of the health benefits of cycling.	Short-term.
	Provide on- and off-site facilities	Provide on-site facilities and direct cycling routes to facilities and key routes outside the site.	Ongoing maintenance and upkeep.
	Increase visibility and amenity	Provide adequate lighting and landscaping to create pleasant cycle environments.	Ongoing maintenance and upkeep.

Objective	Initiative	Description	Timescale
usage of alternative modes of transport. Objective TP3 – To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car. Objective TP4 – To highlight the health and environmental benefits of using sustainable travel modes.	Cycle resources	Promote the TfGM Cycle Map, MCC's cycle training, and Sustrans or Cyclestreet website links to those who are unsure of where to start.	Short-term.
	Financial Incentives	Promote the Cycle2Work scheme and explore discounts with local cycle retailers.	Short-term to plan and launch, but one-off provision once coordinated.
	Bicycle User Group (BUG)	Introduce those who regularly cycle to site and encourage group cycling for added support and security.	Short-term to coordinate, but ongoing management if necessary.

Table 5.2 – Initiatives to Encourage Cycling

Raise Awareness

- 5.5.2 Promoting the health and environmental benefits of cycling such as reduced stress, increased physical health, reduced CO₂ levels, and reduced fuel costs, could be beneficial in encouraging staff and visitors to consider opportunities for cycling.
- 5.5.3 This could be done via marketing campaigns such as 'National Bike Week' organised by Cycling UK: www.cyclinguk.org/bikeweek, promoted through the staff intranet or social media platforms. Additionally, cycling will be promoted to staff and visitors who live within 8km of the site.

Provide On- and Off-Site Facilities

- 5.5.4 Secure and covered cycle parking for staff is provided at the site in the form of a bicycle store that can be accessed off The Boulevard. The cycle store can accommodate 28 bicycles on a double rack, 6 bicycles on a ceiling mounted rack, and there would also be 12 Sheffield cycle stands (24 spaces), totalling a provision of 58 spaces across the site.
- 5.5.5 In addition, there are separate male and female changing rooms adjacent to the bicycle store, with 4 showers (including DDA compliant showers) and 20 lockers in each.
- 5.5.6 There is also a network of established on-road segregated cycleways and off-road shared footpaths/cycle paths in the vicinity of the site along the Oxford Road corridor, and this will be promoted to staff and visitors at the site.

Increase Visibility and Amenity

- 5.5.7 Low levels, or perceived low levels, of security can be a major influence on the attractiveness of cycling in an area. All cycling routes are as short and direct as possible, with good lighting, signage, and active frontages designed throughout the site. This will help reduce any uncomfortable feelings and encourage more to commute by bike.

Cycling Resources

- 5.5.8 Information will be provided within the Welcome Packs on local cycling routes and other useful information. This will include:
- The Sustrans website www.sustrans.org.uk which provides route maps and useful tips and guidance;
 - Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - The www.cyclestreets.net website for journey planning by bike; and
 - Identification of safe cycling routes (using the tools above) for personalised journey planning offered by the TPC to staff on request.

Financial Incentives

- 5.5.9 The occupier – QIAGEN Manchester – will sign up to the Government-backed Cycle2Work scheme, which will be promoted to staff by the TPC. The Cycle2Work scheme is a staff benefit which offers the most cost-effective way to get new cycling equipment. The scheme is run via a salary sacrifice, meaning staff do not need to pay tax or national insurance on the amount used to purchase cycle equipment, saving money on a new bike and accessories. This reduced cost is deducted out of staff payslips over 12 or 18 months.
- 5.5.10 The TPC could also negotiate discounts with local cycle retailers for the purchase of equipment and bicycle maintenance. This could encourage more staff to commute by bicycle.

Bicycle User Group (BUG)

- 5.5.11 The TPC could establish a “cycle buddy” scheme via a development-wide BUG, which could meet regularly (i.e. once every 3 months), incentivised by free breakfast or coffee at the meeting. Local cycle clubs/forums could also be invited to take part in BUG meetings to discuss matters such as cycle safety or bicycle maintenance.
- 5.5.12 Additional measures such as making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy could also be considered. Any recommended repairs would be the responsibility of the individual to fund and arrange.

5.6 Measures to Encourage Public Transport

- 5.6.1 It is considered that promoting initiatives to encourage public transport use could help offset some of the journeys made by private car. This is particularly significant as it has been demonstrated throughout **Section 4** of this TP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel across Manchester.
- 5.6.2 Whilst public transport is not actively promoted at the time of writing during the COVID-19 pandemic, it is envisaged that this will resume in the future.
- 5.6.3 The following measures in **Table 5.3** will be provided in order to encourage staff and visitors to travel by public transport:

Objective	Initiative	Description	Timescale
Objective TP1 – To minimise single occupancy car trips by staff and visitors.	Provide off-site facilities	Provide direct walking routes to bus stops outside the site.	Completed.
Objective TP2 – To reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport.	Public transport service details	Provide the details of bus services included in the accessibility section of the TP to all staff.	Short-term.
Objective TP3 – To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car.	Financial incentives	Implement a Season Ticket Loan policy for staff to assist with public transport costs. Investigate discounts on public transport fares for staff.	Short-term.

Table 5.3 – Initiatives to Encourage Travel by Public Transport

Provide Off-Site Facilities

- 5.6.4 The combined Citylabs 2.0 and 3.0 development delivered an uncontrolled pedestrian crossing point across Hathersage Road which comprises a pedestrian refuge island and dropped kerbs with tactile paving, providing direct access to facilities along Oxford Road, including bus stops.
- 5.6.5 Use of public transport will be promoted by the TPC to all staff and visitors through the staff intranet or social media platforms.

Public Transport Service Details

- 5.6.6 Information will be provided within the Welcome Packs on public transport services and advice. This will include:

- Distribute details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Provide up-to-date bus details including timetables/contact information in the Welcome Packs; and
- Identification of public transport travel options (using the tools above) for personalised journey planning offered by the TPC to staff on request.

5.6.7 Additionally, the occupier – QIAGEN Manchester – could also implement a policy of using public transport for business travel during the course of the working day where feasible.

Financial Incentives

5.6.8 The TPC will implement a Season Ticket Loan policy for staff, that is currently being prepared by QIAGEN Manchester, to assist with public transport costs. These schemes typically offer interest-free loans for season ticket purchase.

5.6.9 The TPC will also investigate the potential for discounted fares for staff using public transport services, through liaising with TfGM and directly with operators.

5.7 Encouraging Car Sharing and Reduction of Car Usage

5.7.1 There is the potential to increase the rates of car sharing and an overall reduction in car usage amongst staff and visitors. This would help reduce the impact of single occupancy vehicle trips on the local area and potentially save staff money on travel costs and car parking. An effective way of lessening the travel impact of a development is also to reduce the need to travel in the first instance.

5.7.2 **Table 5.4** summarises the proposed initiatives:

Objective	Initiative	Description	Timescale
Objective TP1 – To minimise single occupancy car trips by staff and visitors.	Promote car sharing	Promote car sharing informally or via the CarshareGM database.	Short-term.
Objective TP2 – To reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport.	Promote Car Clubs	Promote the use of Car Clubs for occasional use if necessary.	Short-term.
Objective TP3 – To promote car sharing, walking, cycling and public transport as safe, efficient, affordable	Reducing the need to travel	Day-to-day measures to reduce the need to travel out of the site.	Short-term.

Objective	Initiative	Description	Timescale
alternatives to private car. Objective TP4 – To highlight the health and environmental benefits of using sustainable travel modes.			

Table 5.4 – Initiatives to Encourage Car Sharing and Reduction of Car Usage

- 5.7.3 Whilst car sharing is not actively promoted at the time of writing during the COVID-19 pandemic, it is envisaged that this will resume in the future.

Promote Car Sharing

- 5.7.4 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. To aid the coordination of car sharing, it is suggested that people willing to car share would submit their name to the TPC. People would then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'.
- 5.7.5 Staff would also be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. CarshareGM is an employer-based car sharing scheme, and the occupier – QIAGEN Manchester – would need to sign up to the scheme for their staff to benefit from this.
- 5.7.6 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure, for example. It is considered that car sharing would be an attractive facility for staff who do not own a car but require occasional use.

Promote Car Clubs

- 5.7.7 At the time of writing, Enterprise Car Club has a vehicle location at the Harrington Building Car Park (to the rear of Royal Manchester Children's Hospital), M13 0HX, which is c. 300m to the east of the site; with a number of alternative locations within the city centre. Users would need to register and book the car appropriately through the website: www.enterpriseclub.co.uk. Again, this scheme would be promoted by the TPC.
- 5.7.8 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing/car clubs through advertising in the Welcome Packs and on the staff intranet or social media platforms.

Reducing the Need to Travel

- 5.7.9 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered:

- Flexible working and compressed working weeks;
- Provide video and audio teleconferencing facilities;
- Promote local amenities for use during lunchtimes, for example;
- Provide equipment and virtual additions (such as high-speed fibre optic broadband connections) to allow employees to work flexible or from home, where appropriate; and
- Equipping all communal areas with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection.

5.8 Summary

- 5.8.1 In summary, this section has outlined a variety of measures to foster sustainable travel patterns at the site. These measures have been designed specifically in relation to the site's location and the needs of staff, with walking, cycling and public transport considered key modes of transport to access education and retail destinations.
- 5.8.2 The list of measures above forms the basis of those to be explored by the TPC and to be agreed with MCC.

6.0 Targets

6.1 Introduction

6.1.1 Target setting is an important part of any TP, providing a focus for the overall process and a measure against which the TP initiatives can be judged. This section sets out the strategy for the TP targets and provides an overview of the data that should be collected as part of future travel surveys upon occupation of the site.

6.2 Data Collection

6.2.1 As the development has not yet been occupied, it is not possible to undertake any travel surveys of future employees. Notwithstanding, the 2016 FTP provided indicative modal splits based on a staff travel survey undertaken at the neighbouring Citylabs 1.0 site, which is currently operational and is similar to the Citylabs 2.0 site. The survey was undertaken in November 2016, and the results have been used to inform the initial modal split targets in the next sub-section.

6.2.2 In order to understand travel habits at Citylabs 2.0, travel surveys will be distributed to all staff within three months of occupation at the site. Recipients will be encouraged to participate, and the surveys will extract the following key information. An example of this survey is included in **Appendix B** to the rear of the report.

- Place(s) of residence;
- Distance and time of travel from home;
- Usual mode of travel and reason for modal choice;
- Time of day where arrivals/departures to and from the site occur;
- Any barriers to travelling by sustainable modes; and
- Initiatives that could encourage more sustainable modes of travel.

6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

6.3 Data Analysis and Modal Split Targets

6.3.1 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to staff and visitors. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.

6.3.2 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of this Travel Plan:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

6.3.3 The following **Table 6.1** summarises the current staff modal split (based on the 2016 Citylabs 1.0 travel survey) and preliminary targets:

Travel Mode	2016 Modal Split	Staff Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	46%	- 2.0 %	- 2.0 %	- 2.0 %	- 6.0 %
By Car, Lift Sharing	3%	+/- 0 %	+ 0.25 %	+ 0.25 %	+ 0.5 %
Walk	9%	+ 0.5 %	+ 0.5 %	+ 1.0 %	+ 2.0 %
Cycle	12%	+ 0 %	+ 0.25 %	+ 0.25 %	+ 0.5 %
Bus	17%	+ 0.5 %	+ 0.5 %	+ 1.0 %	+ 2.0 %
Train	10%	+/- 0 %	+ 0.25 %	+ 0.25 %	+ 0.5 %
Tram	2%	+/- 0 %	+ 0.25 %	+ 0.25 %	+ 0.5 %
Other	1%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %

Table 6.1 – Modal Shift Targets

- 6.3.4 As can be seen from the targets, there will be an overall aim to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably walking and bus, but also car sharing and other public transport modes. Whilst lift sharing and public transport are not actively promoted at the time of writing during the COVID-19 pandemic, it is envisaged that this will resume in the future.
- 6.3.5 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which will be arranged within three months after occupation of the site. Official modal split targets will be updated in future Travel Plan updates if deemed appropriate, and these will be set through consultation with MCC.
- 6.3.6 The targets are considered to be realistic when considering the TP initiatives as detailed throughout **Section 5** of this TP.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the management arrangements associated with the TP.

7.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

7.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

7.2 Travel Plan Coordinator

7.2.1 The primary support and leadership for implementing a TP should come from an individual appointed as the TPC. A TPC has already been appointed for the site, with the following details:

Roshani Lad, Associate Director, Head of Central Services and Health & Safety UK
QIAGEN Manchester
roshani.lad@qiagen.com

7.2.2 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;

- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigating a marketing campaign, as necessary;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. MCC); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.2.3 One of the main actions of the TPC will be to organise and oversee the travel survey that will be used to review and update the TP accordingly.

7.2.4 They will also liaise with external stakeholders such as transport operators, interest groups and MCC, as necessary, to ensure local promotional activities are adopted and they are aware of ongoing TP activities.

7.2.5 The contact details of the TPC will be submitted to MCC.

7.3 Responsibility and Management

7.3.1 Notwithstanding, adequate consultation and support from the developer – Citylabs 2.0 Limited – is required to ensure the smooth implementation of the TP. This includes:

- A commitment to actively promote sustainable transport options at the site;
- Provision of security for pedestrian routes within the site; and
- Maintenance of walking and cycling facilities, including lighting, within the site.

7.3.2 The occupier – QIAGEN Manchester – will also need to provide support to the TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular feedback from staff and liaising with MCC on TP-related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

7.4.2 The results of each survey will be used to review progress against targeted modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

- 7.4.3 Monitoring reports will be provided to officers at MCC within three months following the receipt of the travel surveys. The reports will include a comparison of achievements against targets and remedial proposals for improvement, where required. It will also include a summary of changes to any key personnel, any new or changed partnerships, and outline plans and proposals for the coming monitoring period.
- 7.4.4 After initial review, further reviews will be carried out at two-yearly intervals and continue for a total monitoring period of five years (or until a date to be agreed with MCC) to ensure that the TP reflects current opportunities and local circumstances. The five-year monitoring schedule will include three surveys: the baseline monitoring survey and two follow-up surveys.
- 7.4.5 Future surveys need not be as detailed as the baseline surveys, but as a minimum, future surveys should include a question concerning mode of travel to allow the indication of progress against modal shift targets. Any changes to the TP, in particular the targets, will be made in agreement with MCC.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Produce Welcome Pack	Upon occupation of the development	TPC
Undertake Baseline Travel Survey	Within three months after occupation of the site	TPC
Decide Targets	Within three months of undertaking the baseline survey	TPC in conjunction with MCC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Future Travel Surveys	At two-yearly intervals for a total monitoring period of five years (i.e. baseline survey then two follow-up surveys)	TPC
Present Monitoring Report	At two-yearly intervals for a total monitoring period of five years (i.e. baseline report then two follow-up reports)	TPC

Table 8.1 – Action Plan

Appendix A – Site Layout



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DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in test, on the drawing.

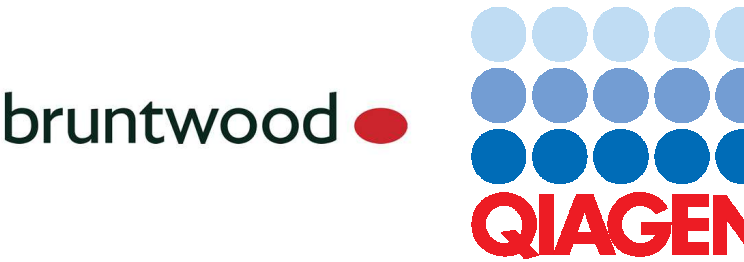
AREA MEASUREMENT
The areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, should include due allowance for the increases and decreases inherent in the design development and building processes. Existing buildings may present anomalies in relation to surveyed/drawn plans that may also effect the stated areas. All areas are subject to Town Planning and Conservation Area Consent and detailed Rights to Light analysis.
Figures relate to the likely areas of the building at the current stage of the design and are calculated using one of the following (as stated in the accompanying areas schedule) IPMS1, IPMS2, IPMS 3, Gross External Area (GEA), Gross Internal Area (GIA) or Net Internal Area (NIA) methods of measurement from the RICS Property Measurement 1st edition.

NOTES
DRAWING IS TO BE READ IN CONJUNCTION WITH DWG No's:
5861-SRA-XX-00-DR-A-20 Series
5861-SRA-XX-00-DR-A-70-300 to 372
ALL MECHANICAL + ELECTRICAL AND STRUCTURAL ENGINEER'S DETAILS TO BE REFERRED TO WHERE RELEVANT.
ALL INFORMATION IS PROVIDED FOR TENDER PURPOSES ONLY AND IS BASED UPON THE CURRENT UNDERSTANDING OF THE BASE BUILD DESIGN AND SHOULD NOT BE REFERRED TO FABRICATION, INSTALLATION OR CONSTRUCTION PURPOSES.

DETAILS OF MECHANICAL AND ELECTRICAL SERVICES ARE PROVIDED FOR COORDINATION PURPOSES ONLY. PLEASE REFER TO M&E SERVICES CONSULTANT'S DESIGN INFORMATION FOR FULL DESIGN DETAILS.

REV.	DATE	AMENDMENT
P01	03/05/2019	Layouts issued to Design Team for Coordination
P02	10/05/2019	Room Layout issued for Stage 4 Design Freeze
P03	07/06/2019	'Stage 4' Final Issue
P04	28/06/2019	'Stage 4' Addendum A Issue
P05	16.08.2019	Room Layouts updated in accordance with QIAGEN 'Stage 4' Changes issued 24.06.2019
P06	20/08/2019	Drawing issued in CAD format to QIAGEN
P07	06/12/2019	Issued for Tender

CLIENT



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PROJECT
Citylabs 2.0
Qiagen Fit Out
SCALE@A1 DATE 09/12/13 ORIGINATOR GM CHECKED NW AUTHORISED NW

Ground Floor
Equipment Layout

Stage 4
STATUS PURPOSE FOR ISSUE SR NO.
S4 For Approval 5861
DRAWING NO. REV.
5861 - SRA-XX-00-DR-A-70-200 P07

Appendix B – Travel Survey

Citylabs 2.0, Manchester

Staff and Visitor Travel Survey

Introduction

Curtins is assisting Bruntwood in implementing a Travel Plan at the Citylabs 2.0 site in Manchester. A Travel Plan is a strategy and package of measures that aim to promote sustainable travel, including walking, cycling, public transport use and car sharing. A Travel Plan has been prepared for Citylabs 2.0 to ensure that the site is accessible to staff and visitors. This will help to deliver health, environmental and financial benefits for all those who work at and visit Citylabs 2.0.

Please complete this short anonymous travel survey to help inform the Travel Plan. It should take up to 5 minutes to complete.

The information provided will be treated as confidential and processed in accordance with the Data Protection Act 2018.

For further information, please contact the Travel Plan Coordinator – Roshani Lad – at roshani.lad@qiagen.com.

Thank you for your time.

Citylabs 2.0, Manchester
Staff and Visitor Travel Survey

Section A: Information about You

1. Are you a:

☐ Member of Staff

☐ Visitor (skip to Question 4)

2. Is your work primarily:

☐ Full Time

☐ Part time

3. Do you normally work:

☐ Normal working day (e.g. 09:00 – 17:00)

☐ Day shifts (e.g. morning / afternoon)

☐ Out of hours (e.g. night shifts)

☐ On call / standby

☐ Other – please specify

4. Where did you start your journey to Citylabs 2.0 from? Please specify the first section of your home postcode.

.....

5. Do you have a disability which affects your travel arrangements?

☐ Yes

☐ No

Note: Please think back to the period before lockdown came into effect and before the COVID-19 pandemic started to affect peoples' travel patterns. Now answer the following questions.

Citylabs 2.0, Manchester

Staff and Visitor Travel Survey

6. What days of the week do you usually travel to Citylabs 2.0?

- | | |
|---------------------------------|--------------------------------|
| ☐ Monday | ☐ Friday |
| ☐ Tuesday | ☐ Saturday |
| ☐ Wednesday | ☐ Sunday |
| ☐ Thursday | |

7. In the morning, what time do you typically leave home?

- | | |
|-------------------------------------|---|
| ☐ 07:00 – 08:00 | ☐ 09:00 – 10:00 |
| ☐ 08:00 – 09:00 | ☐ Other – please specify
..... |

8. In the evening, what time do you typically travel back home?

- | | |
|-------------------------------------|---|
| ☐ 15:00 – 16:00 | ☐ 18:00 – 19:00 |
| ☐ 16:00 – 17:00 | ☐ Other – please specify
..... |
| ☐ 17:00 – 18:00 | |

Section B: Current Journey

Note: Still thinking back to the period before lockdown came into effect and before the COVID-19 pandemic started to affect peoples' travel patterns, please consider a typical working day. Now answer the following questions.

9. How do you typically travel to Citylabs 2.0? If you use multiple modes of transport, please pick the longest leg (in time) of your journey.

- | | |
|--|---|
| ☐ Car – as driver, single occupant | ☐ Bus |
| ☐ Car – as driver, with passenger(s) | ☐ Train |
| ☐ Car – as passenger | ☐ Tram |
| ☐ On foot | ☐ Taxi |
| ☐ Bicycle | ☐ Motorbike / Scooter |
| ☐ Other – please specify | |

Citylabs 2.0, Manchester
Staff and Visitor Travel Survey

10. Approximately how far do you travel to Citylabs 2.0?

- | | |
|------------------------------------|-------------------------------------|
| ☐ Up to 1 mile | ☐ 6 – 10 miles |
| ☐ 1 – 2 miles | ☐ 11 – 20 miles |
| ☐ 3 – 5 miles | ☐ Over 20 miles |

11. How long does your journey to Citylabs 2.0 take?

- | | |
|---------------------------------------|---------------------------------------|
| ☐ 0 – 15 minutes | ☐ 46 – 60 minutes |
| ☐ 16 – 30 minutes | ☐ Over 60 minutes |
| ☐ 31 – 45 minutes | |

12. If your typical mode of travel (your answer to Question 9) was unavailable, what alternative would you choose?

- | | |
|--|---|
| ☐ Car – as driver, single occupant | ☐ Bus |
| ☐ Car – as driver, with passenger(s) | ☐ Train |
| ☐ Car – as passenger | ☐ Tram |
| ☐ On foot | ☐ Taxi |
| ☐ Bicycle | ☐ Motorbike / Scooter |
| ☐ Other – please specify | |

Please continue to **Section C** below.

Citylabs 2.0, Manchester

Staff and Visitor Travel Survey

Section C: Car Users Only

Note: Only answer the questions in this section if your typical mode of travel (your answer to Question 9) was by car.

13. Why did you travel by car? Please tick no more than three:

- | | |
|--|---|
| ☐ To carry equipment | ☐ Disability or health reasons |
| ☐ I give other people a lift | ☐ Personal commitment / childcare |
| ☐ For safety and security | ☐ Work commitment |
| ☐ Bad weather | ☐ Car essential to job |
| ☐ Inadequate public transport | ☐ Convenience |
| ☐ To save time | ☐ Only option |
| ☐ To save money | |
| ☐ Other – please specify | |

14. Where do you typically park your vehicle?

- | | |
|--|--|
| ☐ Grafton Street MSCP | ☐ Paid on-street parking |
| ☐ Hathersage Road MSCP | ☐ Unpaid on-street parking |
| ☐ Other off-site car park | |
| ☐ Other – please specify | |

15. If you did not use Grafton Street MSCP or Hathersage Road MSCP, why?

- | |
|---|
| ☐ I was not aware of this parking |
| ☐ Too expensive |
| ☐ No spaces available |
| ☐ Other – please specify |

16. Have you ever experienced parking difficulties?

- | |
|--|
| ☐ Yes – please specify details |
| ☐ No |

Citylabs 2.0, Manchester

Staff and Visitor Travel Survey

Section D: Future Journeys

- 17. Please select any of the following initiatives that would encourage you to travel by sustainable modes (walking, cycling, public transport, or car sharing):**

- | | |
|---|---|
| ☐ Better quality cycle parking | ☐ Discounted train fares |
| ☐ Up-to-date train timetables | ☐ Discounted bus fares |
| ☐ Up-to-date bus timetables | ☐ Improved cycle lanes |
| ☐ More frequent train services | ☐ Improved footpaths and crossings |
| ☐ More frequent bus services | ☐ Better quality train waiting facilities |
| ☐ Better security on train services | ☐ Better quality bus waiting facilities |
| ☐ Better security on bus services | ☐ Nothing |
| ☐ Other – please specify | |

- 18. Are there any particular barriers which make it difficult for you to use more sustainable transport options? Please provide details.**

.....
.....

- 19. Do you have any other comments about your travel patterns?**

.....
.....

Thank you for completing the survey.

Please hand in to Reception.

Our Locations

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