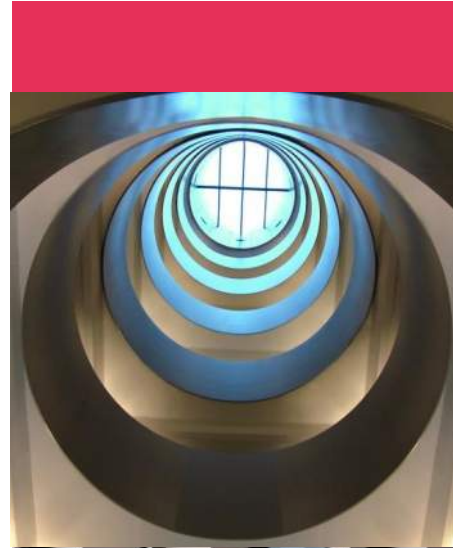


Circle Square, Plots 7 & 8 (Vita Living)

Post-Occupation Travel Plan Update

Curtins Ref: 078525-CUR-00-XX-RP-TP-001
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Client Name: VITA Group



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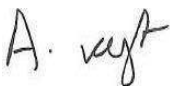


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V01	First issue, draft for comments	LL	AV	17 July 2021
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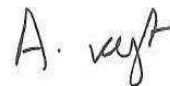
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Plan 049239-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment

Appendices

Appendix A – Travel Survey Questionnaire

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of VITA Group to provide traffic and transportation advice in relation to a development on Plots 7 & 8 at Circle Square, Oxford Road, Manchester.
- 1.1.2 In relation to the Circle Square site, a Strategic Regeneration Framework was prepared and endorsed with the Manchester City Council (MCC) Executive Committee in 2013. This was reinforced with a masterplan and phasing strategy which was endorsed by the MCC Executive Committee in July 2015.
- 1.1.3 The development is part of Phase 1B of the endorsed masterplan, which comprises four planning applications summarised as follows:
1. Private Residential Sector (PRS) Buildings 5 & 6 by VITA Group;
 2. PRS Buildings 7 & 8 by VITA Group;
 3. Commercial Buildings 2 & 4 and public realm including Commercial Building 3 (Pavillion) by Bruntwood Limited; and
 4. MSCP by Bruntwood Limited.
- 1.1.4 A planning application for Plots 7 & 8 was submitted and subsequently granted planning permission in 2016 (MCC Planning Ref: **111027/FO/2016/C1**) with the following description:

“Erection of 17 storey building to comprise 266 residential apartments (Class C3) (14 studios, 56 x 1 bed, 168 x 2 bed and 28 x 3 bed) with top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses including a gym and home working lounge, plus ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - creche only) and D2 (Assembly and Leisure - gym only)) and associated access, servicing, and landscaping.”

1.2 What is a Travel Plan?

- 1.2.1 A TP is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities & Local Government (MHCLG) (formerly DCLG – the Department for Communities and Local Government) 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, MHCLG, 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 at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Document Purpose

- 1.3.1 In 2016, a Framework Travel Plan (FTP) was prepared by Curtins (Document Ref: **TPMA1356/1B/FTP**) to support the outline scheme for the entirety of Phase 1B. Notwithstanding, Condition 20 of the planning consent states:

“Before the development hereby approved is first occupied a Travel Plan 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 residents and those [attending or] employed in the development*
- ii. a commitment to surveying the travel patterns of residents 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 the development, 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 In January 2020, Curtins prepared a Travel Plan to discharge the first part of the planning condition (Document Ref: **49239-CUR-00-XX-RP-TP-001**). The site has been occupied since January 2021. As such, this Travel Plan update is prepared to discharge the second part of the planning condition. This document includes a list of measures (tailored according to results from travel surveys) that will be implemented to affect modal choice, and a management strategy for implementation of these measures.
- 1.3.3 Transport for Greater Manchester (TfGM) strongly 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 in accordance with the above statement, and the following core guidance documents:

- National Planning Policy Framework, MHCLG, 2019;
- National Planning Practice Guidance, MHCLG, 2014;
- Greater Manchester Transport Strategy 2040, TfGM, 2021; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Document Structure

- 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 Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout;.
- 1.4.3 **Section 4** discusses the findings from the travel survey and provides a snapshot of existing travel patterns.
- 1.4.4 **Section 5** assesses the accessibility of the Site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.5 **Section 6** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 7** outlines the Travel Plan Target strategy.
- 1.4.6 **Section 8** 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 Travel Plan process progresses. **Section 9** 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 loosely categorised under three main headings:

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

2.1.2 This section explores just some of the improvements which 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 also 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. On a national scale, 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.

2.2.2 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**.

2.2.3 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.

2.2.4 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.

2.2.5 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.”*

2.2.6 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.

2.2.7 Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can drastically reduce the impact that a particular development 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, yet activity levels are generally low across the UK:

“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 In 2018, Public Health England published an edition of ‘Health Matters’ focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.
- 2.3.3 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. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

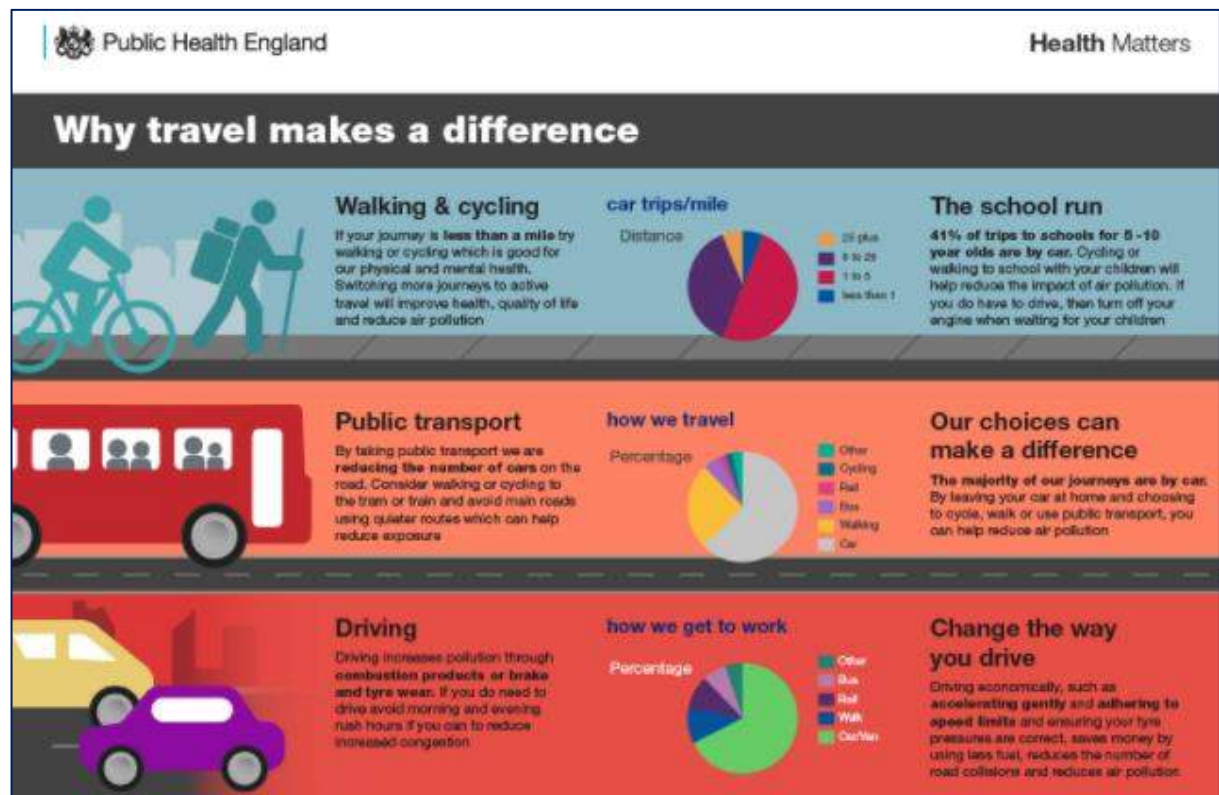


Figure 2.1 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England)

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 on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage residents and staff 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 the residents and staff of the development. 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, DfH, 2009.

- 2.5.2 As part of the 2021 Greater Manchester mayoral election, the elected Mayor (Andy Burnham) made a pledge to bring buses under local control to be run by Transport for Greater Manchester (TfGM), on behalf of the Greater Manchester Combined Authority (GMCA). Buses would be part of an integrated public transport network which allows people to change between different modes of transport with price-capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services.

- 2.5.3 Over time, the benefits of bus franchising to passengers would be:

- **Simpler fares and ticketing** – Passengers will be able to use their tickets on all Greater Manchester's buses and hop-on and hop-off between services. Prices would be capped so no one would pay more than a certain amount for daily journeys;
- **Integration** – Passengers can change between buses and trams, or buses and cycling or walking;
- **Accessibility** – Every bus will be accessible and have audio and visual announcements by 2024;
- **Simple travel information** – Buses will have better, clearer on-board travel information so people know where they are going and where they need to get off. There will be a 'one-stop shop' for travel information and customer support;
- **Single identity** – Local control will allow GMCA to develop a single identity for the transport network, which is attractive, clearly recognisable and easy for passengers to navigate and understand; and
- **Local accountability** – The bus network will be locally accountable and run for the benefit of its passengers. GMCA will set performance targets around punctuality, reliability and standards and take action if they are not met.

- 2.5.4 Bus franchising is also envisaged to boost Greater Manchester's economy, and is the first step in improving transport across Greater Manchester. The Mayoral Pledge also includes extension of the Metrolink network, integrating trains and train stations into the Bee Network, delivering 500 miles of the walking and cycling routes of the Bee Network by 2024, and guarantee that everyone in Greater Manchester is within easy reach of these routes by 2030.

2.6 Travel Plan Aims & Objectives

2.6.1 Considering the above benefits and the end users, this TP aims to minimise the number of car trips generated by the development and encourage staff to use sustainable modes of transport.

2.6.2 The aims of this TP will be supported with the following objectives:

- **Objective TP1** – To provide a forum by which residents and staff can voice travel related opinions and concerns;
- **Objective TP2** – To increase the level of cycling to and from the Site;
- **Objective TP3** – To increase the level of walking to and from the Site;
- **Objective TP4** – To increase the level of public transport use to and from the Site;
- **Objective TP5** – To reduce single occupancy car travel to and from the Site.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The Site is located within Manchester City Centre. At the time of writing, the Site is bound to the north by ongoing construction for Plot 9, a consented 18-storey serviced apartment building (MCC Planning Ref: **114863/FO/2016**), to the east by the VITA student accommodation block (Phase 1A of Circle Square, MCC Planning Ref: **110055/FO/2015/C1**), to the south by Brancaster Road (to be renamed Newman Street once the entire Circle Square masterplan is delivered), and to the west by ongoing construction for Plots 2, 3 & 4, a consented scheme for two office buildings (18 and 14 storeys, Plots 2 & 4 respectively) and a public green space with pavilion building (Plot 3) (MCC Planning Ref: **111025/FO/2016/C1**).
- 3.1.2 The Circle Square masterplan area is being delivered by Bruntwood and VITA Group. The scheme is delivering a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses, envisaged to be fully completed by the end of 2021.
- 3.1.3 **Plan 049239-CUR-00-XX-DR-TP-06001-P01** to the rear of the report illustrates the location of the Site in relation to the surrounding areas, whereas **Figure 3.1** below and **Plan 049239-CUR-00-XX-DR-TP-06002-P01** to the rear of the report shows the Site in a local context relating to the local highway network.

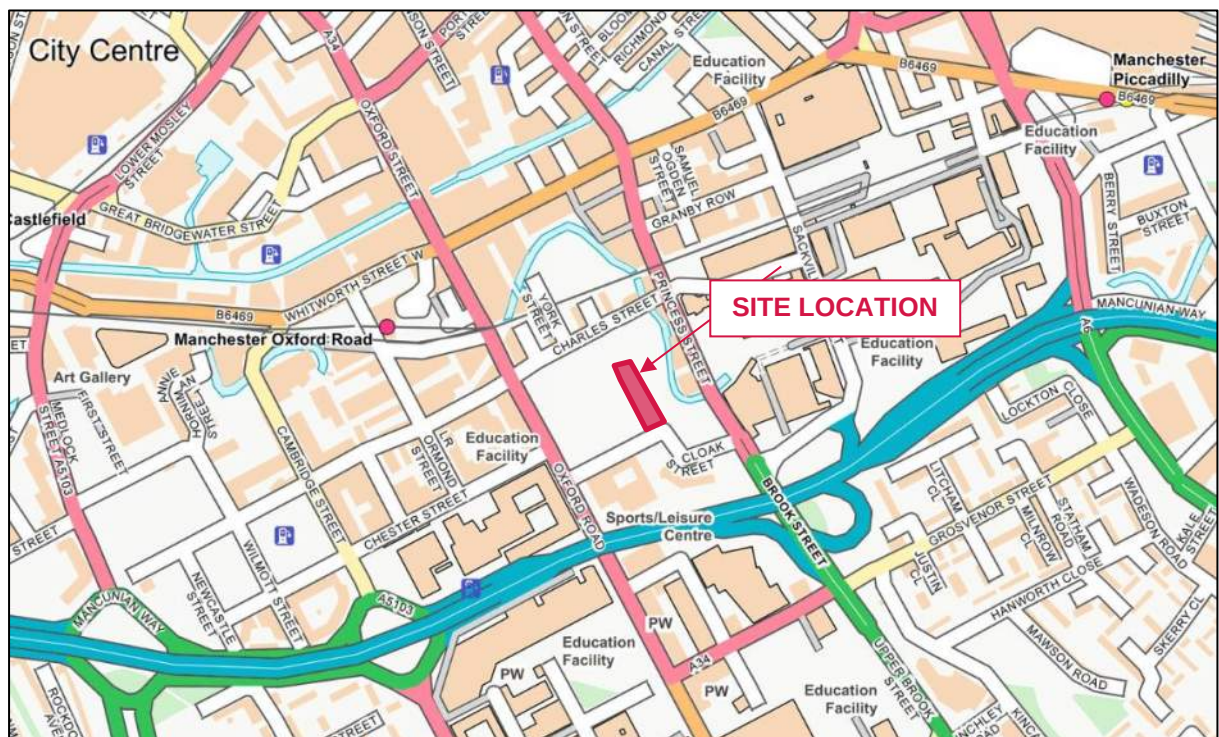


Figure 3.1 – Site Location in Relation to the Local Highway Network
(Source: OS Maps, 2018)

3.2 Existing Use

- 3.2.1 The site has been occupied since January 2021, and the development is known as 'Vita Living'. At the time of writing, there are currently 148 tenants at the site occupying 97 apartments, which equates to c. 36% occupancy. There are also 19 staff who work on-site frequently or visit once a week for meetings.

3.3 Site Context

- 3.3.1 Manchester is characterised by a compact City Centre and the Site is within walking distance of the city's economic, civic, cultural and leisure offer.
- 3.3.2 To the south west of the Site, which also forms part of the wider Masterplan Site, is the Manchester Technology Centre (Oxford House). This building remains in active office use with commercial units located on the ground floor.
- 3.3.3 The Mancunian Way fly-over is situated along the Site's southern boundary and creates a barrier between the Site and the main University Campuses further south. There are a number of car parks and sports pitches located under the Mancunian Way. Overall, the appearance is of a fragmented and poorly landscaped urban grain.
- 3.3.4 To the east of the Site, on the eastern bank of the River Medlock are located residential apartments within Princess House and Montana House, both rising to approximately 12 storeys. Together these blocks accommodate c. 130 apartments.
- 3.3.5 To the east of the Princess Street boundary is the former UMIST campus, which is now known as the Sackville Street campus (or North Campus) of the University of Manchester. Princess Street bridges the River Medlock, a tributary of the River Irwell.
- 3.3.6 To the west of the Site is Oxford Road, which contains a mixture of uses and buildings. There are also a number of hotels within the immediate vicinity of the Site on Oxford Road, including the Grade II* Listed Palace Hotel and a Holiday Inn Express. The Grade II Listed Dancehall Theatre located on Oxford Road overlooks the Masterplan Site from the west.
- 3.3.7 To the north of the Site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the Site on Charles Street. Further Grade II and Grade II* Listed buildings are located further north on Princess Street and Whitworth Street West.
- 3.3.8 The Site is not within a Conservation Area, but the border of the Whitworth Street Conservation Area lies to the north on the Whitworth Street.

3.4 Existing Access Arrangements

Vehicular Access

- 3.4.1 There is no vehicular entry directly into the building, but the wider Circle Square site is currently accessed primarily by construction vehicles and service / delivery vehicles turning in from Oxford Road into the western terminus of Brancaster Road (to be renamed Newman Street once the entire Circle Square masterplan is delivered). Vehicles then access the Phase 1B construction site to the north of the road, U-turn within the site, then egress from the east onto the A34 Princess Street. It is clearly signed that there is no entry from A34 Princess Street.
- 3.4.2 Taxis also utilise this same access arrangement to pick-up / drop-off passengers. There are several pick-up / drop-off bays to the north and east of the site that also function as loading bays which accommodate vehicles.
- 3.4.3 Additional details of the service and delivery and pick-up / drop-off strategy for the wider Circle Square site have been outlined in a Site-Wide Management Strategy (Document Ref: **74976-CUR-00-XX-RP-TP-001**) prepared by Curtins in August 2020.

Pedestrian and Cycle Access

- 3.4.4 Pedestrian access to the Site can be taken along the entirety of Brancaster Road, where there are wide footways and clearly signed diversions (if any) to link pedestrians between the University of Manchester's North Campus and the Oxford Road Corridor. The main pedestrian entrance into the building is located on its eastern boundary, facing the adjacent VITA student accommodation block.
- 3.4.5 Cyclists can also utilise the entire road and must abide by the similar one-way eastbound traffic rule. As there is cycle parking provided in the cycle store in the basement, cyclists can wheel their bicycles into a separate cycle entrance located near the north-east of the site, and subsequently down a cycle ramp to access the cycle store. Additionally, there is public cycle parking available within the wider Circle Square site in the form of cycle stands.

3.5 Surrounding Highway Network

Brancaster Road (to be renamed Newman Street once the entire Circle Square masterplan is delivered)

- 3.5.1 On the southern boundary of the Site, Brancaster Road commences at a priority junction with the A34 Oxford Road and extends in a west-to-east alignment for c. 180m, then terminates at a priority junction with the A34 Princess Street. The road is one-way from the west to east to facilitate construction vehicle access, as the entrance to the Phase 1B construction site is located along the road.
- 3.5.2 The carriageway is approximately 4m wide, with a wide footway of c. 4m on the southern side of the road. This is separated from the road by an area of hardstanding. There is a crossing point at the

western terminus of Brancaster Road with dropped kerbs and tactile paving, where adequate signage is provided to alert pedestrians of vehicles turning in.

- 3.5.3 Towards the eastern terminus of the road, the northern side of the footway blends into the public realm of the completed Phase 1A development, as such pedestrian infrastructure is in good condition. There is also a zebra crossing between the construction site and the temporary site offices / cabins on either side of the road for workers to utilise.
- 3.5.4 Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions (no waiting at any time) along the entire length of Brancaster Road.
- 3.5.5 Historically, Brancaster Road was subject to a 30mph speed limit. Since then, the speed limit has been significantly lowered to 5mph considering the type of traffic generated by the construction site. Sorton Street and Cloak Street also served as a continuous link through the Site, however both roads have since been stopped up to accommodate development.

Charles Street

- 3.5.6 To the north of the Site, Charles Street forms a key east-west vehicular route. Extending for approximately 375m, it serves as a link between the Oxford Road bus corridor and the University of Manchester North Campus. The road commences at a signalised junction with Oxford Road and Hulme Street in the west and terminates at a left-turn only (except cycles) priority junction with Sackville Street at the east.
- 3.5.7 In the vicinity of the Site, the road comprises a two-way, single carriageway with one lane in either direction. The typical total carriageway width is approximately 8.5m, although the road is currently narrowed on its southern edge due to ongoing construction works at Circle Square.
- 3.5.8 There are footways of approximately 2m in width on either side of the carriageway. These footways are in good condition and have additional pedestrian infrastructure such as dropped kerbs and tactile paving. The road is well lit with street lighting at regular intervals. There are also signalised crossing points at both ends of the road to enable pedestrians to cross the road in a safe manner. At time of writing, the footway on the southern edge of Charles Street is also closed off due to the ongoing construction works.
- 3.5.9 Charles Street is subject to a 20mph speed limit, although there are no physical traffic calming measures to enforce this. Advanced cycle stop lanes are also available in both directions, in addition to cycle lanes in both directions along the entire length of the road to the west of the A34 Princess Street.
- 3.5.10 TROs are present in the form of single and double yellow parking line restrictions along the entire length of the road.

- 3.5.11 There are bus stops located along Charles Street, which the bus service no. 147 calls at. However, due to construction works on either side of Charles Street, the bus stops do not have shelter / seating. There are more northbound and southbound bus stops along Oxford Road, and a southbound bus stop along the A34 Princess Street, all of which are within a short walking distance from the site.

B5117 Oxford Road

- 3.5.12 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, Manchester Royal Infirmary, 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.
- 3.5.13 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.
- 3.5.14 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.
- 3.5.15 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised toucan crossing points along the entirety of the road to allow pedestrians to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.
- 3.5.16 Oxford Road is subject to a speed limit of 20mph throughout. Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions along the entirety of the road.
- 3.5.17 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (cantilever shelter, pole, seating, timetable information) 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, Tesco, Sainsbury’s, and several parks.

A34 Princess Street

- 3.5.18 To the east of the Site, the A34 Princess Street commences in Manchester City Centre, at a signalised junction with Albert Square, Cross Street and John Dalton Street. The road then extends in an approximate north-to-south alignment for a length of circa 1.2km through Chinatown and the

Manchester Art Gallery, the St Peters Square Memorial, public houses, restaurants, and leisure establishments before terminating at a signalised junction with Brook Street at the southeast of the Site, where the road continues as the A34 Upper Brook Street.

- 3.5.19 The A34 Princess Street comprises a two-way, single carriageway of approximately 10m in width with up to three lanes. There are cycle lanes present on certain lengths of the road, in addition to advanced cycle stop lanes at all the traffic light junctions.
- 3.5.20 The road is well-lit and complete with pedestrian infrastructure such as wide footways of approximately 1.5m wide provided on both sides of the road, dropped kerbs and tactile paving, and signalised crossing points at various points along the road. The footways are maintained in good condition.
- 3.5.21 The road is subject to a speed limit of 30mph and hosts several bus stops along its length. The road is busy and bordered by many retail, leisure, and entertainment facilities due to its proximity to the city centre, therefore traffic calming measures such as 'keep clear' and yellow hatched boxes are present to prevent congestion.
- 3.5.22 Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions along parts of the road. The entirety of Princess Street is within Zones 2 and 3 of Manchester City Council's Controlled Parking Zones, with on-street pay-and-display bays available for use along its entire length up to a maximum of 2 and 3 hours respectively with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.

4.0 Travel Surveys

4.1 Introduction

- 4.1.1 It is important to fully understand existing travel patterns to and from the site. In order to obtain such travel data, Curtins liaised with Vita Living throughout the preparation of the travel surveys to determine areas of importance regarding existing travel patterns.
- 4.1.2 The travel survey for staff was collected via the SurveyMonkey website. The survey was open between 16th June 2021 to 14th July 2021, and 32 responses have been obtained at the time of writing (23 from residents, 9 from staff).
- 4.1.3 A response tally of 23 residents and 9 staff is equivalent to a 15% and 47% response rate respectively.
- 4.1.4 The survey intended to gain information from participating residents and staff regarding current and future travel habits, as well as individual opinions on travel to and from the site.

4.2 Survey Design

- 4.2.1 **Appendix A** contains the survey questionnaire that was and will continue to be distributed in order to fully understand staff travel habits. These surveys extracted the following key information:
 - Place(s) of work (for residents) and residence (for staff);
 - Distance of travel to the site;
 - Usual mode of travel and reason for modal choice;
 - Any barriers to travelling by sustainable modes; and
 - Initiatives that could encourage more sustainable modes of travel.

4.3 Data Analysis

- 4.3.1 The first question asked was whether respondents were residents or members of staff. Out of the 32 responses, 23 were residents and 9 were members of staff.
- 4.3.2 The second question asked residents where they usually travelled for work / study, and where staff reside. The majority of residents who responded stated their places of work were within Manchester City Centre and its surrounding fringe, with some respondents working further afield (i.e. in Crumpsall / Cheetham Hill, Timperley, and Heaton Moor).
- 4.3.3 Whereas home addresses of staff working at the site were generally spread out across different locations in Greater Manchester and Cheshire, such as Manchester City Centre, Salford, Rusholme, Didsbury, Sale, Irlam, Poynton, Macclesfield, Withington, and Knutsford. For General Data Protection Regulation (GDPR) purposes, full postcodes will not be included in this report.

4.3.4 The third question asked for travel distances between home and work / study for both staff and residents. **Figures 4.1** and **4.2** below show the findings from residents and staff:

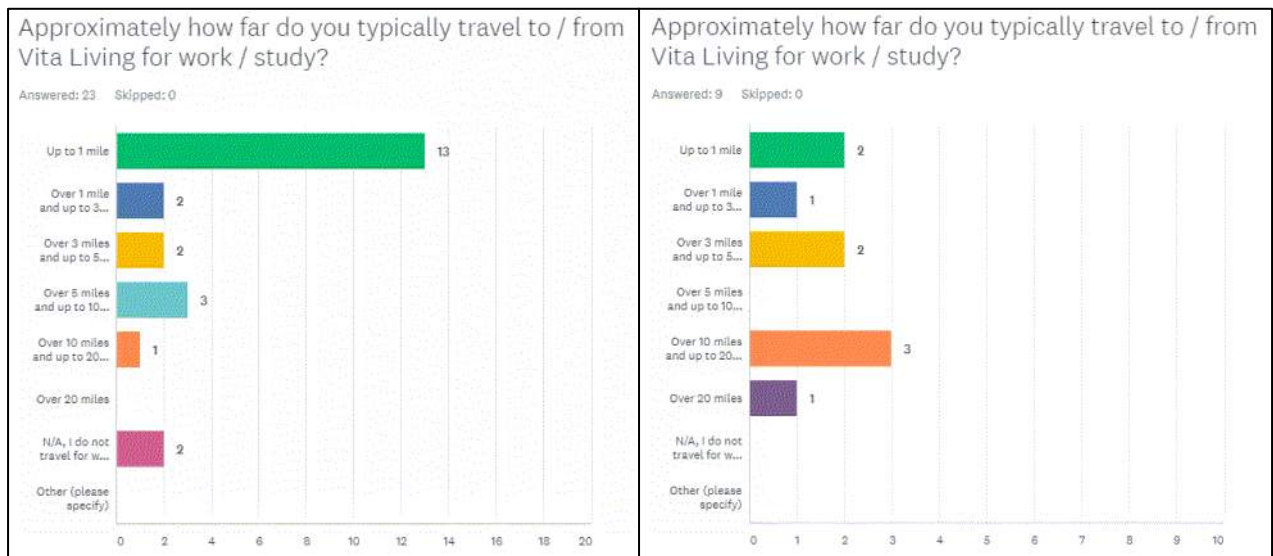


Figure 4.1 (left) – Distance of Travel from Home to Work / Study (Residents)

Figure 4.2 (right) – Distance of Travel from Home to Work (Staff)

4.3.5 **Figure 4.1** shows that the majority of residents travel a short distance to their place of work, and there are some residents who also work from home. Whereas **Figure 4.2** shows that c. 44% of staff who responded travel further than 10 miles to get to the site. This is consistent with the findings from the previous question, where only a small number of staff live within Manchester City Centre and its surrounding fringe.

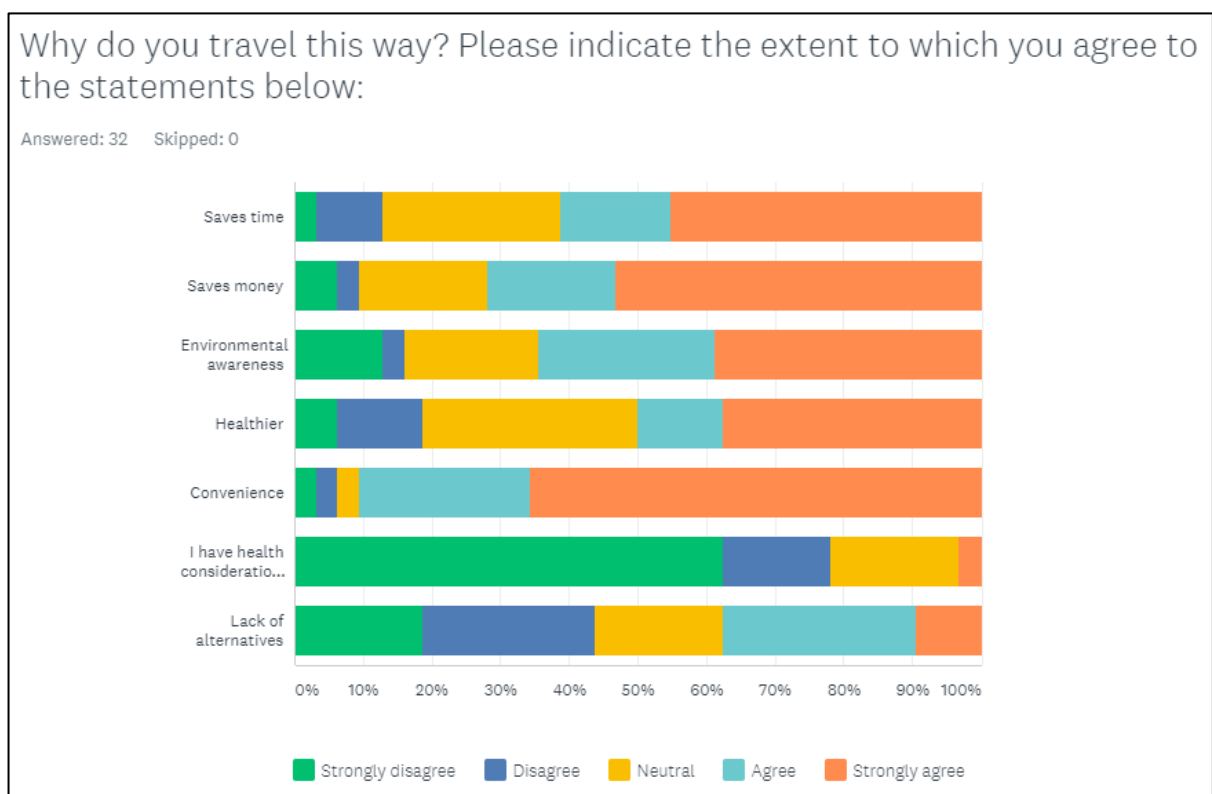
4.3.6 The fourth question asked was related to the mode of travel to the site, with the results presented in **Table 4.1** as follows:

Mode of Travel	Residents		Staff	
	Total	%	Total	%
By car (as driver, single occupant)	4	17%	4	44%
By car (as driver, with passenger/s)	0	0%	0	0%
By car (as passenger)	0	0%	0	0%
Bus	0	0%	2	22%
Taxi	0	0%	0	0%
Motorbike or powered two-wheeler	0	0%	1	11%
Train	1	4%	0	0%
Metrolink / Tram	2	9%	0	0%
Bicycle	0	0%	0	0%
On foot	14	61%	2	22%
N/A, work from home	2	9%	0	0%

Mode of Travel	Residents		Staff	
	Total	%	Total	%
Total	23	100%	9	100%

Table 4.1 – Existing Modal Split

- 4.3.7 **Table 4.1** demonstrates that the majority (61%) of residents surveyed walk to work, with a smaller percentage driving to work by car, followed by using the Metrolink, working from home, and the train. None of the residents who responded travelled to work by cycle.
- 4.3.8 44% of staff surveyed drove to the site, followed by smaller numbers of bus users, walkers, and those using a motorbike / powered two-wheeler. It can also be seen that tram and train patronage was very low, and none of the staff cycled to work.
- 4.3.9 The fifth question presented several factors that would influence travel decisions, such as convenience, health considerations, childcare / caring responsibilities, and respondents were asked to rank if they 'Strongly Disagree', 'Disagree', are 'Neutral', 'Agree', or 'Strongly Agree' with each factor. The results are shown in **Figure 4.3** below:

**Figure 4.3** – Response to Question on Factors Influencing Travel Decisions

- 4.3.10 **Figure 4.3** demonstrates that the main factors which influence residents and staff to travel the way they do are convenience, money saving, and time saving. Respondents also mentioned that health

considerations were not a strong deciding factor in their chosen mode of travel, and few felt they had a lack of alternatives.

- 4.3.11 The sixth question asked where people who drove / were driven park. Residents who responded stated they parked at the NCP car park at Circle Square, the NCP on Chester Street, and some parked their car wherever they could find a space. Staff who responded stated they parked across a different range of public / on-street car parks, such as Euro Car Parks off Charles Street / Pritchard Street and NCP on Chester Street.
- 4.3.12 The seventh question asked where people who cycled park. All respondents (residents and staff) stated they parked on-site at the designated cycle parking facilities (i.e. cycle store in the basement). Some residents also stated they did not choose to cycle due to previous experiences of bike theft.
- 4.3.13 The eighth question asked was related to the mode of travel to the site of their usual mode of travel (choices in **Table 4.1** above) were not available, with the results presented in **Table 4.2** as follows:

Mode of Travel	Residents		Staff	
	Total	%	Total	%
By car (as driver, single occupant)	3	13%	2	22%
By car (as driver, with passenger/s)	0	0%	0	0%
By car (as passenger)	3	13%	0	0%
Bus	3	13%	0	0%
Taxi	4	17%	0	0%
Motorbike or powered two-wheeler	0	0%	0	0%
Train	2	9%	3	33%
Metrolink / Tram	1	4%	2	22%
Bicycle	2	9%	1	11%
On foot	0	0%	1	11%
N/A, work from home	4	17%	0	0%
Total	23	100%	9	100%

Table 4.2 – Existing Modal Split

- 4.3.14 **Table 4.2** demonstrates that residents are more likely to transition to working from home or using taking a taxi, followed by driving / car sharing / taking the bus, and taking the train / cycling, then taking the tram, if their usual mode of travel was not available. One resident also stated that they might alternate between taking the bus of working from home, depending on their business needs. Whereas the majority of staff would travel to the site by train, followed by driving and taking the tram, and cycling / walking.
- 4.3.15 The ninth question was an open-ended question asking if there were any barriers which make it difficult for respondents to use more environmentally friendly options. Responses received included:

- Convenience, and requirement to visit multiple locations for varying periods;
- Too far to cycle / walk;
- Lack of transport links from home to train station, as walking to the station would take as long as the entire trip, prior to factoring the walk from Manchester Piccadilly to Circle Square;
- Shift work, sometime late finishes beyond transport working times;
- Possibility of failure of transport systems which staff cannot risk;
- Mix of purchasing bus and tram tickets being difficult, expressed desire for Oyster card system similar to that in London;
- Train delays – unreliable service and lack of trains;
- Weather; and
- Some staff do not own a bike.

4.3.16 These comments have been addressed where possible (i.e. the Cycle to Work scheme will continue to be promoted to staff who choose not to cycle because they do not own a bike, and TfGM's online journey planning resources will also continue to be promoted to staff so they can get real-time updates on their public transport journeys and not get caught out by service disruptions). A more coordinated ticketing approach across public transport services is also being progressed by Greater Manchester Combined Authority (GMCA) as part of the bus franchising project.

4.3.17 The tenth question was an open-ended question asking if there were any particular incentives that would encourage respondents to travel more sustainably. Responses received included:

- Transferrable travel cards between services (i.e. Oyster card system);
- Cheaper and more regular / reliable train services;
- Vouchers or discounted rates on essentials; and
- Free / subsidised rail tickets.

4.3.18 As stated above, a more coordinated ticketing approach across public transport services is also being progressed by Greater Manchester Combined Authority (GMCA) as part of the bus franchising project. In May 2021, the UK Government also presented the Williams-Shapps Plan for Rail which aims to reform Britain's railways and create a public body to integrate the railways, own the infrastructure, collect fare revenue, run and plan the network, and set most fares and timetables in the long term.

4.3.19 In the short and medium term, the Government also announced a new national flexi season ticket, with potential savings of hundreds of pounds a year for 2 and 3 day-a-week commuters. This is reflective of the change in travel patterns as a result of the COVID-19 pandemic, where workers have shifted to remote working or flexible working (i.e. working from home several days a week, and working in the office for the remainder of the time).

4.3.20 Comments on subsidised public transport tickets have also been passed to the Travel Plan Coordinator (TPC) to be addressed, potentially through an interest-free season ticket loan that could be provided.

4.3.21 The last question allowed respondents to add any other comments regarding their travel patterns. Comments received include:

- A resident lives and works within the site so their commute is minimal, however when they have to travel for work, they drive due to convenience; and
- A member of staff drives an electric car; therefore they feel their driving is not too environmentally unfriendly.

4.4 Summary and Next Steps

4.4.1 The impact of social distancing and lockdown measures according to Government guidance amidst the COVID-19 situation could have potentially affected the modal splits, as responses from the travel survey indicated that residents have chosen to work from home where possible.

4.4.2 Notwithstanding, there is an opportunity for the Travel Plan to encourage more sustainable modes of travel, particularly by bicycle. All comments and suggestions have also been forwarded to the TPC to be addressed.

4.4.3 Surveys would be undertaken annually. The results and analysis of the surveys will be sent to Manchester City Council within one month from the collection of all survey results. Further information regarding this commitment is provided in **Section 9** of this Travel Plan.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

5.1.1 A key element of national, regional 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 not isolated but 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.

5.1.2 The accessibility of the Site is considered in this context for the following modes of travel:

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

5.2 Pedestrian Accessibility

5.2.1 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 for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 5.1**.

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

Table 5.1 – CIHT Suggested Acceptable Walking Distances

5.2.2 To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. **Plan 049239-CUR-00-XX-DR-TP-06003-P01** to the rear of the report shows 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 trips associated with the development.

5.2.3 Most notably, when completed, the Site would integrate into the wider Circle Square Masterplan, consisting of residential, commercial and retail elements, along with large public squares. It is considered that the majority of everyday facilities and goods can be accessed within a 500m walk of the Site.

- 5.2.4 There are a number of residential properties within 500m walking distance of the Site including dwellings located as far as Sackville Street to the north, Grosvenor Street to the east, and Chester Street, Hulme Street, and Cambridge Street to the west.
- 5.2.5 Along and adjacent to Oxford Road there are a number of additional facilities and services available within the 500m catchment including café's, restaurants, bars, take-away's, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym/leisure facilities. To the north of the Site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the Site on Charles Street.
- 5.2.6 Additionally, the Oxford Road rail station is within a 500m walk of the Site, as such residents at the Site could benefit from utilising public transport as part of a multi-modal commute for work or other purposes. The many bus stops along Oxford Road to the west of the Site also host a wide variety of bus services all across Greater Manchester.
- 5.2.7 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library and Manchester City Council to the north, along with Whitworth Street and Portland Street with their associated leisure facilities and residential apartments. Manchester Aquatics Centre, the University of Manchester, Royal Northern College of Music, and the rest of the Manchester Metropolitan University campus lie towards the south of the Site.
- 5.2.8 Approximately 650m north of the Site is the Chinatown district of Manchester, and a further 150m ahead lies St Peter's Square in turn, which features a variety of restaurants, cafes, shops and bars. The Manchester Central Convention Complex and the Bridgewater Hall is also approximately 1km to the north-west of the Site.
- 5.2.9 Within 2km of the Site there are multiple restaurants, bars, small retail outlets, gyms and private healthcare clinics located within the Central Business District of Manchester. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2km north of the Site. Access to larger supermarkets and Manchester Royal Infirmary is also achievable towards the south of the Site.
- 5.2.10 Odeon Cinemas and the Great Northern Warehouse Complex is situated around 1.2km to the northwest and has restaurants and leisure facilities, and adjacent to this, there is also Deansgate where restaurants, bars, convenience stores, retail stores, gym / health facilities and leisure facilities are located.

- 5.2.11 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 3.4**. It is considered that the Site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

5.3 Accessibility by Cycle

In order to assist in assessing the accessibility of the Site by cycle, **Plan 049239-CUR-00-XX-DR-TP-06004-P01** to the rear of the report presents an 8km cycle catchment for the Site. The 8km (5-mile) 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)"*.

- 5.3.1 The 8km catchment encompasses all of Manchester City Centre including shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Cheetham Hill to the north, Salford to the north west, Fallowfield to the south and Gorton to the east.
- 5.3.2 There are two routes on the National Cycle Network (NCN) within close proximity of the Site. 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.
- 5.3.3 National Cycle Route 66 to the east can be accessed via Store Street. It connects the Site to the north-east of Greater Manchester, including areas such as Failsworth.
- 5.3.4 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester city centre are within 8km of the Site and are accessible following Sustrans cycle routes.
- 5.3.5 Local routes in the vicinity of the Site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's new high-quality cycle infrastructure to improve cyclist safety along the Oxford Road corridor. The local cycle network within the vicinity of the Site is reproduced in **Figure 5.1** below:

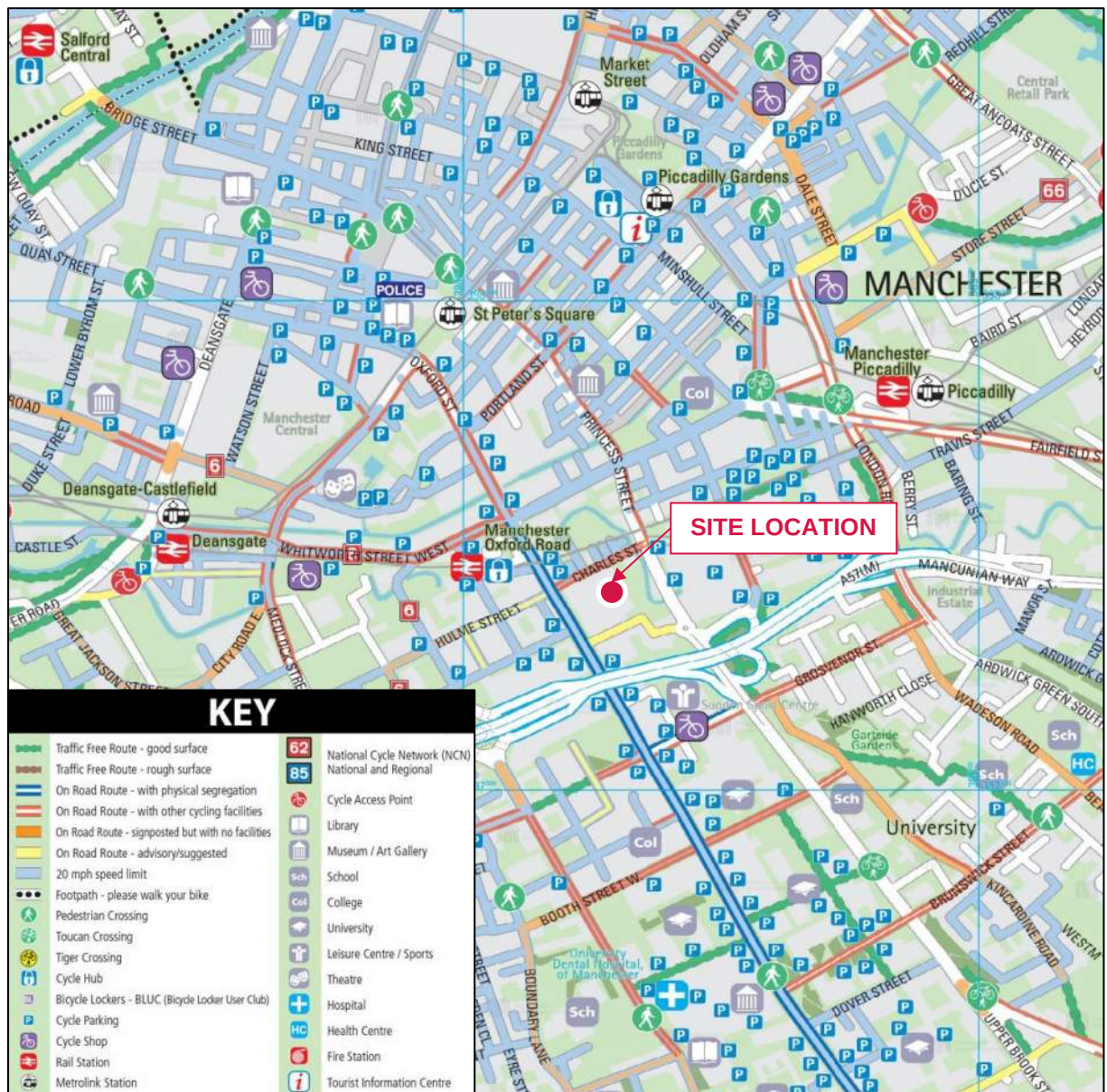


Figure 5.1 – Local Cycle Network

(Source: Transport for Greater Manchester (TfGM), 2019)

5.3.6 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". As part of the Bee Network, TfGM have introduced Beeways as signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The Site is in close proximity to the proposed Bee Network in Manchester City Centre as illustrated in **Figure 5.2** below, allowing residents and staff to benefit from the public realm improvements for better safety and quality of commute.

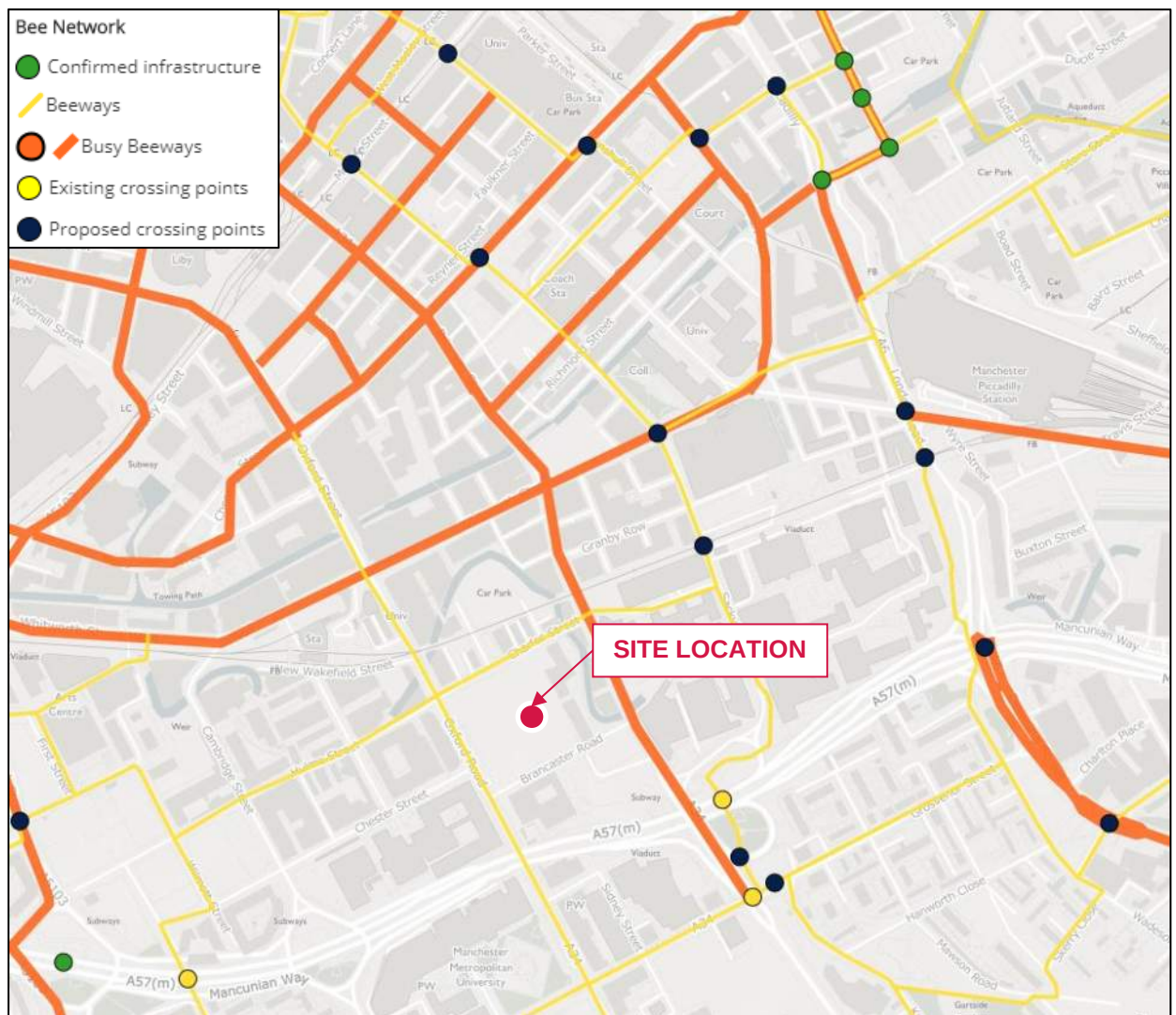


Figure 5.2 – Bee Network in the vicinity of the Site
(Source: MappingGM, 2021)

5.3.7 Based on the above, it is considered that the Site is highly accessible for cyclists.

5.4 Accessibility by Public Transport

5.4.1 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.

5.4.2 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. This is a particular strength of the site,

which offers excellent multi-modal links into Manchester City Centre, throughout Greater Manchester, and the North West.

5.4.3 **Plan 049239-CUR-00-XX-DR-TP-06005-P01** to the rear of the report demonstrates those areas accessible via public transport within 15-, 30-, 45- and 60-minutes' journey from the Site. Accessibility by bus, rail, and Metrolink are considered in further detail within the subsections below, with a local public transport network map included in **Figure 5.3**:



Figure 5.3 – Local Public Transport Network
(Source: TfGM, 2019)

Bus Accessibility

5.4.4 Guidance from the Chartered Institution of Highways and Transportation (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 5.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 5.4.5 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.
- 5.4.6 The nearest bus stops are located along Charles Street, Princess Street, and Oxford Road, all of which are located within a 400m walk from the site. **Table 5.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Charles Street:				
147	Ancoats – Rusholme – Fallowfield – West Didsbury	10 mins	-	-
From Princess Street:				
50	The Lowry – Salford – Birchfields – Burnage – East Didsbury	10 mins	15 mins	15 mins
From Oxford Road (50 and 147 as above, with the addition of):				
15	Piccadilly Gardens – Hulme – Stretford – Urmston – Flixton	20 mins	20 mins	Hourly
18	Manchester Royal Infirmary – Middleton – Langley circular	10 mins	10 mins	15 mins
41	Sale – Didsbury – Bowker Vale – Higher Blackley – Middleton	15 mins	15 mins	30 mins
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	10 mins	30 mins
44	Piccadilly Gardens – Withington – Wythenshawe Hospital	Hourly	Hourly	-
51	The Lowry – Salford – Birchfields – Burnage – East Didsbury	5 in the AM peak	-	-

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
85	Piccadilly Gardens – Hulme – Whalley Range – Chorlton	10 mins	10 mins	20 mins
85A	Piccadilly Gardens – Hulme – Chorlton – Arrowfield Estate	30 mins	30 mins	-
86	Piccadilly Gardens – Hulme – Brooks Bar – Stretford – Sale	10 mins	10 mins	10 mins
111	Piccadilly Gardens – Moss Side – Fallowfield – Chorlton	10 mins	10 mins	20 mins
142	Piccadilly Gardens – Rusholme – Fallowfield – East Didsbury	10 mins	10 mins	10 mins
143	Piccadilly Gardens – Rusholme – Fallowfield – West Didsbury	10 mins	10 mins	10 mins
191	Albert Square – Stockport – Heaviley – Hazel Grove	3 per hour in the AM peak 4 in the PM peak	-	-
197	Albert Square – Heaton Moor – Heaton Mersey – Stockport	20 mins	30 mins	Hourly
250	Piccadilly Gardens – Trafford Park – The Trafford Centre	10 mins	10 mins	10 mins
253	Partington – Carrington – Stretford – Piccadilly Gardens	2 in the AM peak	-	-
263	Piccadilly Gardens – Hulme – Stretford – Sale – Altrincham	15 mins	20 mins	30 mins
V1	Manchester Royal Infirmary – Salford – Tyldesley – Leigh	10 mins	30 mins	30 mins
V2	Manchester Royal Infirmary – Salford – Tyldesley – Atherton	30 mins	30 mins	30 mins
V4	Manchester Royal Infirmary – Salford – Deans – Ellenbrook	4 in the AM 5 in the PM	-	-
X57	Manchester Airport – Denton – Glossop – Sheffield Centre	4 in the AM 4 in the PM	4 in the AM 4 in the PM	2 in the AM 4 in the PM

Table 5.3 – Summary of Bus Service Frequencies

5.4.7 These stops provide access to various destinations in Manchester City Centre and across Greater Manchester.

5.4.8 Residents and staff can also board the Manchester City Centre free bus service outside the Manchester Oxford Road train station or Palace Theatre (within a c. 500m walking distance) in order to access key city centre locations and railway stations (Deansgate / Manchester Victoria). Only Routes 2 and 3 call at this stop, but residents and staff can walk a maximum of a c. 800m distance to Chorlton Street to access Route 1 which links to other areas such as Piccadilly and Manchester City Centre. The free bus routes and frequencies are detailed in **Figure 5.4** below:

free bus routes around the city centre

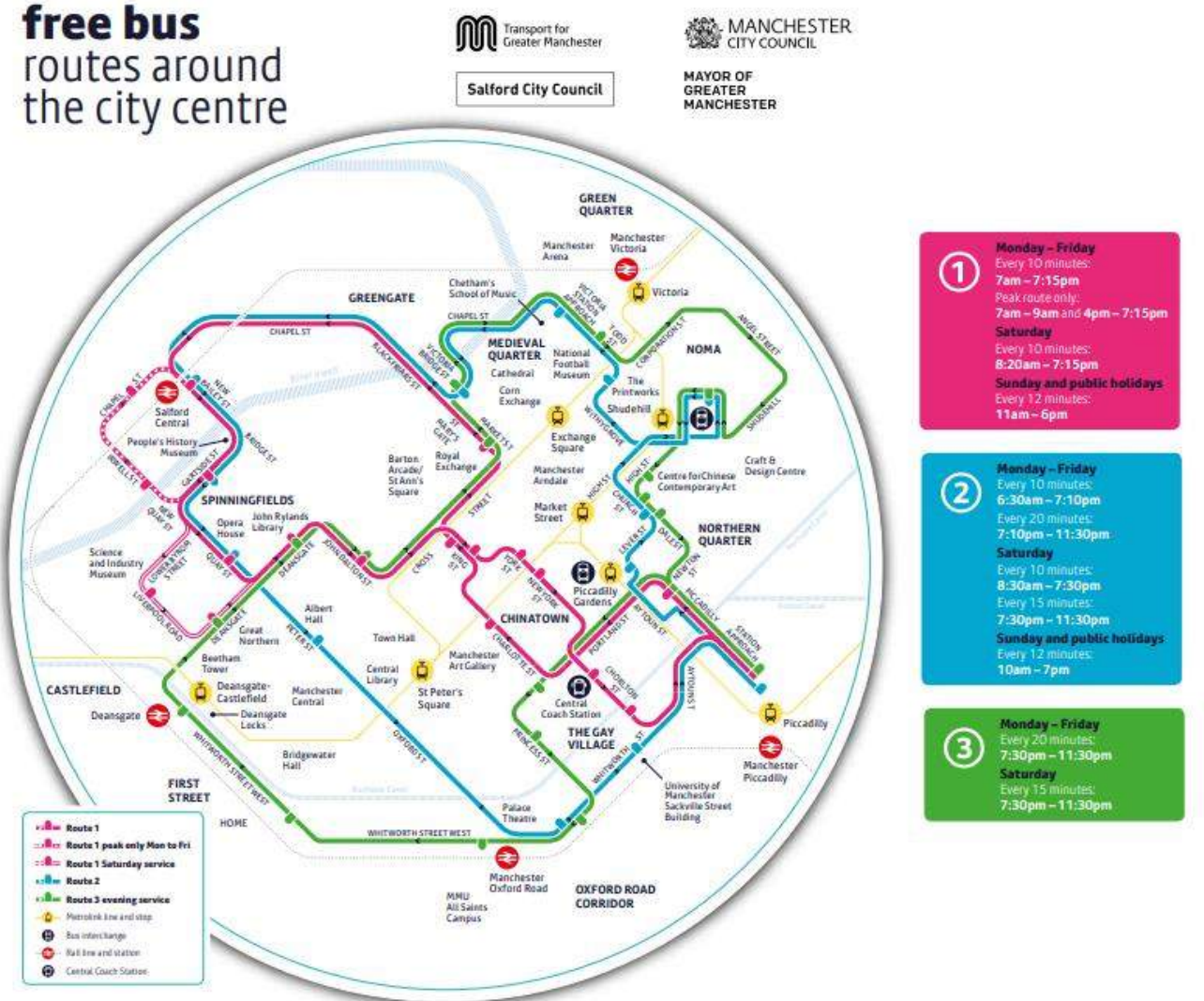


Figure 5.4 – Free Bus Route and Timetable
(Source: TfGM, 2020)

5.4.9 It is noted that the provision of bus services will change during different seasons in the year and 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.

5.4.10 Overall, the site is well served by bus. The site also benefits from the free bus service.

Rail Accessibility

5.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, 'Planning for Public Transport in Developments' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

5.4.12 The nearest train station is Manchester Oxford Road, located at an approximate 500m walking distance to the north-west of the Site. A summary of rail services from the station is summarised in **Table 5.4:**

Service	Peak Hourly Frequency		
	Mon – Fri	Sat	Sun / Hols
Northern Rail trains:			
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
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
East Midlands Railway trains:			
Liverpool to Norwich Calling at: Liverpool Lime Street, Liverpool South Parkway, Widnes, Warrington Central, Manchester Oxford Road, Manchester Piccadilly, Stockport, Dore & Totley, Sheffield, Chesterfield, Alfreton, Ilkeston, Nottingham, Grantham, Peterborough, Ely, Thetford, and Norwich.	Hourly	Hourly	Hourly
Transport for Wales trains:			
Llandudno to Manchester Calling at: Llandudno Junction, Colwyn Bay, Abergele and Pensarn, Rhyl, Prestatyn, Flint, Shotton, Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road, Manchester Piccadilly, East Didsbury, and Manchester Airport.	Hourly	Hourly	Hourly
TransPennine Express trains:			

Service	Peak Hourly Frequency		
	Mon – Fri	Sat	Sun / Hols
Manchester Airport to Preston, Carlisle, and Glasgow Central / Edinburgh Calling at: Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Bolton, Preston, Lancaster, Oxenholme, Penrith, Carlisle, Lockerbie, Carstairs, diverge to Motherwell and Glasgow Central OR Haymarket and Edinburgh.	Every 2 hours	Every 2 hours	Every 2 hours
Manchester Airport to Leeds, Hull, York, Scarborough, Middlesbrough, Newcastle and Edinburgh Calling at: Manchester Airport, Gatley, Manchester Piccadilly, Manchester Oxford Road, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Thirsk, Northallerton, Yarm, Thornaby, Middlesbrough, and Redcar Central.	Hourly	Hourly	Hourly

Table 5.4 – Summary of Rail Services from Manchester Oxford Road

- 5.4.13 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for residents and staff of the Site and is a viable alternative to private car use.
- 5.4.14 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.
- 5.4.15 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 the respective train operators' websites:
- Northern Rail: northernrailway.co.uk/travel/timetables;
 - East Midlands Railway: www.eastmidlandsrailway.co.uk/timetables;
 - Transport for Wales: tfwrail.wales/travel-safer/timetable; and
 - TransPennine Express: www.tpexpress.co.uk/travel-updates/timetables.
- 5.4.16 Manchester Piccadilly is also within an 800m walking distance towards the north-east of the Site. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours and 10 minutes. Many of the buses that call at the Oxford Road bus stops also serve the Manchester Piccadilly station.
- 5.4.17 Manchester Piccadilly lies between the 'Acceptable' catchment of the 1,000m walking distance suggested by CIHT for commuting purposes, and can be accessed by residents and staff who wish to travel along additional routes within the United Kingdom.
- 5.4.18 Based on the above, it is considered that the site is accessible by rail.

Metrolink (Light Rail)

5.4.19 **Figure 5.5** below shows the Greater Manchester Metrolink network:

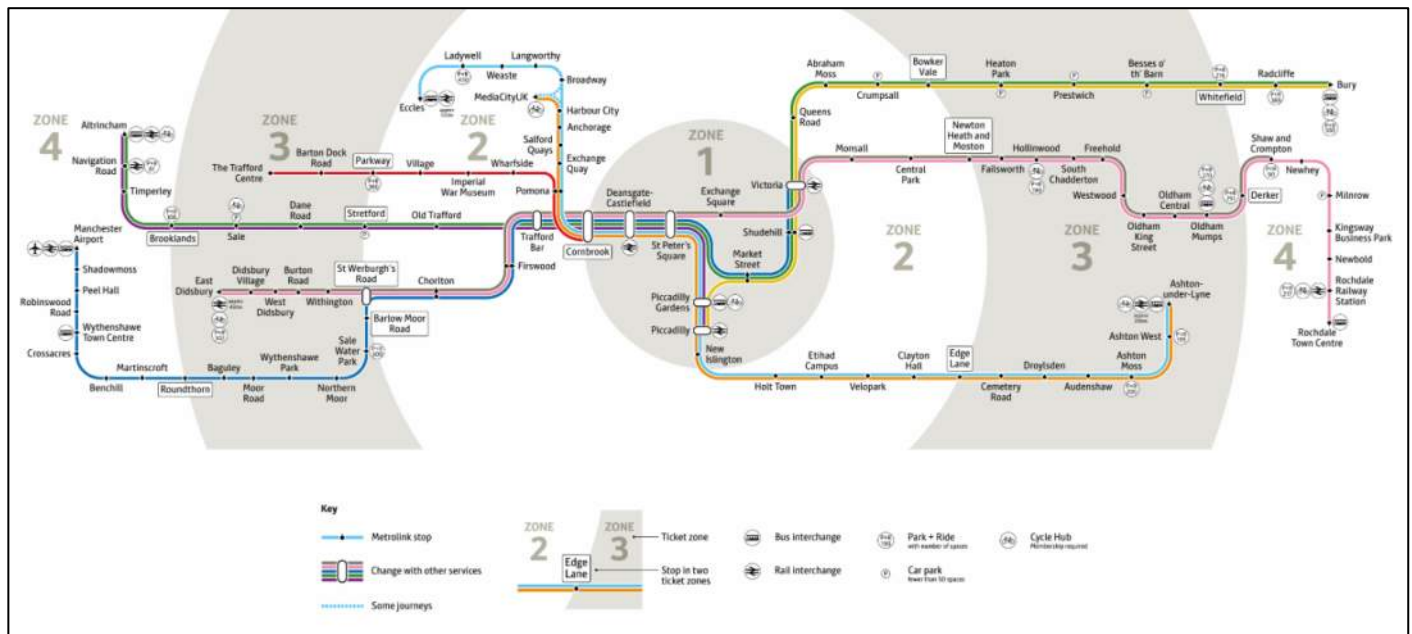


Figure 5.5 – Greater Manchester Metrolink Network

(Source: TfGM, 2021)

5.4.20 The nearest Metrolink stops are at the St Peter's Square or Piccadilly station, approximately 800m north / north-east of the Site respectively. The following lines call at these stops:

- **Brown and Pink Line** – Shaw and Crompton / Rochdale Town Centre to East Didsbury (St Peter's Square only);
- **Navy Line** – Manchester Airport to Manchester Victoria (St Peter's Square only);
- **Green Line** – Altrincham to Bury (St Peter's Square only);
- **Purple Line** – Altrincham to Piccadilly;
- **Blue and Orange Line** – Eccles / MediaCityUK to Ashton-under-Lyne / Etihad Campus; and
- **Yellow Line** – Piccadilly to Bury (Piccadilly only only).

5.4.21 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Thursdays, 06:00 – 01:00 on Fridays and Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- **Green Line** (Altrincham to Bury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines;
- **Orange Line** (MediaCityUK to Etihad Campus) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Blue (Ashton-under-Lyne to Eccles) Line via

MediaCityUK. Alternatively, alight at Harbour City which is within a short 5-minute walk of the MediaCityUK stop; and

- **Brown Line** (Shaw and Crompton to East Didsbury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink (Rochdale Town Centre to East Didsbury) Line.

5.4.22 The start and end times for specific stations will change during different seasons in the year and 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.

5.4.23 Metrolink services provide access to the Site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Shudehill and Piccadilly, and a direct service to Manchester Airport.

5.4.24 Commuters can change at Cornbrook station to access additional services to The Trafford Centre. It is considered the site is highly accessible by Metrolink (light rail).

5.5 Summary

5.5.1 It is considered the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site.

6.0 Travel Plan Initiatives

6.1 Introduction

- 6.1.1 Considering the high levels of accessibility, it is considered the vast majority of residents and staff will travel to/from the Site via sustainable modes of travel.
- 6.1.2 This section of the TP sets out the initiatives that will be implemented for the development. The initiatives are designed to reduce dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document.

6.2 Appointment of Travel Plan Coordinator (TPC)

- 6.2.1 A Travel Plan Coordinator (TPC) has been appointed for the site. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 8** of this report.

- 6.2.2 The TPC has been named as:

Amelia Polowyj (Operations Manager)

- 6.2.3 Contact details for Amelia are made available internally to residents and staff, and also externally to Manchester City Council (MCC).

6.3 Marketing and Promotional Measures

- 6.3.1 Providing easily accessible information on travel options can be important in influencing travel patterns. It is envisaged that relevant elements of the Travel Plan will be supplied to all residents and staff at the site electronically (via a Travel Page on the website or on the staff intranet) or physically on notice boards in communal areas. Examples of information that will be provided include:

- Introduction to the TP concept detailing objectives and aspirations;
- Health benefits of walking and cycling, and environmental benefits of sustainable modes of transport;
- Details of the TfGM online journey planning resources: tfgm.com/plan-a-journey;
- Maps showing local walking / cycling routes and places of interest;
- Details of public transport services, including links to operators' timetables and routes; and
- Details of the TPC.

6.4 Measures to Encourage Walking

- 6.4.1 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.
- 6.4.2 It has been demonstrated within **Section 5** of this TP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. It has also been demonstrated within the travel survey in **Section 4** that many residents travel on foot, but not many staff live within walking distance of the site. Therefore, it is envisaged that walking could be encouraged as part of a multi-modal trip (i.e. walking + using public transport).
- 6.4.3 The following measures will be provided in order to encourage residents and staff to walk:
- Promote / raise awareness of the health benefits of walking;
 - Regularly review and update information (if necessary) provided within the Travel Page / notice boards, such as:
 - Local pedestrian routes, including public footpaths;
 - The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups;
 - The www.plotaroute.com website for journey planning on foot; and
 - Marketing campaigns such as 'Walk to Work Week'.
 - Consider setting up a social walking / 'walking buddy' group if there is enough interest.

6.5 Measures to Encourage Cycling

- 6.5.1 It has been demonstrated throughout **Section 5** of this TP that the Site is conducive to cycling. Notwithstanding, findings from the travel survey in **Section 4** indicate that not many residents or staff travel by bicycle, and some have even expressed fears due to previous experiences with bike theft.
- 6.5.2 Existing measures to encourage cycling include:
- Provision of secure cycle parking facilities (detailed in **Section 3.4** above).
- 6.5.3 The following additional measures will be provided in order to encourage residents and staff to cycle:
- Continue to raise awareness of the health benefits of cycling;
 - VITA Group are looking to get involved in the Cycle2Work scheme (an employee benefit scheme where staff do not need to pay upfront and payments are taken tax efficiently from their salary, can be used for bicycles and / or cycle accessories) that staff can benefit from, based on feedback from the travel survey; and

- Regularly review and update information (if necessary) provided within the Travel Page / notice boards, such as:
 - Local cycle network routes;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - TfGM's cycle training sessions (learn to ride, road rider ready, one-to-one, basic / intermediate maintenance);
 - The Manchester Bike Hire website www.manchesterbikehire.co.uk;
 - Details of local cycle shops; and
 - Marketing campaigns such as “National Bike Week”.
- Consider setting up a social cycling group / Bicycle User Group (BUG) if there is enough interest.

6.6 Measures to Encourage Public Transport Use

6.6.1 It has been demonstrated throughout **Section 5** of this TP that the Site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester City Centre. Findings from the travel survey in **Section 4** indicate that public transport is not a viable option for some staff who live outside the city centre due to inadequate direct links. It is envisaged that public transport could be encouraged as part of a multi-modal trip (i.e. walking or cycling + using public transport).

6.6.2 The following measures will be provided in order to encourage residents and staff to travel by public transport:

- Regularly review and update information (if necessary) provided within the Travel Page / notice boards, such as:
 - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - A map showing local bus and rail stations in the vicinity of the site; and
 - Links to up-to-date bus and rail details including timetables / route maps.
- Implement a staff business policy of using public transport for travel in the course of work wherever feasible.

6.7 Measures to Encourage Car Sharing, Car Clubs, and Use of Electric Vehicles (EV)

Car Sharing

- 6.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. It is envisaged that the lack of parking provision will encourage less to drive to the Site, and more to engage in sustainable modes of travel such as car sharing.
- 6.7.2 This could be simply encouraged further on an informal basis or managed by administrative staff who could match interested people.
- 6.7.3 There are car sharing organisations which offer a matching service. Staff would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. Notwithstanding this, CarshareGM is an employer-based car sharing scheme, therefore VITA Group would need to sign up to the scheme for staff to benefit from this.
- 6.7.4 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. This scheme could be promoted by the Travel Plan Coordinator (TPC).

Car Club

- 6.7.5 The Enterprise Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot. Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £5 an hour.
- 6.7.6 The nearest Car Club bay is located at Samuel Ogden Street, M1 7AX, which is an approximate 400m walking distance (5 minutes' walk) towards the north-east of the site. **Figure 6.1** below shows additional locations across Manchester City Centre that Enterprise Car Club currently operate in.

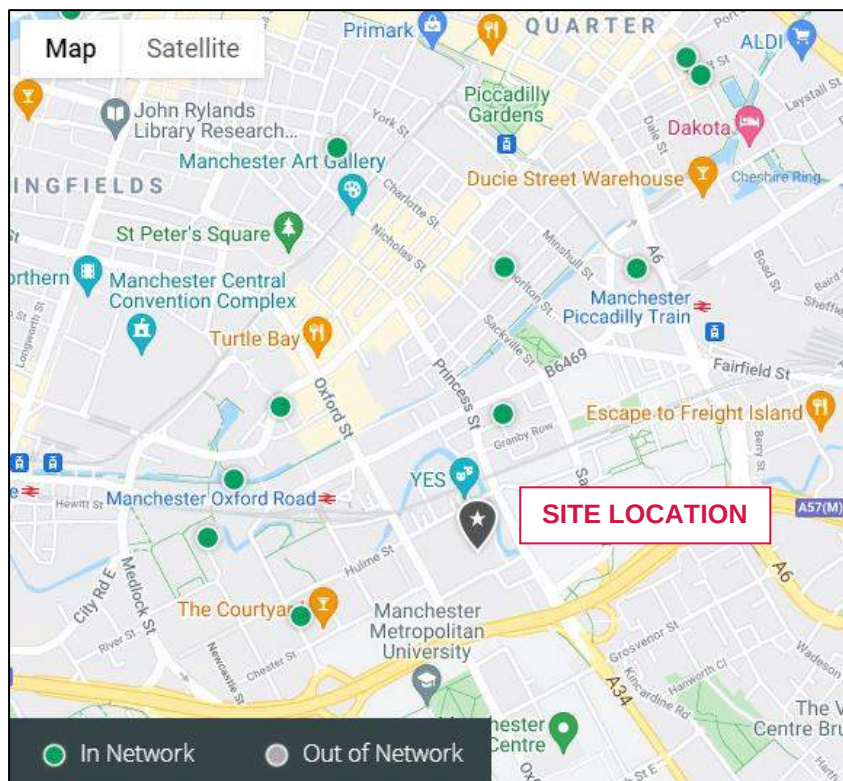


Figure 6.1 – Enterprise Car Club Locations in Manchester City Centre
(Source: Enterprise Car Club, 2021)

- 6.7.7 **Figure 6.1** is accurate at the time of writing, however additional real-time information on the availability of certain car club bays can be found on Enterprise Car Club's mobile application or website: <https://www.enterpriseclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>.
- 6.7.8 It is considered that the Car Club could therefore be a highly attractive facility for employees who require occasional private car use, therefore minimising the highway impact.
- 6.7.9 Businesses at the site could be encouraged by the TPC to set up sustainable travel policies such as encouraging car clubs to be used for business travel, and not progress mileage claims if there was a viable sustainable option.

Electric Vehicle (EV) Charging Provision

- 6.7.10 Additionally, there are many EV charging points in Manchester City Centre, some of which are within an acceptable walking distance of the site. There is an EV charging point located c. 550m to the west of the site at the pay-and-display on-street parking bays on Hulme Street, which comprises one 7kW socket with two connectors (total charging provision for 2 cars) and is subject to a maximum stay of 3 hours.

- 6.7.11 This charging point is one of the many charging points located on the Be.EV network (formerly Greater Manchester Electric Vehicle (GMEV)), which is managed by TfGM. EV owners who wish to join the Be.EV network can sign up for an account online, after which they can operate charging points using a card or a smartphone application.
- 6.7.12 All Be.EV charge points are free to use, however there is an annual cost associated with the access card. Charging points outside the Be.EV network and across the rest of the UK can be operated via the access card or via a direct debit set up jointly with the user's account to "pay as you go".
- 6.7.13 **Figure 6.2** below illustrates the location of the nearest Be.EV charge points in the vicinity of the site:

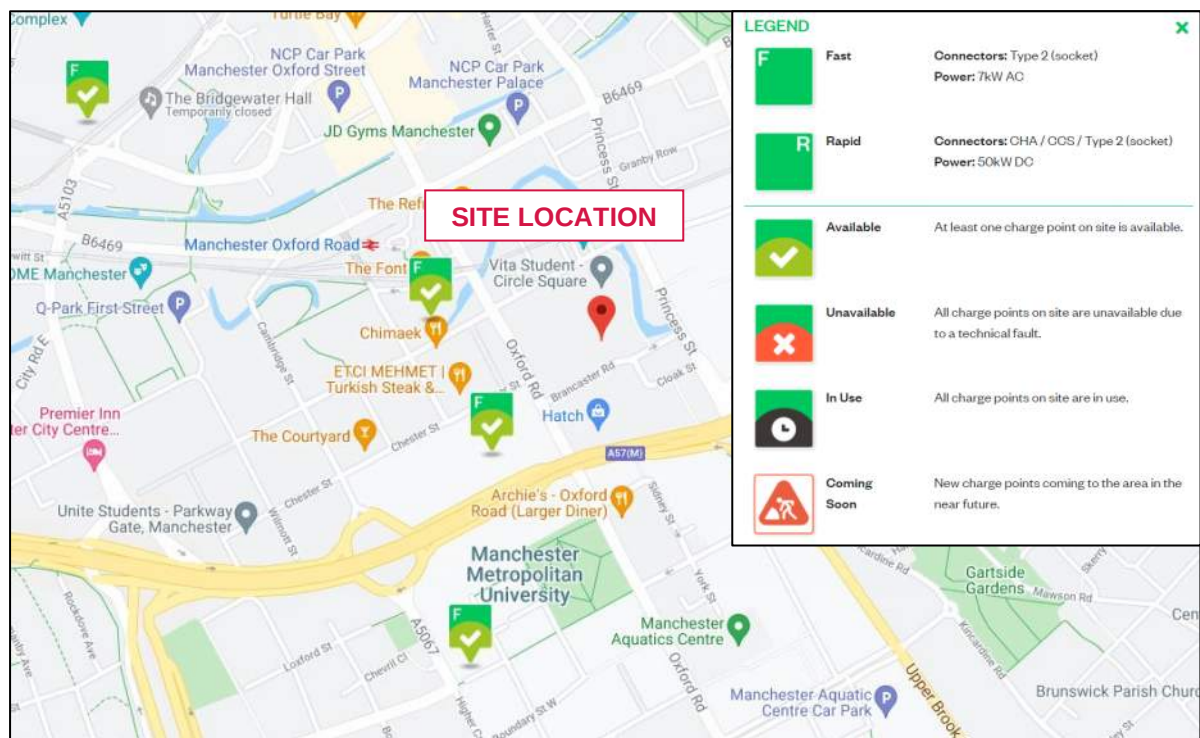


Figure 6.2 – Electric Vehicle (EV) Charge Points in the vicinity of the site
(Source: Be.EV and Google Maps, 2021)

- 6.7.14 **Figure 6.2** is accurate at the time of writing, however additional real-time information on the availability of certain electric vehicle charging points can be found on Be.EV's mobile application or website: <https://be-ev.co.uk/locations/#map>.
- 6.7.15 Businesses at the site could be encouraged by the TPC to set up sustainable travel policies as mentioned earlier, such as giving preferential mileage claim rates for business trips that were necessary to be made by private car, but made via an EV instead to minimise the environmental impact of the journey.

- 6.7.16 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the benefits of car sharing, car clubs, and EVs through advertising around the site.

7.0 Targets

7.1 Introduction

7.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of travel surveys.

7.2 SMART Targets

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

7.2.2 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.

7.3 Modal Shift Targets

7.3.1 The following **Tables 7.1** and **7.2** illustrate the resident and staff modal split targets:

Travel Mode	Current Modal Split	Resident Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	17%	- 1.0 %	- 2.0 %	- 2.0 %	- 5.0 %
By Car, Lift Sharing	0%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Walk	61%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %
Cycle	0%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %
Bus	0%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %
Train / Tram	13%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %
Other (i.e. work from home)	9%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %

Table 7.1 – Resident Modal Shift Targets

Travel Mode	Current 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	44%	- 1.0 %	- 2.0 %	- 2.0 %	- 5.0 %
By Car, Lift Sharing	0%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Walk	22%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Cycle	0%	+ 0.5 %	+ 1.0 %	+ 1.0 %	+ 2.5 %
Bus	22%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %
Train / Tram	0%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %
Other	11%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %

Table 7.2 – Staff Modal Shift Targets

7.3.2 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 occupant, whilst increasing the proportion who travel by more sustainable modes in particular cycling, and using the train / tram / bus.

7.3.3 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 6** of this report.

8.0 Monitoring and Review

8.1 Introduction

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

8.1.2 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.

8.1.3 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.

8.2 Travel Plan Coordinator (TPC)

8.2.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). 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;
- Organising and distributing Travel Surveys;
- Keeping all relevant databases, information, and administration up to date;
- Promoting individual measures / initiatives in the TP and instigate a marketing campaign when appropriate;
- Liaising with external stakeholders at relevant forums;

- Monitoring the TP and detect trends in change against targets and report to the relevant parties (i.e. Manchester City Council (MCC)); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

8.3 Monitoring and Evaluation

- 8.3.1 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 updates from occupiers and liaising with MCC on transport related matters, the main monitoring process will involve travel surveys as described in **Section 4** above.
- 8.3.2 The results of each survey would 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.
- 8.3.3 Monitoring reports will be provided to officers at MCC annually following the receipt of the first surveys, within one month of each travel survey phase. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all residents and staff upon the completion of surveys.
- 8.3.4 After initial review, further reviews will be carried out at annual intervals and continue for a total monitoring period of five years. The five-year monitoring schedule will include five surveys: the initial monitoring survey and four follow-up surveys.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process.

9.1.2 The following phrases have been used to give a general indication of timescales for the actions following the adoption of this Travel Plan:

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

Action	Target Date	Responsibility
Produce Marketing Material (i.e. Travel Page / Notice Boards) to Promote Existing TP Initiatives	Short term action, ongoing review to make sure information is up to date	TPC
Address Comments Raised in Travel Surveys	Short term action	TPC
Distribute Travel Survey Results to Staff	Short term action	TPC
Implement new TP Initiatives, such as:		
• Consider setting up a social walking / 'walking buddy' group if there is enough interest	Short term action	TPC
• Consider setting up a social cycling group / Bicycle User Group (BUG) if there is enough interest	Short term action	TPC
• Get involved in the Cycle2Work scheme	Medium term action	TPC
• Implement a staff business policy of using public transport for travel in the course of work wherever feasible	Medium term action	TPC

Action	Target Date	Responsibility
Undertake Repeat Travel Surveys	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council)	TPC
Present Annual Monitoring Report	Within one month of each travel survey phase	TPC

Table 9.1 – Action Plan

Plans

Plan 049239-CUR-00-XX-DR-TP-06001-P01 – (Location Plan) Regional Level

Plan 049239-CUR-00-XX-DR-TP-06002-P01 – (Location Plan) Local Level

Plan 049239-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Walking Catchment

Plan 049239-CUR-00-XX-DR-TP-06004-P01 – (Accessibility) Indicative Cycle Catchment

Plan 049239-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment



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Project:
CIRCLE SQUARE (PLOTS 7 & 8)

Drg Title:
LOCATION PLAN
REGIONAL LEVEL

Status:
PRELIMINARY

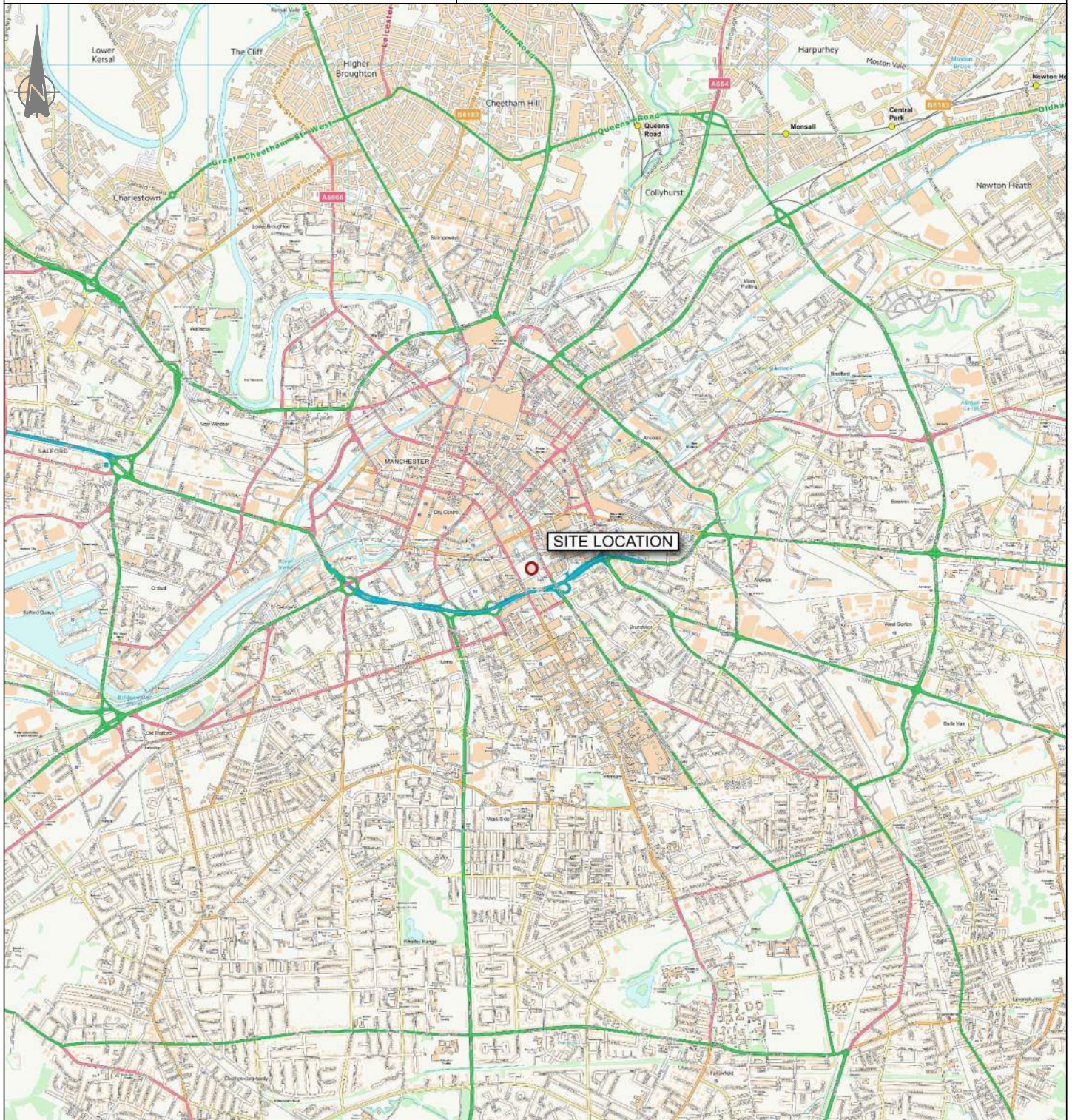
Drawn By: JM Checked By: AV

Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

49239 - CUR - 00 - XX - DR - TP - 06001 - P01





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Project:
CIRCLE SQUARE (PLOTS 7 & 8)

Drg Title:
LOCATION PLAN
LOCAL LEVEL

Status:
PRELIMINARY

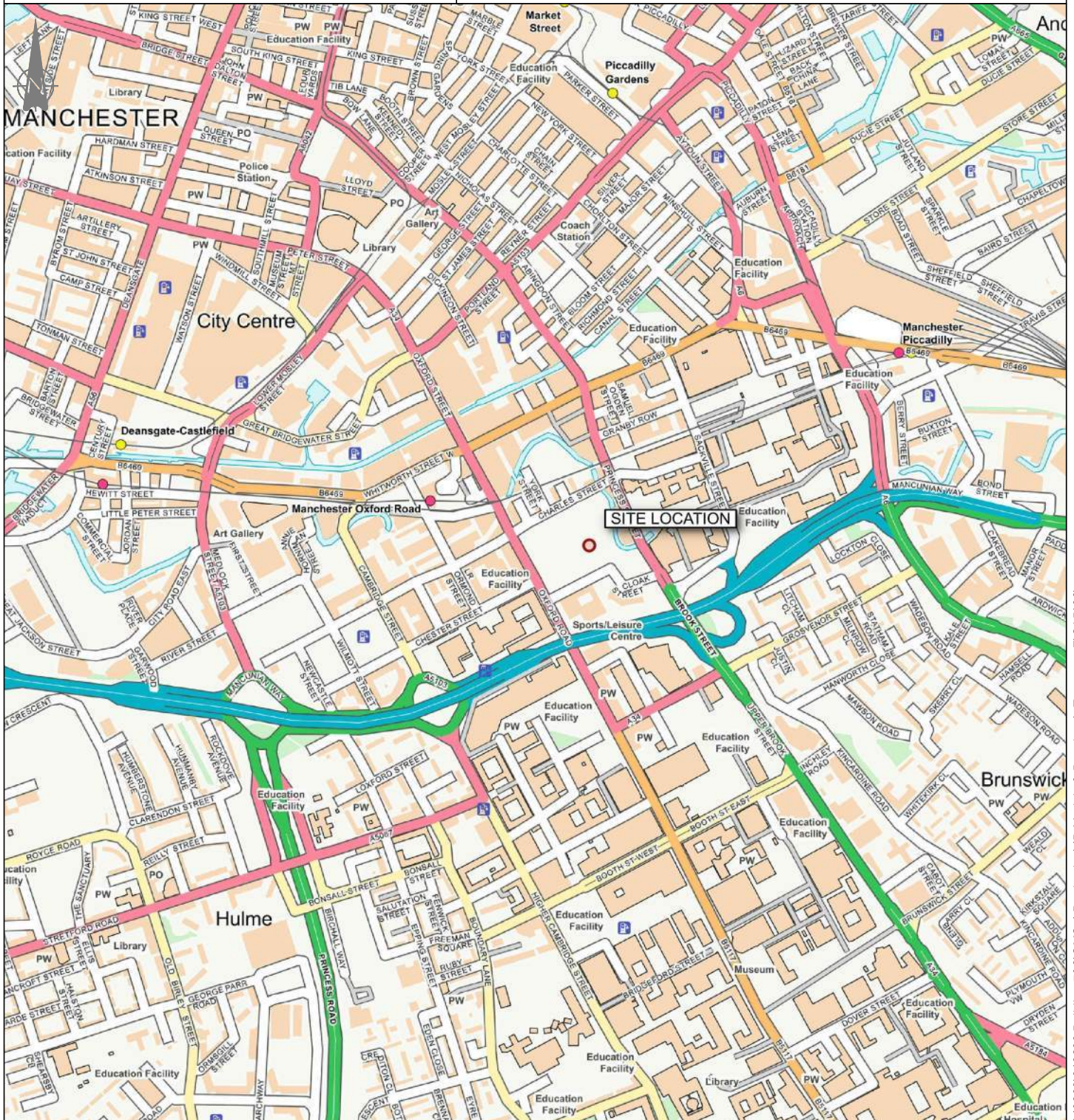
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

49239 - CUR - 00 - XX - DR - TP - 06002 - P01



KEY: ● Site



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Project:
CIRCLE SQUARE (PLOTS 7 & 8)

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

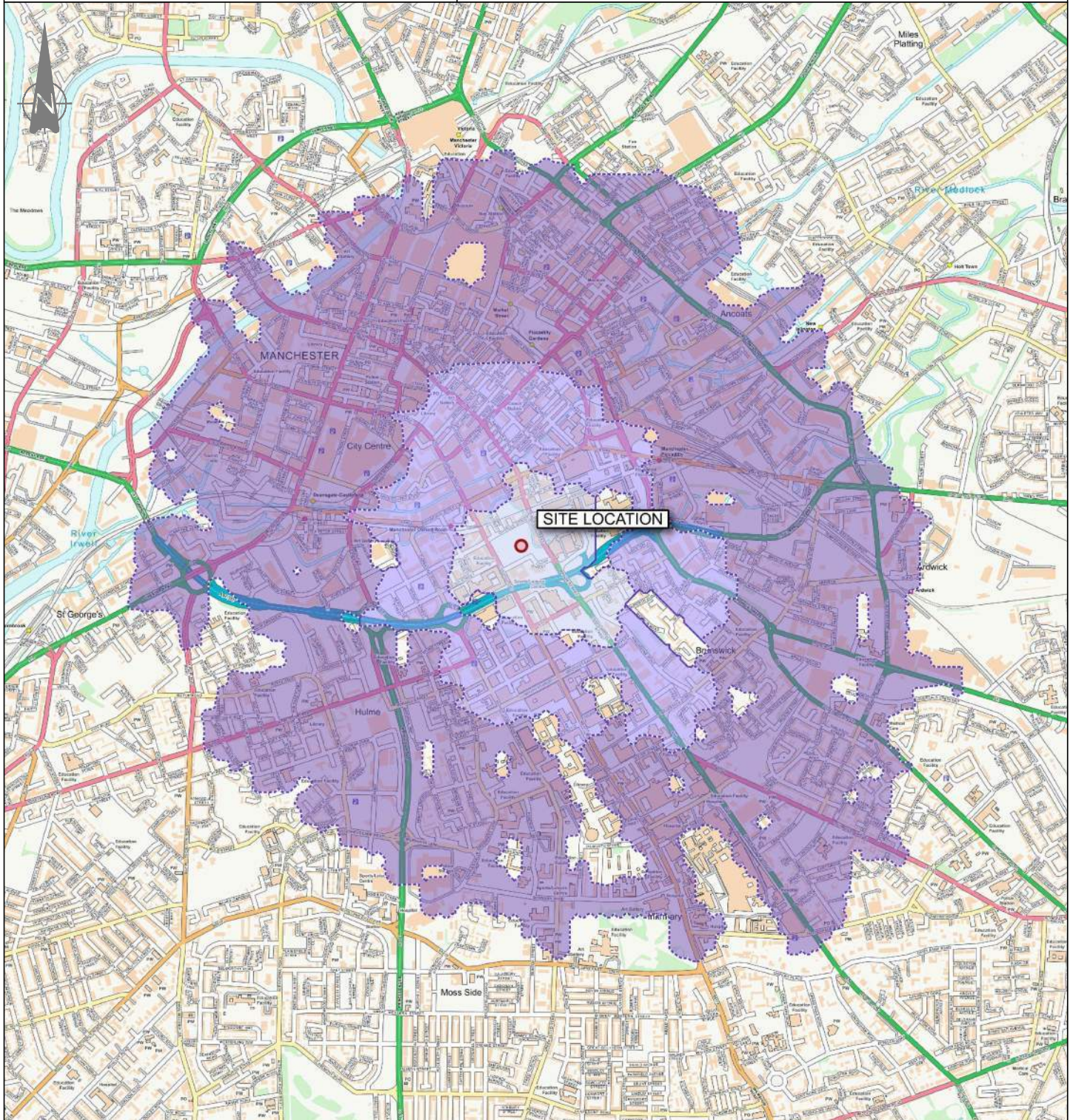
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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Project:
CIRCLE SQUARE (PLOTS 7 & 8)

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

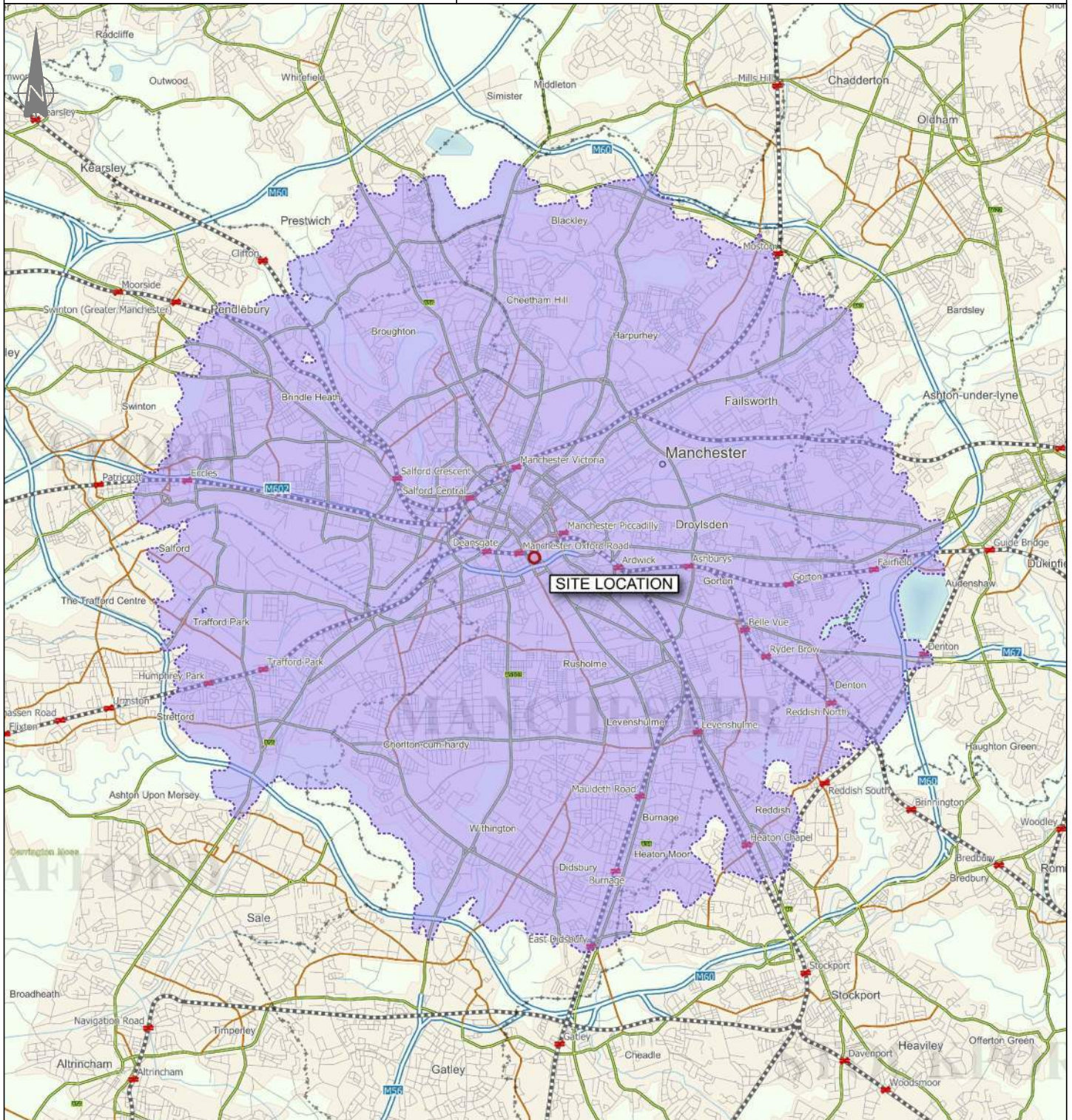
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY:  Site  Cycle Catchment
8000m



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Project: CIRCLE SQUARE (PLOTS 7 & 8)

Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT
CATCHMENT

Status: PRELIMINARY

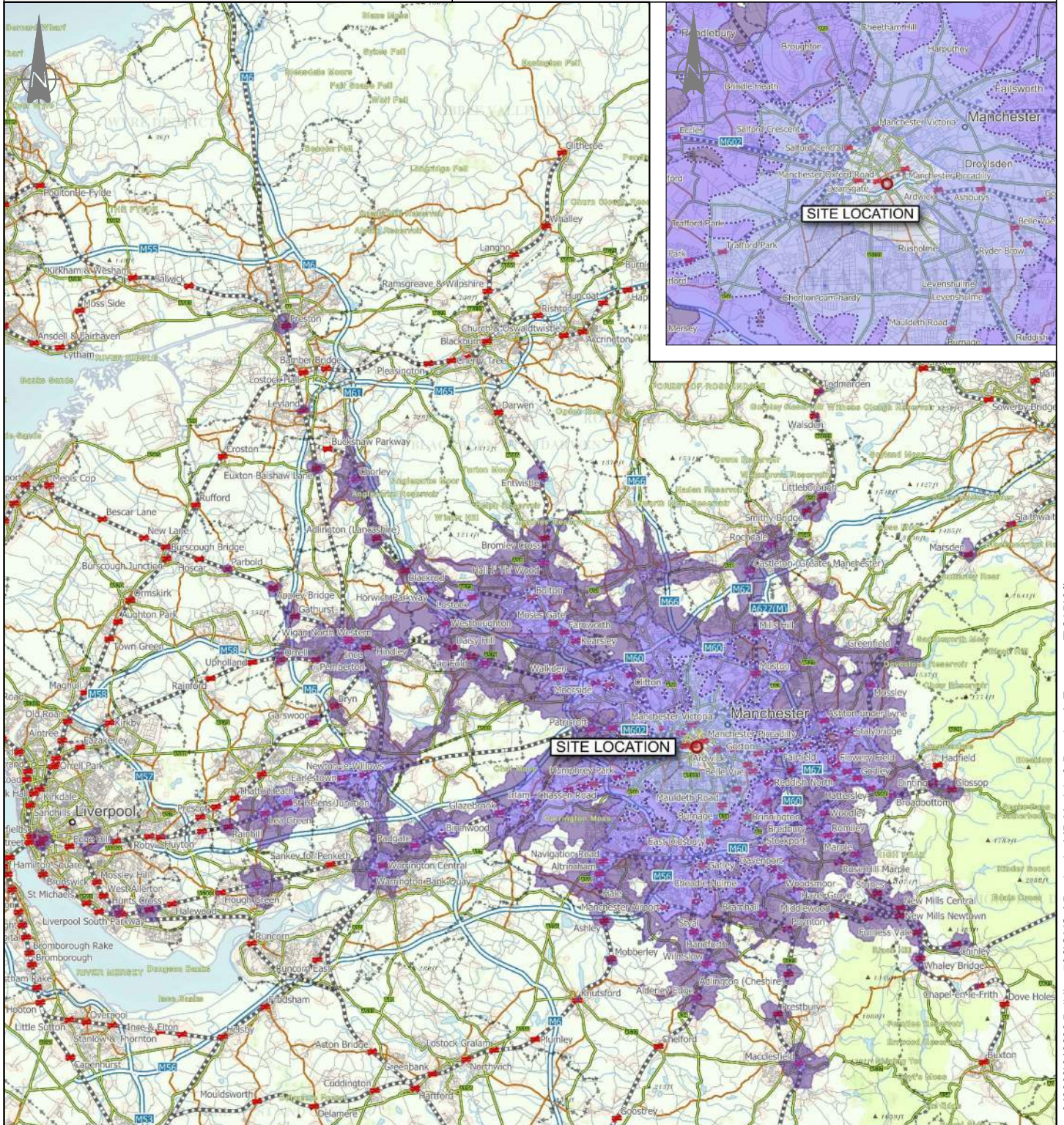
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Designed By: JM Date: 09/12/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

49239 - CUR - 00 - XX - DR - TP - 06005 - P01



KEY: Site

Public Transport Catchment:

- 15 minutes
- 30 minutes
- 45 minutes
- 60 minutes

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078525 Circle Square, Plots 7 & 8 (Vita Living)

Post-Occupation Travel Plan Update



Appendix A – Travel Survey Questionnaire



Vita Living - Travel Survey 2021

Following on from the recent opening of Vita Living at Circle Square, Manchester, we need your views to help us progress and develop the site Travel Plan. Developing a Travel Plan will help provide environmental, financial and health benefits for all those who live and work at the site.

Please complete this short anonymous survey to help us continue shape our plans for travel in the future. It should take around 5 minutes to finish.

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

*** 1. Are you a:**

- ☐ Resident
- ☐ Member of Staff

*** 2. If you are a resident, what is the postcode for where you usually travel for work / study?**

If you are a member of staff, what is your home postcode?

Please write the full postcode (e.g. M1 7FU).

*** 3. Approximately how far do you typically travel to / from Vita Living for work / study?**

- ☐ Up to 1 mile
- ☐ Over 1 mile and up to 3 miles
- ☐ Over 3 miles and up to 5 miles
- ☐ Over 5 miles and up to 10 miles
- ☐ Over 10 miles and up to 20 miles
- ☐ Over 20 miles
- ☐ N/A, I do not travel for work / study as I work from home
- ☐ Other (please specify)

*** 4. How do you typically travel to / from Vita Living for work / study?**

If you use multiple modes of transport (i.e. walk and bus), please pick the longest leg (in time) of your journey.

- | | |
|--|---|
| ☐ By car (as driver, single occupant) | ☐ Train |
| ☐ By car (as driver, with passenger/s) | ☐ Metrolink/Tram |
| ☐ By car (as passenger) | ☐ Bicycle |
| ☐ Bus | ☐ On foot |
| ☐ Taxi | ☐ N/A, I work from home |
| ☐ Motorbike or powered two-wheeler | |
| ☐ Other (please specify): | |

*** 5. Why do you travel this way?**

Please indicate the extent to which you agree to the statements below:

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
Saves time	☐	☐	☐	☐	☐
Saves money	☐	☐	☐	☐	☐
Environmental awareness	☐	☐	☐	☐	☐
Healthier	☐	☐	☐	☐	☐
Convenience	☐	☐	☐	☐	☐
I have health considerations or a disability	☐	☐	☐	☐	☐
Lack of alternatives	☐	☐	☐	☐	☐

*** 6. If / when you drive or are driven, where do you park?**

- ☐ Public car park (please specify location below)
- ☐ On-street parking (please specify location below)
- ☐ Not applicable, I was picked up / dropped off
- ☐ Not applicable, I do not / did not drive
- ☐ Other (please specify location)

*** 7. If / when you cycle, where do you park?**

- ☐ On-site designated cycle parking facilities
- ☐ Off-site public spaces
- ☐ Not applicable, I do not / did not cycle
- ☐ Other (please specify location)

*** 8. If your usual mode of transport was unavailable, how would you travel?**

Please select a different mode than that in Q4.

- | | |
|--|--------------------------------------|
| ☐ By car (as driver, single occupant) | ☐ Train |
| ☐ By car (as driver, with passenger/s) | ☐ Metrolink/Tram |
| ☐ By car (as passenger) | ☐ Bicycle |
| ☐ Bus | ☐ On foot |
| ☐ Taxi | ☐ Work from home |
| ☐ Motorbike or powered two-wheeler | |
| ☐ Other (please specify): | |

9. Are there any barriers which make it difficult for you to use more environmentally friendly options?

If so, please write them in the box below:

10. Are there any incentives that would encourage you to travel in a more sustainable way?

If so, please write them in the box below:

11. Do you have any other comments about your travel patterns?

Thank you for completing the survey.

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