190708/SK21922/TP01(-02)

Warehaus, Ancoats

Travel Plan

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Project	Document	Rev	Description	Authorised by	Signed	Date
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SK21922	TP01	01	-	L Speers	LGS	23/04/2019
SK21922	TP01	02	-	L Speers	LGS	08/07/2019

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1 Introduction

1.1 SK has been appointed by McCauls to prepare a residential Travel Plan for the Warehaus development in the Ancoats area of Manchester city centre.

Proposed Development

1.2 The ground floor layout is attached as Appendix A.

1.3 Planning consent was granted in 2016 for the conversion of a four storey warehouse building to form five apartments, the erection of a four storey building on George Leigh Street and a six storey building on Silk Street to form 20 apartments and seven town houses. The proposed development will deliver a total of 32 dwellings with associated parking and landscaping (planning reference: 111616/FO/2016/N1).

1.4 The proposal will be served by seven integral garages provided as part of the town houses. The garages are accessed off Silk Street (three garages) and George Leigh Street (four garages). No other parking is proposed for the other dwellings on the site.

1.5 The site is served by a central courtyard that is accessed from the main entrance off George Leigh Street and from Radium Street. The courtyard provides residential amenity space and access to the lift and stair core. The courtyard also serves as the access to the cycle store and the bin store.

1.6 The proposal will be served by parking for 25 cycles in a secure cycle store. Space for a cycle in the integral garages in the town houses will also be provided. The total cycle parking provision is 100%.

1.7 The proposal includes a requirement to repave and reinstate the footways abounding the site to improve the pedestrian environment.

1.8 The development will be supported by a Travel Plan that promotes sustainable living and active travel practices.

1.9 This Travel Plan has been prepared to discharge the first part of Planning Condition 23 which states that:

> '23) Prior to first occupation of the development hereby approved, a Travel Plan shall be submitted to and approved in writing by the City Council as Local Planning Authority.
> In this condition a Travel Plan means a document which includes:
> i) the measures proposed to be taken to reduce dependency on the private car by those living at the development
> ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
> iii) mechanisms for the implementation of the measures to reduce dependency on the private car
> iv) measures for the delivery of specified travel plan services
> v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car
> Within six months of the first use of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.'

Travel Plan Process

1.10 A Travel Plan is a tool for managing access to a site that aims to promote access by sustainable modes. It contains a package of consented development infrastructure and promotional measures designed to meet the stated objectives of the Plan.

1.11 This Travel Plan has been developed in line with the advice set out in DfT's 'Making Residential Travel Plans Work', TfGM's 'Transport for Sustainable Communities' and NPPF/NPPG.

1.12 DfT guidance states that it is helpful to:

'…view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be the outcomes from the Transport Assessment.'

1.13 The pyramid (shown in Figure 1.1) views the process as a series of considerations that are constructed from the ground up, with each new layer building on the preceding one.

1.14 The base of the pyramid and the Travel Plan is the location of the development, as it is this that creates a foundation for good accessibility and mode choice opportunities by ensuring that the development relates well to places people want to go and is connected to these by existing transport infrastructure. Clearly the proposal site has a very strong Travel Plan base due to its city centre location and exceptional level of existing accessibility.

1.15 At the next level the physical or infrastructure aspects of the proposal are considered. This ensures that travel choices are built into a proposal to allow residents to realise their potential for sustainable trip making. Increased intervention is required if the base layer (location) of the site is poor. This is not the case with the proposal site, which benefits from immediate proximity to good transport links and city centre amenities. Notwithstanding this, the proposal includes infrastructure measures to facilitate sustainable living, such as: a high level of cycle parking; on-site resident amenity space; and, a very restrained level of parking.

1.16 The remaining levels of the pyramid set out if any further promotion or management interventions, and local route improvements are needed to compensate for anything found to be lacking in the preceding levels. Again, this is patently not the case with the development in question. Notwithstanding this, the Travel Plan includes measures to promote and support sustainable patterns of movement for the Plan going forward.



Figure 1.1: Travel Plan Pyramid

1.17 The site occupies a highly sustainable location in the centre of Manchester, with an exceptional level of accessibility by non-car modes. As agreed with the Council during the consideration of the planning application, the majority of residents will meet their typical daily travel requirements by non-car modes from day one of occupying their new home.

1.18 In line with best practice and DfT's pyramid, the Travel Plan measures are commensurate with the level of intervention that will be required to encourage and support sustainable and active travel practices. The Plan therefore concentrates on ensuring that the residents understand what infrastructure is being provided as part of the development to support sustainable living and on ensuring adequate provision of information resources and the promotion of existing sustainable routes that provide connections to the site.

1.19 The report also outlines monitoring, funding and management measures that will be adopted as part of the Plan.

Benefits

1.20 Travel Plans result in a variety of benefits to residents of a development and the wider community, including:

- Promoting active and healthy lifestyles
- Reducing demand for parking, road safety and congestion issues
- Reducing carbon emissions and improving local air quality
- Ensuring that residents are fully aware of the travel options available to them
- Encouraging better travel behaviour

Aims & Objectives

1.21 The aim of the Travel Plan is to reduce the number of single occupancy car trips generated by the site and to support sustainable trip making.

1.22 To achieve the aim the following objectives have been set:

- To encourage residents to evaluate their travel patterns and needs
- To allow residents to make informed travel choices
- To set out a monitoring and management structure for the Travel Plan

2 Audit

Site Location

2.1 Figure 2.1 shows the location of the site in the context of the surrounding city centre.

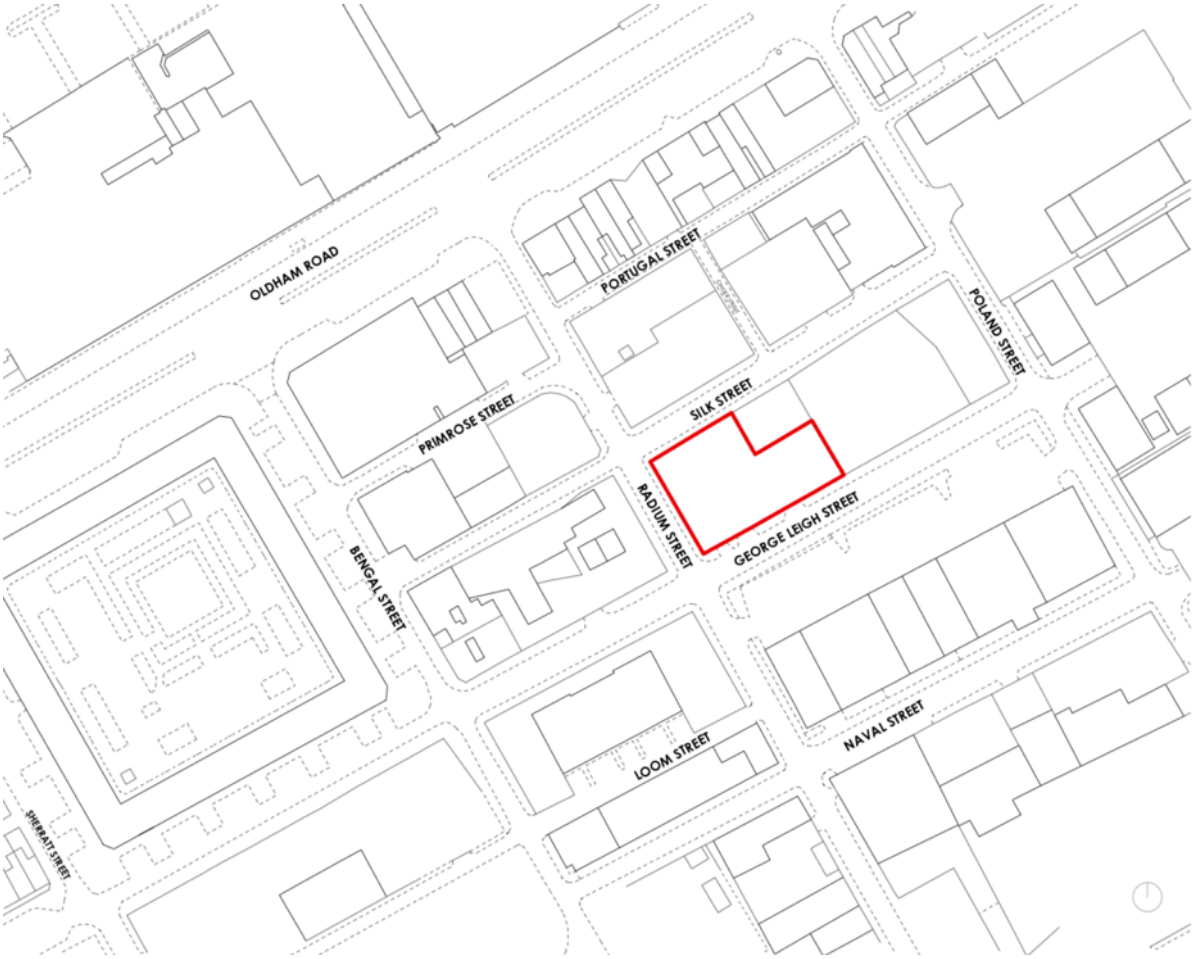

Figure 2.1: Site Location

2.2 As shown on Figure 2.1, the site is located on the north-eastern side Manchester city centre in the Ancoats area of the city. The surrounding area has benefitted from significant investment and regeneration over the past ten years and is largely characterised by refurbished and new build residential accommodation. Central to the Ancoats area is Cutting Room Square, a vibrant community area which provides a good mix of leisure and retail facilities. Cutting Room Square is a minute's walk from the site.

Access on Foot

2.3 The site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. The proposal will repave and reinstate the footways abounding the site to improve the pedestrian environment and ensure good connections to the surrounding area.

2.4 Pedestrian provision is generally of good condition with frequent dropped kerb and tactile paving provision. The immediate area is subject to a 20mph speed limit with suitable carriageway surfacing in place to slow vehicle speeds.

2.5 Signalised crossing facilities are provided on Great Ancoats Street at the junctions with Oldham Road, Blossom Street, Redhill Street and Lever Street. These crossings provide suitable connections to other city centre destinations to the southwest of the site.

2.6 Signalised crossings are also provided at regular intervals on Oldham Road allowing connections to the emerging community of New Cross and areas of the city to the northwest of the site.

2.7 Access can also be gained to the segregated route alongside the Rochdale Canal to the southeast of the site.

2.8 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has

the potential to substitute for car trips under 2km. The Chartered Institution of Highways and Transportation (CIHT) provides further advice on reasonable walking distances and these are set out in Table 2.1.

Destination Type	Walk Distance (m)	Walk Time (mins)
Commuting/Education	2000	25
Town/City Centre	800	10
Other	1200	15

Table 2.1: CIHT Walk Distances

2.9 The CIHT walk distances have been converted to walk times using a speed of 80m/min. Figure 2.2 shows reasonable walk times from the site.

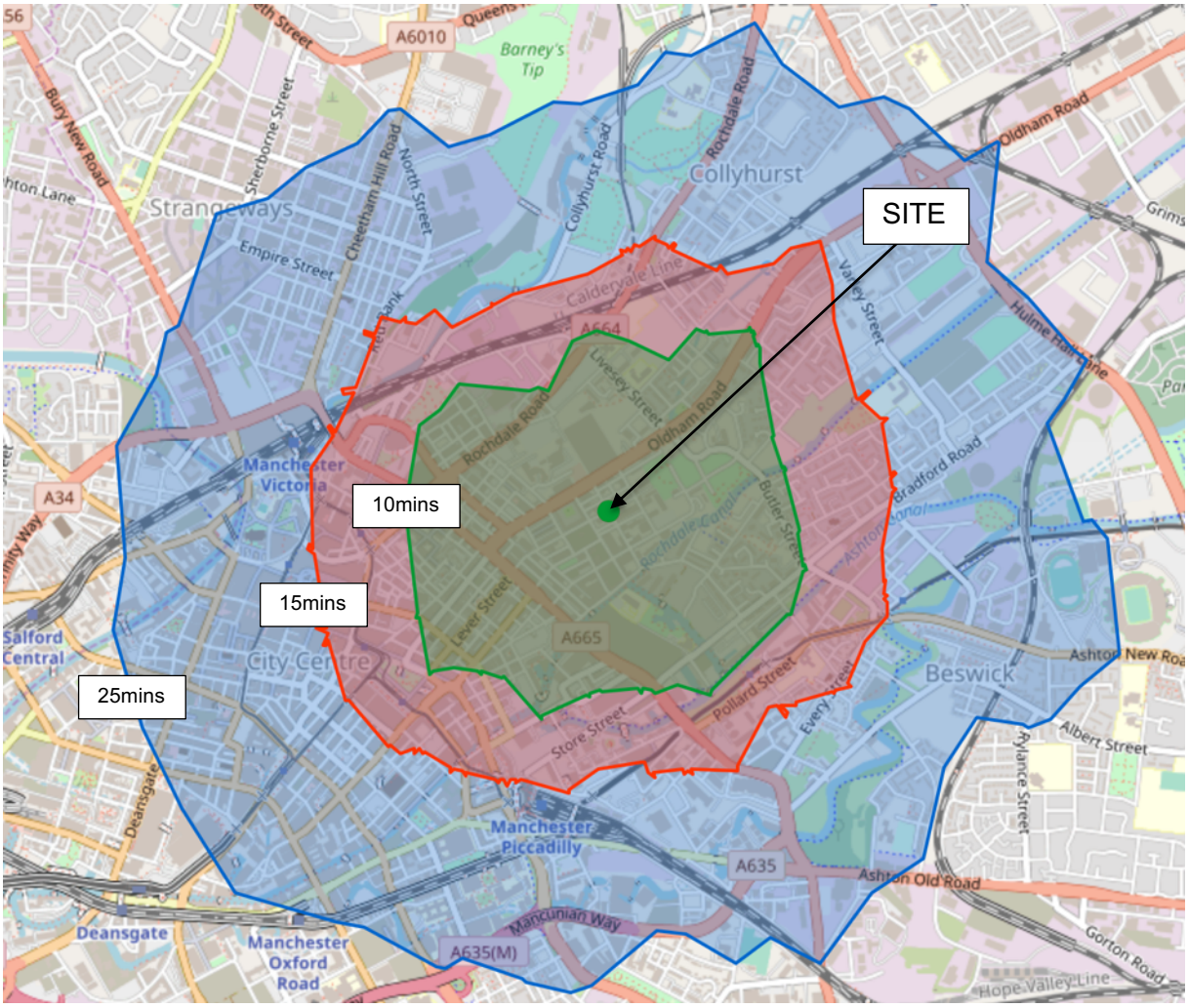

Figure 2.2: 10, 15 & 25 Minute Walk Isochrones

2.10 Figure 2.2 shows that the site is within a 10 minute walk of retail, employment and leisure destinations in Ancoats, the Northern Quarter, and along the Rochdale Road and Oldham Road corridors. The site is within a 15 minute walk of Manchester Victoria, Piccadilly Gardens and Market Street. The remainder of the city centre core is within a 25 minute walk of the site.

2.11 The existing pedestrian infrastructure surrounding the site provides a very good basis for future trips on foot. The location of the site in the city centre means that access can be gained to a substantial range of amenities and services in a short walk.

Access by Cycle

2.12 Figure 2.3 shows the site relates well to existing formal and informal cycle routes on the Greater Manchester Cycle Network.



Figure 2.3: Local Cycle Network

2.13 Figure 2.3 shows the site relates well to existing cycle routes. The site sits within a 20mph zone that provides a suitable environment for cycle trips into the city centre. The roads surrounding the site, including the roads fronting the site, are form part of the Greater Manchester Cycle Network. These provide connections to marked cycle routes on Oldham Road and Great Ancoats Street. Signalised crossing facilities are provided at the Oldham Road/Great Ancoats Street junction.

2.14 Access can be gained via Redhill Street to the regional and national cycle network, including Regional Route 86 (Medlock Valley), National Route 66 (Rochdale Canal) and National Route 60 (Manchester Cycleway). Access can also be gained to route 60 via Hilton Street to the south of the site. These routes provide both leisure and utility connections to the wider region.

2.15 11 cycle stands (22 cycle parking spaces) are available at Cutting Room Square, opposite the site. The proposal includes 100% cycle parking for residents.

2.16 Figure 2.3 shows that there is cycle parking provided at frequent locations around the city. The city centre also benefits from a number of cycle hire facilities, including Bike & Go Oxford Road station and Bromptondock from Piccadilly station.

2.17 Cycling England recommends 8km as a maximum cycling distance in the document 'Integrating Cycling into Development Proposals' and the CIHT document 'Planning for Cycling' states that cycling has the potential to substitute for car trips under five miles (8km). Figure 2.4 shows an 8km cycling catchment from the site.

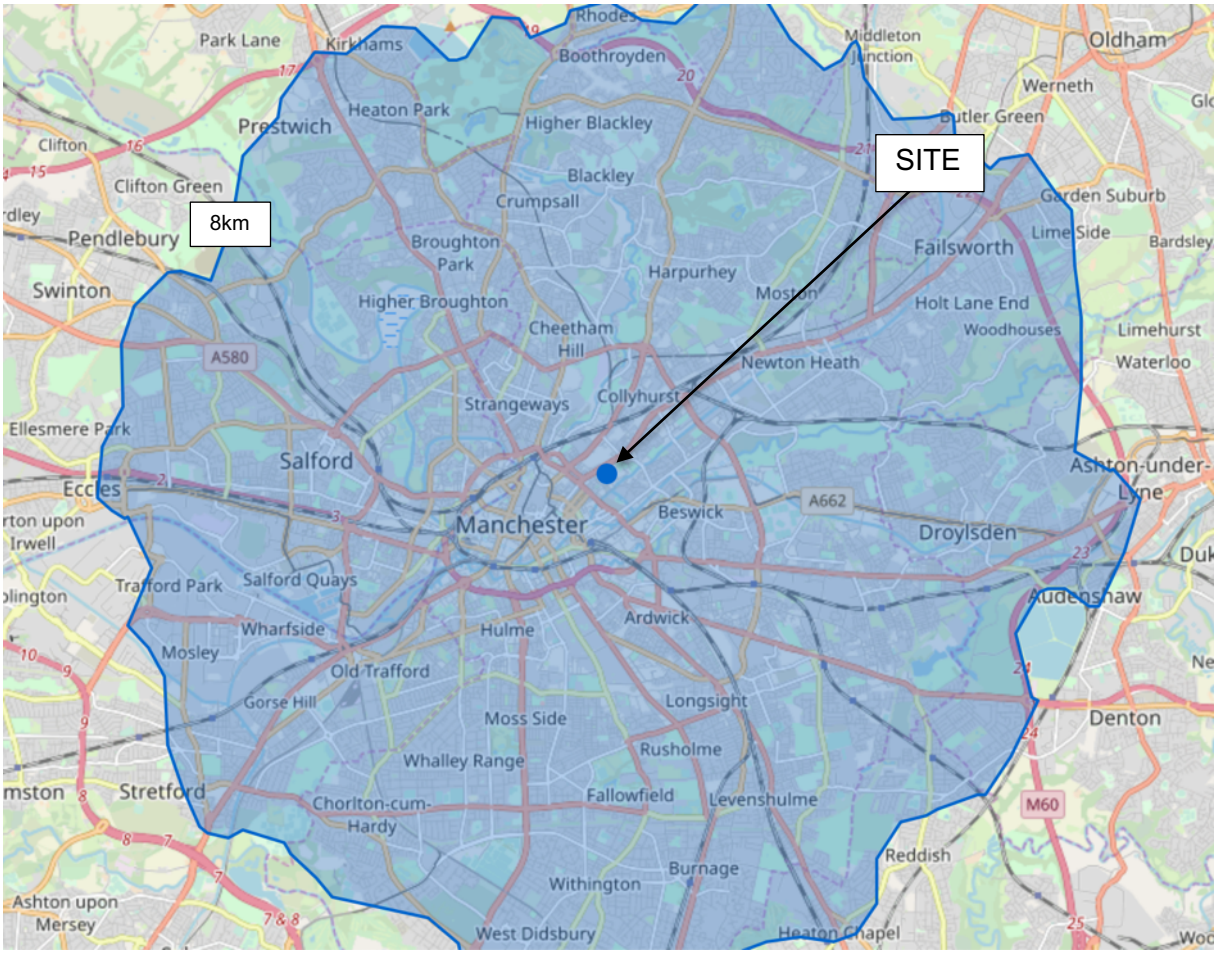

Figure 2.4: 8km Cycling Catchment

2.18 Figure 2.4 shows that Manchester city centre, Salford Quays, Eccles, Chorlton, Didsbury, Droylsden, Stretford, Prestwich, Ashton under Lyne, and the Heatons are all within a reasonable cycle distance of the site.

Public Transport

2.19 Figure 2.5 shows the public transport network serving the site.

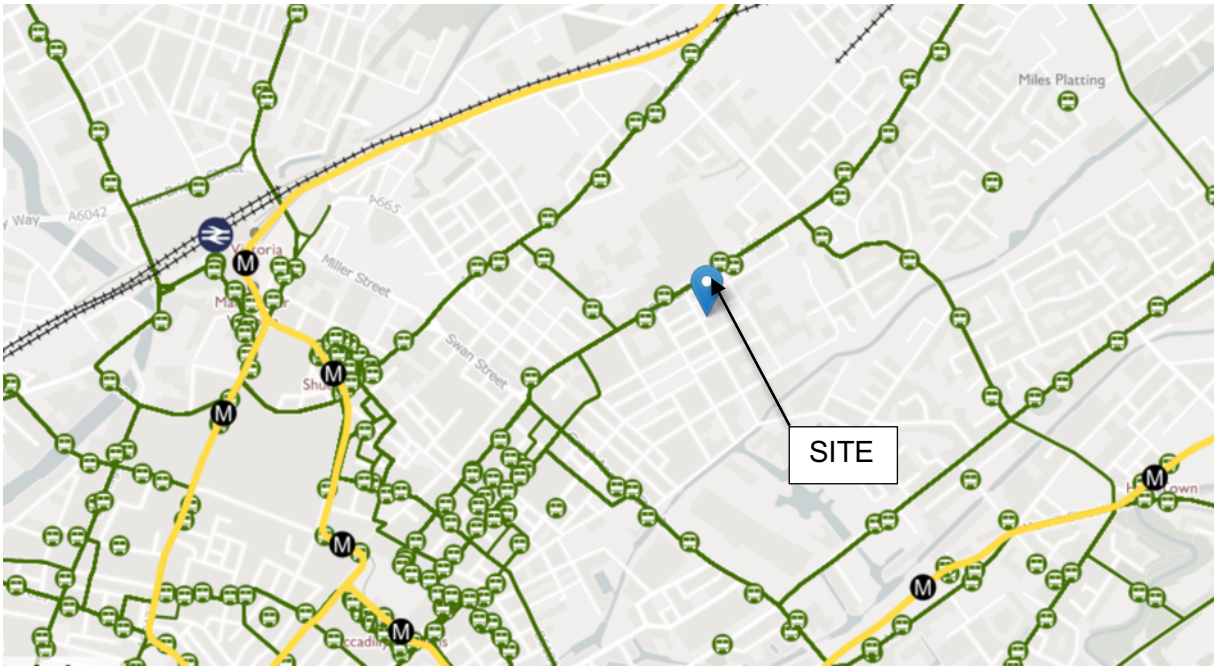

Figure 2.5: Public Transport Network

2.20 Existing bus stops are located within a short walk of the site on Great Ancoats Street and Oldham Road. The bus stops are all within a five-minute walk of the site.

2.21 TfGM's interactive bus tool shows that the bus stops within 400m/five minutes of the site are served by over 1,450 buses per day (Monday to Friday). These services provide comprehensive coverage of city centre and regional destinations. The services also provide continuous coverage of early morning, evening and weekend periods.

2.22 The site is located 1.2km from Piccadilly Station and Victoria Station. These stations are the main rail interchanges in Manchester with existing services offering coverage of destinations across Greater Manchester Region and other areas of the UK.

2.23 The nearest Metrolink services to the site stop at Shudehill Interchange and New Islington, both 1km from the site. Existing Metrolink services provide high-frequency services on the Altrincham, Eccles, East Didsbury, Mediacity, Ashton, the airport, Rochdale and Bury.

Greater Manchester Accessibility Level

2.24 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM for use in assessing the accessibility by non-car modes of a development site. The tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

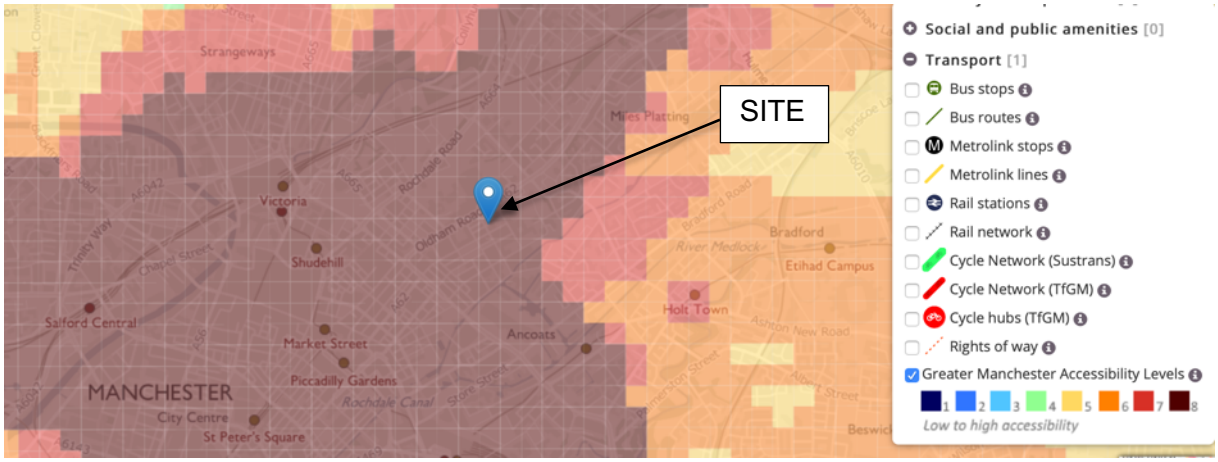

Figure 2.6: Greater Manchester Accessibility Level

2.25 Figure 2.6 shows that the site has a GMAL of 8, indicating that the site benefits from the highest level of accessibility. The exceptional level of accessibility means that residents will be able to make sustainable and informed travel choices from day one of the development.

Casual Car Use

2.26 The Enterprise Car Club provides an MCC and TfGM supported solution that complements the city centre's sustainable transport system to the meet occasional and casual vehicle needs of city centre residents and businesses. The Car Club enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car.

2.27 The nearest Car Club vehicles to the site are currently located on Tariff Street, High Street, Tib Street and Ducie Street. A further Car Club space is scheduled for introduction on Blossom Street at Cutting Room Square, a short walk from the site.

2.28 Car Club vehicles are conveniently located across the city centre, including two near the site on Whitworth Street West.

2.29 Enterprise also provides longer-term car hire solutions. Enterprise operates from The Grand in Manchester and provides a drop-off vehicle service to residents' doors.

2.30 The combination of the two car hire services means that both short- and long-term occasional vehicle hire needs can be offered to residents in Manchester allowing them to use a car when it is required, rather than residents needing to own or store a car.

Car Parking

2.31 The site sits within a controlled parking zone governed by single yellow lines (Monday to Saturday, 8am to 6pm) and a number of Pay & Display bays. The parking bays have a time limit of two hours during the restriction periods to prevent long-stay parking. Under MCC policy, disabled drivers are permitted to use parking bays for free for unlimited durations throughout the day provided they display a blue badge.

2.32 These controls limit the practicability of a resident in the area storing a car on street and are principally in place to provide short-stay parking for local commercial facilities.

2.33 Table 2.2 shows that there are over 1,800 public parking spaces within a 10-minute walk of the site. All of these car parks offer season ticket arrangements.

2.34 NCP offers annual season tickets can be purchased by future residents at the discounted city centre rate of £999 per annum in any of the nearest car parks to the site (as shown in section 2). The cost of the parking equates to an effective day rate of £2.74, compared to an average list price daily rate of £15.

2.35 Season tickets are also available at both Northern Property Group car parks in Great Ancoats at a cost of £900 per year in the Ice Plant and £720 per year in the Flint Glass Works.

Location	Operator	Walk Distance (m)	Walk Time (mins)	Spaces	Season Tickets
Ice Plant	NPG	300	4	79	✓
Flint Glass Works	NPG	170	2	125	✓
Tariff Street	Citipark	750	9	232	✓
Northern Quarter	NCP	800	10	700	✓

Table 2.2: Public Car Park Locations

3 Management

Travel Co-ordinator

3.1 An effective Travel Plan needs a clear hierarchy of responsibility. Travel Co-ordinators play an important role in developing, managing and promoting the measures set out in a Travel Plan.

3.2 Zenith will manage the building on behalf of the applicant and will take on the role of Travel Plan Co-ordinator. The Travel Co-ordinator for the site has been identified as:

Jack Dorney

0161 245 1166

3.3 The Travel Co-ordinators will be responsible for the day-to-day running of the Travel Plan for their respective blocks and will also develop, implement and monitor the respective Travel Plan's effectiveness.

3.4 In summary, the Travel Co-ordinator's main responsibilities are:

- Responsibility for the implementation strategy
- Providing a point of contact for residents
- Issuing household travel packs
- Monitoring the Travel Plan and reporting back to the Council

Funding

3.5 The funding of the Travel Plan, in terms of staff time and promotional printing and distribution costs, will be borne by the applicant or its successor in title to the development.

Future Management & Handover Arrangements

3.6 Should the applicant sell the property, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site owner and the new Travel Plan Co-ordinator will be provided to MCC in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

4 Toolkit

Travel Plan Promotion

4.1 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them.

4.2 All new households will be provided with a travel pack on initial occupation. Based on other Travel Plans agreed with MCC for residential developments in the city centre, the Travel Pack will include information on sustainable travel modes, including information on public transport routes and frequencies, and maps of local walking and cycling routes.

4.3 In summary, the Travel Packs will also provide:

1. Travel Plan Co-ordinator contact details
2. Details of TfGM's website links to on-line and phone app journey planning software
3. Details of TfGM's website links to cycle and walking route maps
4. Details of TfGM's website links to bus maps and timetables
5. Details of current TfGM local initiatives (such as adult cycle training)
6. Details of Car Club membership
7. Free paper maps, as available at the time of issue from TfGM

4.4 The Travel Pack will provide links to allow the download of existing local area and journey planning phone apps, such as City Mapper. TfGM's personalised travel website, My TfGM, will be promoted to all residents so that they can see how easy it is to travel around the city on foot, cycle or public transport.

4.5 A draft Travel Pack has been produced and is attached as Appendix B.

Walking & Cycling

4.6 The Proposed Development benefits from an exceptional level of accessibility on foot and by bike using existing infrastructure. The development will provide a total of 32 cycle parking spaces in the cycle store and garages for residents. The cycle storage will be maintained throughout the lifetime of the development to ensure it is usable. Cycle parking for visitors is available a short walk from the site in Cutting Room Square.

4.7 Information on local walking and cycling routes will be provided to each household in the Travel Pack. The Travel Pack will include details of on-line and phone app journey planning software that is available from TfGM. Website links will be provided to Walkit and CycleStreets journey planning software, and WalkBudi journey sharing software.

4.8 TfGM also offer free cycle training and maintenance sessions for adults. The cycle training and maintenance will be promoted to residents will also be included in the travel pack.

4.9 Greater Manchester also benefits from a number of cycle hire schemes in central areas that could be used by residents as part of a public transport trip at the destination end. These include Bike & Go and Brompton Dock from various train stations across the country. Information on the bike hire schemes will be included in the Travel Pack.

Public Transport

4.10 The site benefits from an exceptional level of accessibility by public transport and is located only a short walk from train, tram, bus and Metroshuttle services.

4.11 The Travel Packs will include information relating to phone app and on-line journey planning information available from TfGM. It will also include city centre public transport maps, as available for free from TfGM at the time of issue.

Efficient Vehicle Use

4.12 In recognition of the sustainable location of the site parking on site has been restrained. The majority of residents are unlikely to own a car. To meet the needs of occasional car use the city centre Car Club scheme in the Travel Packs.

Implementation Plan

4.13 Table 4.1 shows the implementation plan for the first year of the Travel Plan.

Toolkit	Measure	Timescale
Promotion/Marketing	Appoint Travel Plan Co-ordinator	Already achieved
	Order TfGM maps & literature	Already achieved
	Update & finalise Travel Packs	Already achieved
Walking & Cycling	Provide secure cycle parking	As part of the construction
	Provide walking & cycling route information	On occupation
	Provide information on cycle training & bike stores	On occupation
Public Transport	Provide information on public transport routes	On occupation
	Contact TfGM regarding service changes	Quarterly
Efficient Vehicle	Provide constrained parking level on site	As part of the construction
	Provide information on car share/car club schemes	On occupation
Monitoring	Finalise survey questionnaire	Already achieved
	Undertake first travel survey	Within 6 months of occupation
	Set Travel Plan targets	Within 9 months of occupation
	Prepare update note	Within 9 months of occupation

Table 6.1: First Year Implementation Plan

5 Monitoring

5.1 The Condition requires that resident surveys be undertaken within six months of occupation of the development. These surveys will be undertaken by the Travel Plan Co-ordinator and will use the questionnaires attached as Appendix C.

5.2 Following the baseline survey, targets will be set, and the Travel Plan will be updated for issue and agreement with MCC.

5.3 A follow up survey will be undertaken two years after implementation of the actions. Then regular surveys (every five years) will be undertaken for the lifetime of the development, or otherwise until MCC decide that surveys are no longer required.

5.4 The targets will be reviewed and amended over time, as appropriate, following the initial survey.

Appendix A

REVISION	DATE	DESCRIPTION
A	11.03.16	SILK STREET ANCILLARY SPACES
B	17.03.16	ISSUED FOR PLANNING
C	13.05.16	KEY AMENDED
D	07.11.16	PLANNING AMMENDMENTS
E	30.01.17	WINDOW LAYOUT AMMENDED



Key

- Bin store
- Cycle store
- Plant

Accommodation

1B 2P apartment Within warehouse	2 no. @ **52** sq.m
1B 2P apartment	3 no. @ **55** sq.m
2B 3P apartment	8 no. @ **62** sq.m
2B 4P apartment	9 no. @ **70** sq.m
2B 4P apartment Wthin top floor of warehouse	1 no. @ **82** sq.m
2B 4P townhouse with integral garage	3 no. @ **104** sq.m
3B 5P apartment Within warehouse	2 no. @ **100** sq.m
3B 5P townhouse with integral garage	4 no. @ **88** sq.m

Total no. units **32** no.
with 7 no. garage parking spaces

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PROJECT	GERMAN WAREHOUSE ANCOATS				
DRAWING	PROPOSED GROUND FLOOR PLAN				
DATE	DEC 15	DRAWN BY	AG	SCALE	1:200@A3
JOB NO.	1374	DWG.NO.	L1000 E		

Appendix B

Warehaus Ancoats, Manchester: Travel Pack

Welcome to your new home!

Your home is located at the heart of one of the most vibrant cities in the UK. This means that most of your needs can be met without you having to travel very far from your front door. The added bonus is that you can get to most places you want to quickly on foot, by bike or using public transport.

We are keen to help you move around this great city sustainably. This will help reduce the environmental impact of the building you live in, and will also keep you and your household fit and healthy. Travelling this way will also save you cash, so you can spend your money on fun things.

To help with this we have prepared a Travel Plan for the building and are giving you this travel pack so that you have a compact kit of useful information to help you get around. We would be happy to email you the full Travel Plan if you want to see what we are hoping to achieve. We can also email you this travel pack so that you can quickly download all of the weblinks.

We have appointed a Travel Co-ordinator who will be your point of contact for anything and everything travel related. The Travel Co-ordinator, Jack Dornay, can be contacted on 0161 245 1166.

To get you started we suggest downloading this journey planning app to your phone:

www.citymapper.com

We also recommend that you sign up to TfGM's personalised travel website:

www.my.tfgm.com

Walking:

Walking is a free way to access destinations across the city. The building is connected to lots of destinations in the city centre by a very good network of footways and footpaths, with safe crossings provided at regular intervals. The pedestrian routes, particularly those along the canal network can be used just to blow off the cobwebs and get some gentle exercise during your lunch break.

Further route and journey planning information is available using the websites above or these ones:

www.walkit.com

http://www.walkbudi.com

Cycling:

Manchester is nice and flat, which makes it easy to cycle around. The city centre benefits from a comprehensive network of suitable routes that not only connect to local destinations but can also be used to travel to areas out of town. If you're looking for something even more exciting, why not cycle to New East Manchester and try your luck at the Velodrome?

There is a secure cycle parking in the cycle store in the courtyard and if you live in one of the town houses your bike will fit in the garage.

TfGM has a produced a cycle map that shows you all the routes across Greater Manchester, a copy of this is provided in this travel pack. You can also use the online version to plan your journey:

www.tfgm.pindarcreative.co.uk

Not been on a bike for a while? Don't be daunted TfGM offer free adult cycle training that can be organised through this website:

www.tfgm.com/cycling

Don't own a bike? Why not hire one to see if it's for you. You can hire Bike & Go bikes from Oxford Road station. Full details can be found at the website below:

https://www.bikeandgo.co.uk

Public transport:

You can't beat the public transport network in Manchester. The building is perfectly located for access to bus, train and tram services. Your nearest bus stops are located on Oldham Road and Great Ancoats Street. Train services can be accessed at Manchester Piccadilly and Manchester Victoria, and tram services can be accessed at Shudehill or New Islington.

A public transport map is included in this travel pack or you can use on-line versions and plan your journey so that you never have to wait in the rain again!

www.tfgm.com/route-explorer/

Car Club :

Sometimes you no choice but to use a car, but don't worry this doesn't mean you have to own one. The Enterprise Car Club offers a super easy system across Manchester that allows you to rent a car for as little as half an hour. The nearest cars to the building are located on Tariff Street, Dale Street and Tib Street. There are plans to soon bring a car to Blossom Street at Cutting Room Square.

Further information, including vehicle locations, can be found using this website:

www.enterprisecarclub.co.uk

Appendix C

Travel Plan Questionnaire

1. Do you have a motor car? Yes ☐ No ☐ (please tick)
2. Do you have a cycle? Yes ☐ No ☐ (please tick)
3. Do you use your motor car to go to work? Sometimes ☐ Always ☐ Never ☐ (please tick)
4. How far from The Point is your main place of work? ☐
5. Do you cycle to work? Sometimes ☐ Always ☐ Never ☐ (please tick)
6. Do you use the Metro link to go to work? Sometimes ☐ Always ☐ Never ☐ (please tick)
7. Do you use the bus to travel to work? Sometimes ☐ Always ☐ Never ☐ (please tick)
8. Do you walk to work? Sometimes ☐ Always ☐ Never ☐ (please tick)
9. Do you use Taxis to go to work? Sometimes ☐ Always ☐ Never ☐ (please tick)
10. Do you use your car to travel for leisure activities? Sometimes ☐ Always ☐ Never ☐ (please tick)
11. Do you use your cycle to travel for leisure activities? Sometimes ☐ Always ☐ Never ☐ (please tick)
12. Do you walk for leisure activities? Sometimes ☐ Always ☐ Never ☐ (please tick)
13. Do you use taxis to travel to leisure activities? Sometimes ☐ Always ☐ Never ☐ (please tick)

Thank you for completing this survey.