

One Victoria, Great Ducie Street

Full Travel Plan

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Client Name: Torsion Construction

Client Address: 1280 Century Way, Thorpe Park, Leeds, LS15 8ZB.

Site Address: Land bound by Great Ducie Street and Mirabel Street, Manchester, M3 1PJ.

Control Sheet

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Table of Contents

1.0 Introduction..... 1

1.1 Background 1

1.2 What is a Travel Plan? 2

1.3 Purpose of the Report 2

1.4 Structure of the Report..... 3

2.0 Travel Plan Benefits 5

2.1 Summary 5

3.0 Existing Situation 6

3.1 Site Location..... 6

3.2 Existing Use and Access..... 6

3.3 Surrounding Highway Network..... 7

4.0 Accessibility by Sustainable Modes of Travel 8

4.1 Introduction..... 8

4.2 Pedestrian Accessibility 8

4.3 Cycle Accessibility..... 10

4.4 Public Transport Accessibility 13

4.5 Summary 18

5.0 Travel Plan Initiatives..... 20

5.1 Introduction, Aim, and Objectives 20

5.2 Production of Sustainable Travel Information 20

5.3 Measures to Encourage Walking 22

5.4 Measures to Encourage Cycling 22

5.5 Measures to Encourage Public Transport Use 23

5.6 Measures to Encourage Car Sharing / Shared Transport and Electric Vehicle (EV) Uptake 23

6.0 Targets..... 25

6.1 Introduction..... 25

6.2 Data Collection 25

6.3 Data Analysis and Travel Plan Targets..... 25

7.0 Monitoring and Review 27

7.1 Introduction..... 27

7.2 Responsibility and Management..... 27

7.3 Monitoring and Evaluation..... 28

8.0 Action Plan..... 30

8.1 Introduction..... 30

Figures

Figure 3.1 – Site Location 6

Figure 4.1 – Walking Catchment 9

Figure 4.2 – Local Cycle Network..... 11

Figure 4.3 – Bike Hire Docking Stations in the Vicinity of the Site 12

Figure 4.4 – Public Transport Network in Vicinity of Site..... 13

Figure 4.5 – Free Bus Route and Timetable..... 15

Figure 4.6 – Rail and Metrolink Network in the Vicinity of the Site 17

Figure 4.7 – Greater Manchester Metrolink Network..... 18

Figure 5.1 – Car Club Locations in the Vicinity of the Site 24

Tables

Table 3.1 – Surrounding Highway Network Summary 7

Table 5.1 – Sustainable Travel Information 21

Table 6.1 – Example of Potential Targets 26

Table 8.1 – Action Plan 30

Appendices

Appendix A – Consented Site Layout

Appendix B – Example Travel Survey

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Torsion Construction to provide transport and highways advice in relation to the One Victoria residential development located on land bound by Great Ducie Street and Mirabel Street to the north of Manchester City Centre.

1.1.2 Curtins had previously prepared a Transport Statement and Framework Travel Plan to accompany the planning application (Manchester City Council (MCC) planning reference: 122280/FO/2019) which was granted approval in August 2022, with the following development description:

“Erection of new mixed-use development to comprise of one 10 storey building fronting Mirabel Street to accommodate 45 no. Use Class C3 residential apartments (9 no. 1-bed studios, 27 no. 2-bed 3 person apartments and 9 no. 2-bed 4 person apartments) and 7 no. residential car parking spaces at ground level and one part 10, part 14 storey building fronting Great Ducie Street to accommodate 84 no. Use Class C3 residential apartments (31 no. 1-bed 2 person apartments, 26 no. 2-bed 3 person apartments, 18 no. 2-bed 4 person apartments and 9 no. 3-bed 5 person apartments) and 345 sq. m of commercial floor space at ground level (flexible use Use Class A1 shop, Use Class A2 financial and professional services and Use Class A3 cafe/restaurant) together with creation of roof terrace amenity space, cycle parking, access, servicing and associated works following demolition of existing building Land Bounded By Great Ducie Street And Mirabel Street Manchester M3 1PJ”

1.1.3 Following the approval of the application, a non-material amendment (MCC planning reference: 136185/NMC/2023) was submitted to amend the internal layout. Changes relating to transport include amending the general arrangement layout to ground floor retail units within Block A (bound by Great Ducie Street and Breslyn Street) and car parking provision within Block B (bound by Mirabel Street and Breslyn Street).

1.1.4 Subsequently, a discharge of planning conditions (MCC planning reference: CDN/24/1029) was submitted to clarify that all of the car parking spaces within Block B would be fitted with electric vehicle charging points (EVCP).

1.1.5 The consented site layout is included in **Appendix A** to the rear of this report.

1.1.6 The development is currently undergoing construction and is anticipated to be completed and operational in Q2 2025.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined¹ as:

“A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed.”

1.2.2 In essence, a Travel Plan 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 Purpose of the Report

1.3.1 Condition 25 within the decision notice of the planning application states the following:

- a) *“Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.*
- b) *Within six months of the first occupation of the development, a revised Travel Plan which takes into account the information about travel patterns gathered under part a) shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be kept in operation at all times thereafter.”*

1.3.2 As the development is not yet completed nor occupied at this stage, it would not be possible to undertake any travel surveys at the time of writing. Notwithstanding, a Full Travel Plan can be prepared to capture any updates to the existing situation since the Framework Travel Plan was submitted, and provide an example of a survey questionnaire that would be used to capture information regarding future occupants' travel patterns. This would be considered sufficient to discharge the first part of the planning condition.

1.3.3 A Full Travel Plan is the second stage of the Travel Plan process. It includes a list of measures that will be implemented to affect modal choice, and a management strategy for implementation of these measures.

¹ Department for Levelling Up, Housing and Communities (2024). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

- 1.3.4 Transport for Greater Manchester (TfGM)² strongly endorses the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health, stating that a Travel Plan 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."

- 1.3.5 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, DLUHC, 2024;
- Planning Practice Guidance, DCLG (now DLUHC), 2014; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport (DfT), 2009.

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides a summary of the benefits which can be derived from a successful Travel Plan.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.4.3 **Section 4** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.1 **Section 5** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.
- 1.4.2 **Section 6** outlines the strategy for Travel Plan targets.
- 1.4.1 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.

² Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBsva9O42aqqYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

- 1.4.1 **Section 8** concludes the report by providing an Action Plan that summarises the key actions to be completed as part of the travel planning process.

2.0 Travel Plan Benefits

2.1 Summary

- 2.1.1 Successful implementation of the travel planning process can have various environmental, health, financial and social benefits for individuals and the wider population.
- 2.1.2 There are varied and wide-ranging negative effects of high levels of car usage, including being one of the biggest drivers of greenhouse gas emissions³, causing adverse physical and mental health, and costs to the health service⁴ and businesses.
- 2.1.3 Poor air quality, of which road transport is a major driver, is the largest environmental risk to public health in the UK⁵.
- 2.1.4 Conversely, physical activity is a “miracle cure”⁶, with cycling in particular having “staggering”⁷ health benefits. Greater uptake of active travel and public transport could combat climate change and poor air quality, improve physical and mental health, relieve pressure on the NHS⁸, boost local businesses, improve the mobility and independence of those who cannot drive⁹, and encourage greater social cohesion¹⁰.
- 2.1.5 A reduction in private car usage can also reduce local congestion (making for more pleasant journeys for active travellers and those who cannot avoid driving) and release land for more productive uses.

³ Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

⁴ Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.

⁵ Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

⁶ Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: <https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report>

⁷ The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: <https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>

⁸ Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205

⁹ Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf

¹⁰ Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located to the north of Manchester city centre, adjacent to the AO Arena and Manchester Victoria rail station. Breslyn Street bisects the site (which is split into Blocks A and B), with the site bound to the east by the A56 Great Ducie Street, to the south by railway lines, to the west by Mirabel Street, and to the north by the Beaumont Building and World Wide Fancy Goods.

3.1.2 **Figure 2.1** below shows the site in a local context relating to the local highway network:

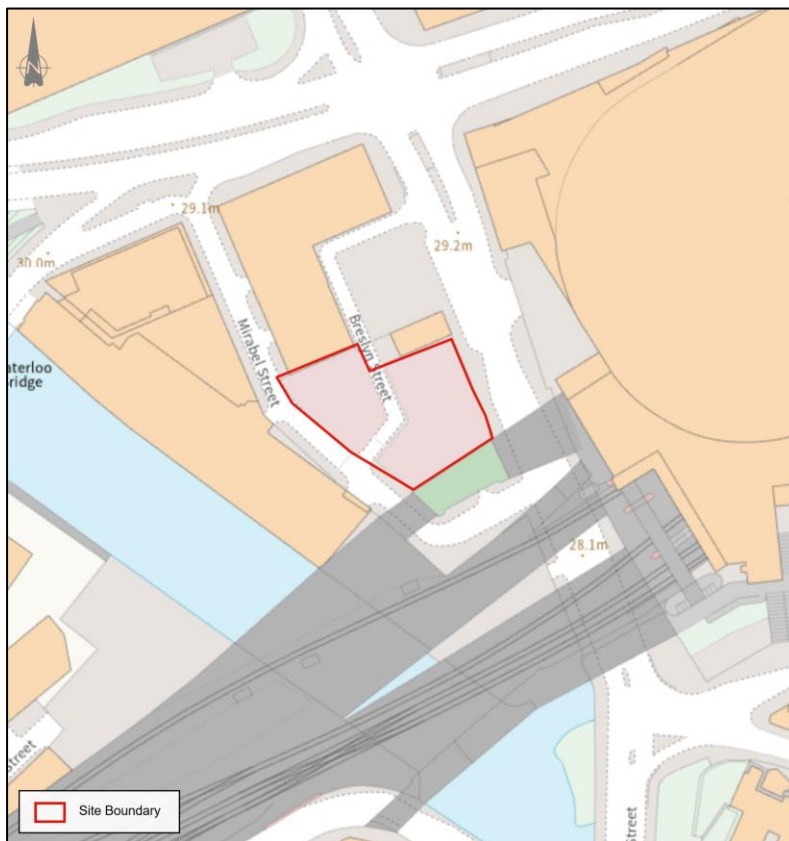


Figure 3.1 – Site Location

(Source: Ordnance Survey, 2025)

3.2 Existing Use and Access

3.2.1 The site comprises two residential blocks known as Block A (fronting the A56 Great Ducie Street) and Block B (bound by Mirabel Street and Breslyn Street). There are three retail units on the ground floor of Block A, accessed off the footway of the A56 alongside the residents' reception. There are no retail units within Block B, and the reception area is accessed off Mirabel Street. There are lift lobbies and stair cores in both blocks leading to the apartments on the upper floors.

- 3.2.2 Both blocks comprise cycle parking on the ground floor, whereby the Block A cycle store is accessed from the south via an illuminated passage / service zone between the building and the railway line, and the Block B cycle store is accessed off Breslyn Street.
- 3.2.3 There is also limited car parking within the ground floor of Block B, with 3 standard parking bays and 3 disabled parking bays, all of which are equipped with electric vehicle charging points (EVCP).

3.3 Surrounding Highway Network

3.3.1 **Table 3.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cycle Infrastructure	Public Transport Infrastructure	Restrictions / Parking / Loading Provision
A6402 Trinity Way / Ring Road	30mph	Yes	Signalised crossing point across all arms of A6042 / A56 junction, with dropped kerbs, central refuge islands, and tactile paving.	Advanced stoplines across all arms of A6042 / A56 junction.	None.	Trinity Way section signed as urban clearway (vehicles are not allowed to stop for any reason unless in an emergency), whereas Ring Road section comprises double yellow lines (no waiting at any time).
A56 Great Ducie Street / Victoria Street	30mph	Yes	c. 2-3m-wide footways along both sides of the carriageway.		Bus stop with road markings, shelter, seating, and timetable information along Great Ducie Street northbound, dedicated bus lane along Great Ducie Street southbound.	Double yellow lines along majority of the carriageway, some on-street parking capacity to the north of the site.
Mirabel Street	30mph	Yes	c. 2-3m wide footways on either side of the carriageway, with dropped kerbs. Raised table at junction with Breslyn Street.	None.	None.	Signed as a controlled parking zone from 08:00 – 20:00, with double and single yellow lines along both sides of the carriageway.
Breslyn Street	30mph	No	c. 1m-wide footways on both sides of the carriageway, raise table at junction with Mirabel Street.			Double yellow lines along the entirety of the carriageway.

Table 3.1 – Surrounding Highway Network Summary

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

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

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

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

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

4.2.2 The National Model Design Code – Part 2 (DLUHC, 2021) expresses *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*

4.2.3 The Department for Transport’s National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the Chartered Institution of Highways and Transportation (CIHT) ‘Preferred Maximum’ walking distance of 2.0km in ‘Providing for Journeys on Foot’ (2000). Almost all walking trips (96%) were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.

4.2.4 In addition, 20-minute neighbourhoods have rose in prominence in recent years and are places where residents can walk or cycle from their home to many key facilities and destinations within 20 minutes (i.e. 10 minutes, or 800m if walking, each way). The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as *“local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)”*.

4.2.5 The 800m and 2km walking catchments are considered further below in **Figure 4.1**.

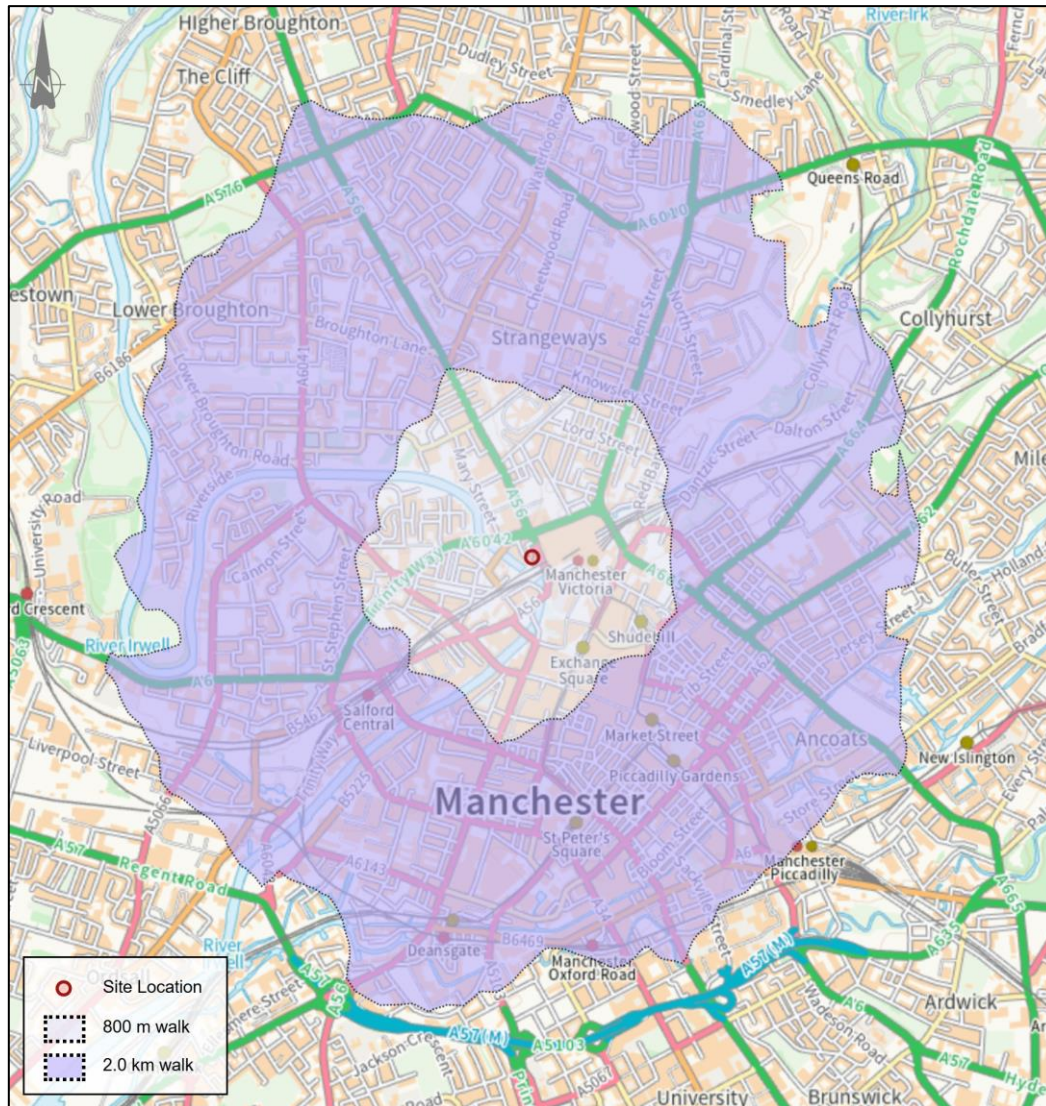


Figure 4.1 – Walking Catchment

(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline, 2025)

- 4.2.6 Within an 800m walking distance, residents can access on-site facilities such as the retail units within Block A, and additional amenities within the city centre such as the AO Arena directly to the east of the site, the food, drink, retail, and leisure offerings within Exchange Square, Corn Exchange, the Printworks, Manchester Arndale, Cathedral Gardens, and Kickair. Additionally, the walking catchment encompasses the Manchester Victoria rail station and Metrolink stop, as well as Shudehill bus station and Metrolink stop, and the Exchange Square Metrolink stop.
- 4.2.7 All of the above areas comprise public transport links for residents who work further afield, commercial and business office buildings for residents who work within the city centre, alongside many food, drink, leisure, retail, convenience, and entertainment hotspots on offer.
- 4.2.8 Within 2km of the site there is the majority of the city centre which extends as far as Cheetham Hill to the north, Ancoats to the east, Oxford Road and Deansgate to the south, and Salford Central to the

west. Key amenities and locations of interest include the central business district, Piccadilly Gardens which is an open space in the city centre, Market Street with various supermarkets, retail, and leisure facilities, the National Football Museum, and Ancoats and Spinningfields with many restaurants and nightlife destinations.

- 4.2.9 There is already a high pedestrian footfall along the A56 Great Ducie Street, and so high-quality pedestrian facilities exist in the vicinity of the site. The footway provision is wide, lit with street lighting and tactile paving and dropped kerbs are provided at crossing points.
- 4.2.10 Overall, the site is considered well located in terms of accessibility on foot with a wealth of facilities, amenities and services including public transport stops, employment opportunities, leisure destinations, and the city centre retail district.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle to destinations further afield, this report considers 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.
- 4.3.3 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and associated restrictions on public transport. Whilst it is possible that in future non-pandemic years the average may stay above 5.5km, the distance of 5.5km has been retained as the average cycling distance.
- 4.3.4 The maximum acceptable cycling distance for most people is considered to be 8km (5 miles), based on the National Travel Survey statistics, which demonstrates that 82% and 78% of cycling trips were under 5 miles (8km) in 2019 and 2021. The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*
- 4.3.5 The 5.5km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The 8km catchment extends further to Prestwich and Whitefield to the north, Newton Heath and Droylsden to the east, Stretford and Withington to the south, and Salford to the west.

4.3.6 Many of the routes within the city centre are subject to a 20mph speed limit. These routes, alongside the TfGM local cycle network in the vicinity of the site, are shown in **Figure 4.2** below:



Figure 4.2 – Local Cycle Network
(Source: TfGM, 2022)

4.3.7 To the north of the site, the A56 Great Ducie Street is signed as an on-road cycling route due to the presence of a bus lane. There is also a cycling route along the southern side of the River Irwell that can be accessed off the A6042 Trinity Way on the eastbound side of the dual carriageway, however cyclists can utilise the new Trinity Way / Springfield Lane cycle crossing which allows for cyclists to dismount and / or utilise the dedicated cycle crossing to continue in the opposite direction.

4.3.8 The cycling route along the River Irwell leads to Route 6 on the National Cycle Network (NCN). Locally, this route runs between Kersal, Lower Kersal, Charlestown, Lower Broughton, Peel Park, Spinningfields, and adjacent to the A5103 Princess Road down to Moss Side.

- 4.3.9 Further to the south-east of the site, near the Ancoats Marina, is the Rochdale Canal towpath which is part of Route 66 on the NCN. Locally, the route extends from the city centre towards Rochdale along a primarily traffic-free route (with some on-street sections) via Miles Platting, Newton Heath, Failsworth, Oldham, Mills Hill, and Castleton.
- 4.3.10 The local cycle network shown above is also a part of Greater Manchester's Bee Network, which is TfGM's vision for an integrated transport system which will join together buses, trams, cycling and walking and rail.
- 4.3.11 As part of the Bee Network, a cycle hire scheme has been rolled out in recent years. These bikes are available on a Pay as You Ride (PAYR) basis, where those interested would be required to download a mobile app which shows the location of their nearest docking stations.
- 4.3.12 The Cycle Hire Scheme currently operates within Manchester, Trafford, and Salford, with docking stations located along Great Ducie Street (near Strangeways), at the Greengate Embankment, or near the National Football Museum:

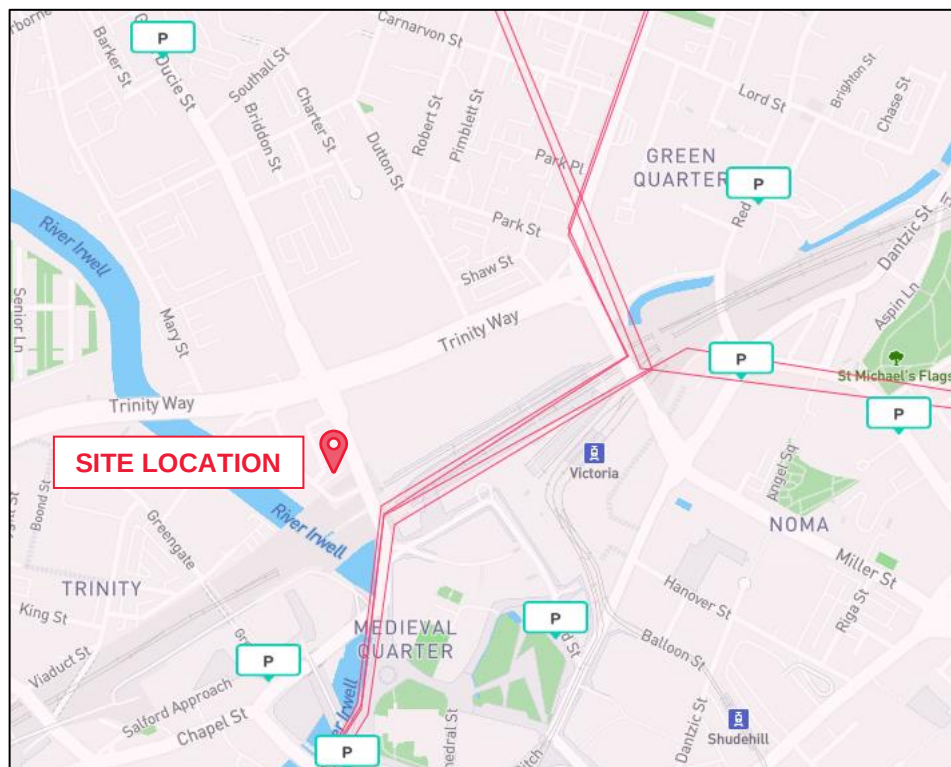


Figure 4.3 – Bike Hire Docking Stations in the Vicinity of the Site
(Source: Beryl and Mapbox, 2025)

- 4.3.13 The site is therefore well placed to take advantage of the cycle connections around Manchester and Salford city centres. Furthermore, the site comprises secure cycle parking spaces at the ground floor to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

- 4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is located in an area with a GMAL rating of 8 – the highest accessibility level – and is considered very well situated to take advantage of existing public transport infrastructure within central Manchester.
- 4.4.3 Accessibility by bus, rail, and Metrolink are considered further, with a local public transport network map included in **Figure 4.4** below.

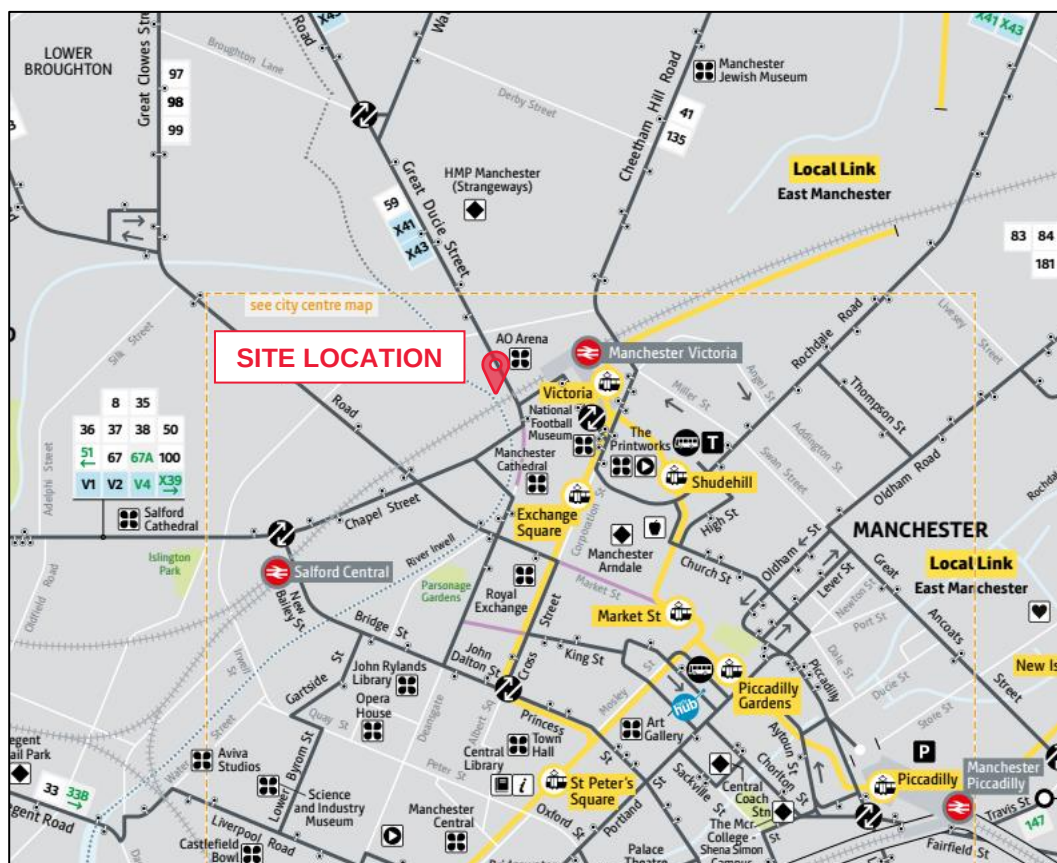


Figure 4.4 – Public Transport Network in Vicinity of Site
(Source: TfGM, 2025)

Bus Accessibility

- 4.4.4 The nearest bus stop is located c. 150m to the north of the site along the A56 Great Ducie Street, with further bus stops located c. 200m to the south at Chapel Street, and c. 300m to the south-east at the Victoria Station Approach. Most notably, the Shudehill bus station is located within a 700m walk to the south-east of the site.
- 4.4.5 All of the above bus stops in the vicinity of the site, when combined, are served by over 30 bus routes, most of which run multiple times per hour, offering easy access every day of the week to areas across Greater Manchester and beyond.
- 4.4.6 Furthermore, Route 2 of Manchester's free bus network stops at Manchester Victoria's station approach, as outlined below:

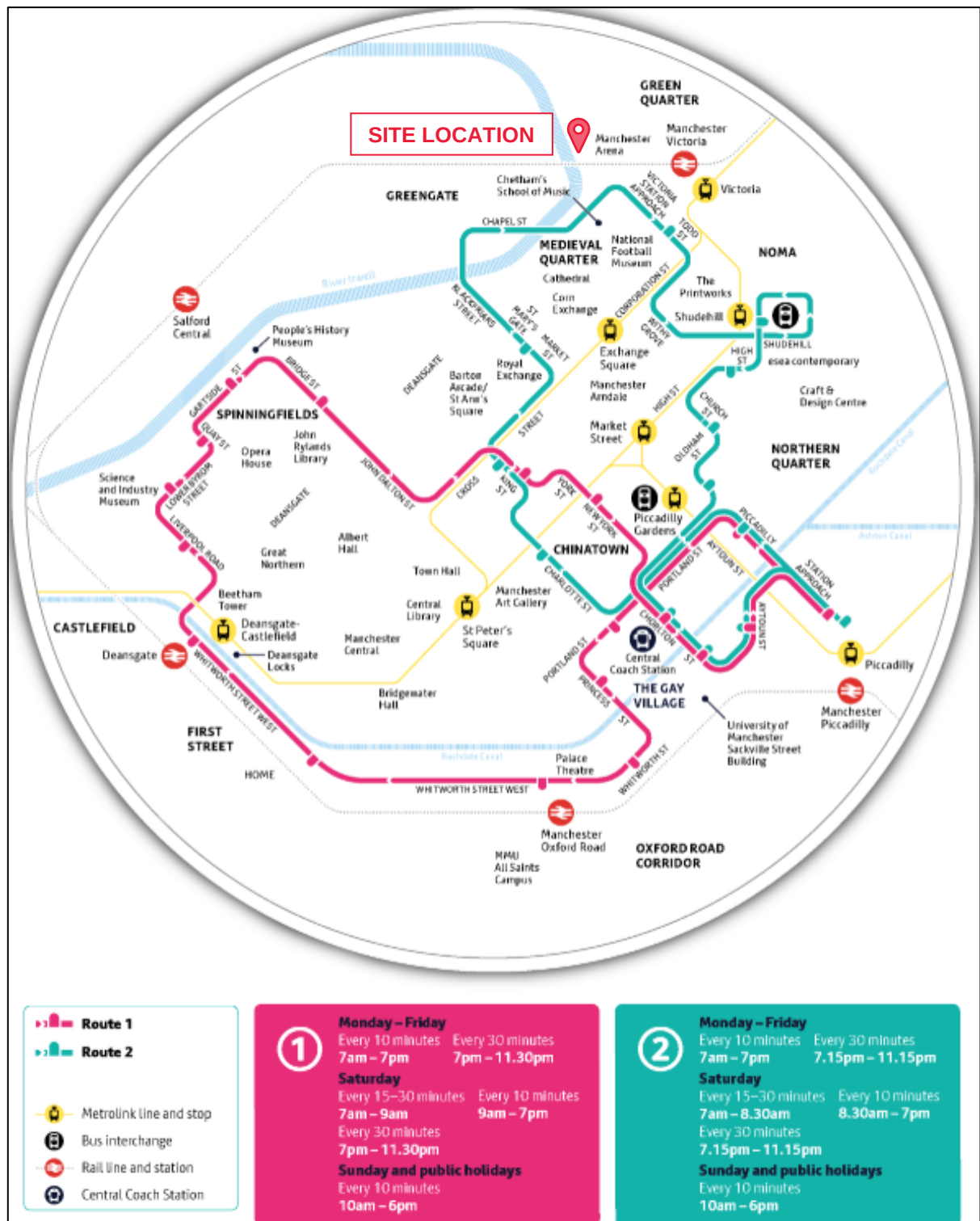


Figure 4.5 – Free Bus Route and Timetable
(Source: TfGM, 2025)

- 4.4.7 It is noted that the provision of bus services will change over time in response to current circumstances. Up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus>.
- 4.4.8 Overall, the site is well served by bus.

Rail Accessibility

- 4.4.9 The closest rail station to the development is Manchester Victoria, located within a 300m walking distance towards the south-east of the site. It provides frequent regional and national services within the North and North West, with trains to destinations such as Blackburn, Rochdale, Bradford, Leeds, Newcastle, Huddersfield, and Wigan.
- 4.4.10 Local commuter train services also call at Manchester Victoria, for residents who travel outside of central Manchester for work. Up-to-date rail times can be found on the respective train operators' websites:
- Northern Rail: <https://www.northernrailway.co.uk/travel/timetables>; and
 - Transpennine Express: <https://www.tpexpress.co.uk/travel-updates/timetables>.
- 4.4.11 A detailed map of the train network within Greater Manchester served by Manchester Victoria is shown in **Figure 4.6** overleaf.
- 4.4.12 Overall, the site is highly accessible via rail, and it is a viable alternative to private car use.

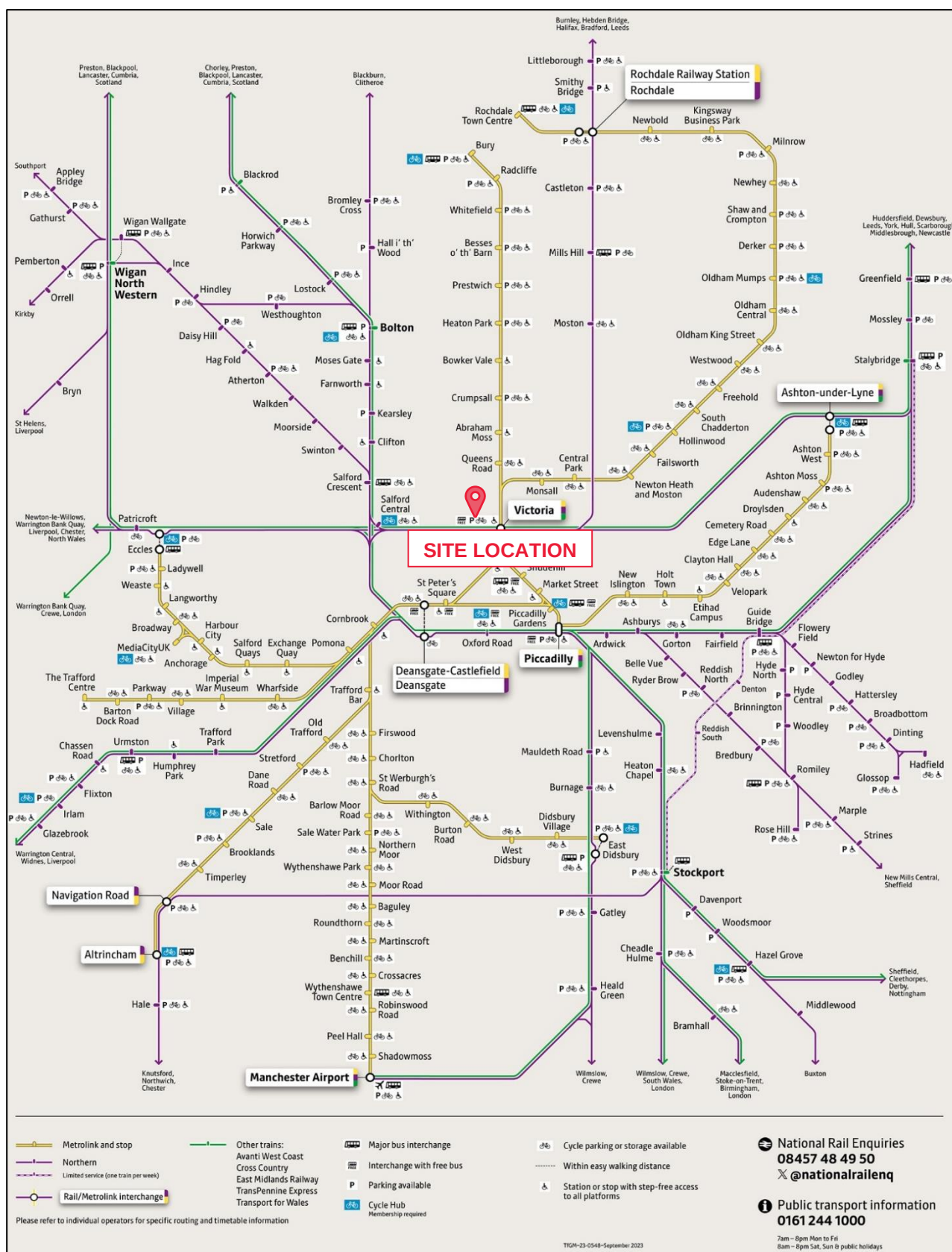


Figure 4.6 – Rail and Metrolink Network in the Vicinity of the Site
(Source: TfGM, 2023)

Metrolink (Light Rail)

4.4.13 **Figure 4.7** below shows the Greater Manchester Metrolink network:

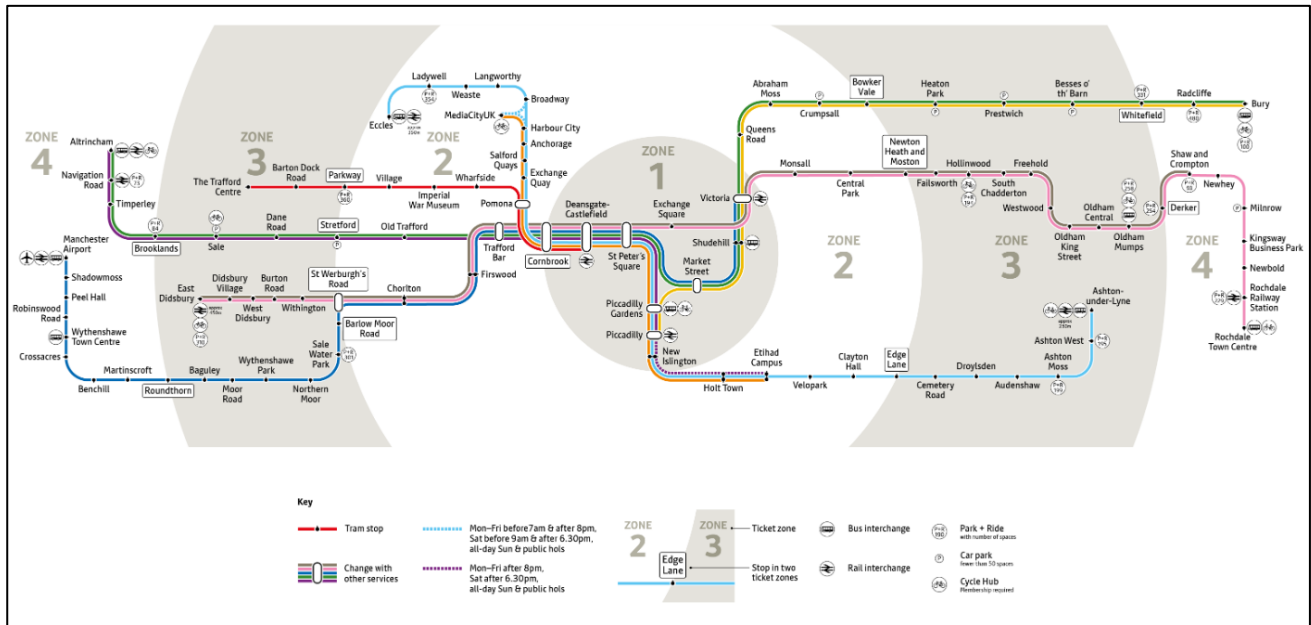


Figure 4.7 – Greater Manchester Metrolink Network

(Source: TfGM, 2025)

4.4.14 The nearest Metrolink stop is at Manchester Victoria, approximately 300m south-east of the site.

4.4.15 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some lines only operate during peak hours to meet increased demand.

4.4.16 The start and end times for the specific stops that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-times>.

4.4.17 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 Market Street and Cornbrook, and a direct service to Manchester Airport.

4.4.18 In summary, it is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is 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.

- 4.5.2 This Travel Plan will build upon the site's sustainable location and formulate a series of measures in order to foster sustainable travel patterns amongst residents at the site. These measures are described in detail in **Section 5** below.

5.0 Travel Plan Initiatives

5.1 Introduction, Aim, and Objectives

- 5.1.1 Taking into account the location of the site and its accessibility via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 5.1.2 This section of the Travel Plan sets out the initiatives that could be implemented at the site.
- 5.1.3 Considering the benefits in **Section 2** and the end users, this Travel Plan aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine (ICE) vehicles.
- 5.1.4 The Travel Plan will be guided by with the following objectives, all within the above overarching aim:
- **Objective 1** – To increase the level of walking to and from the site;
 - **Objective 2** – To increase the level of cycling to and from the site;
 - **Objective 3** – To increase the level of public transport use to and from the site;
 - **Objective 4** – To encourage car sharing and shared transport to and from the site; and
 - **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles.

5.2 Production of Sustainable Travel Information

- 5.2.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all residents at the development and be made available in a communal area, for example on a noticeboard. These Welcome Packs would then include a section with sustainable travel information and how residents can get to and from their place of residence.
- 5.2.2 Sustainable travel information would typically comprise the Travel Plan concept detailing the aims, objectives, and aspirations, provide contact details for the Travel Plan Coordinator (TPC), and include the following information:

Objectives	Contents
1 – To increase the level of walking to and from the site	<ul style="list-style-type: none">• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2;• Maps showing local walking routes and places of interest;• The TfGM website at https://beeactive.tfgm.com/where-you-live/ which comprises details of walking routes and facilities accessible within a 15-minute walk;

Objectives	Contents
	<ul style="list-style-type: none"> The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute; The https://www.plotaroute.com/ website for journey planning on foot; and Calendar of events such as “National Walking Month”.
2 – To increase the level of cycling to and from the site	<ul style="list-style-type: none"> A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map) The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; Details of local cycle shops; Calendar of events such as ‘National Bike Week’; and The https://www.cyclestreets.net/ website for journey planning by bike.
3 – To increase the level of public transport use to and from the site	<ul style="list-style-type: none"> A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; A map showing local bus and rail stations in the vicinity of the site; Links to up-to-date public transport services, timetables, and routes (for example https://tfgm.com/public-transport); and Details of TfGM’s online journey planning resources: https://tfgm.com/plan-a-journey. Promote the 16-17 Saver card and 16-25 / 26-30 Railcard which save holders 50% and 33%, respectively, on all train fares; Details of Traveline’s online journey planning resources: https://www.traveline.info/; Advertise any promotions / discounts offered by public transport operators.
4 – To encourage car sharing and shared transport to and from the site	<ul style="list-style-type: none"> Links to Liftshare registration: https://liftshare.com/uk; and Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.
5 – To encourage uptake of Ultra Low and Zero Emission vehicles	<ul style="list-style-type: none"> Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://electrictravel.tfgm.com/.

Table 5.1 – Sustainable Travel Information

5.2.3 This information will be periodically updated by the TPC.

5.3 Measures to Encourage Walking

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

5.3.2 It has been demonstrated throughout **Section 4** of this Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services on foot such as convenience stores, restaurants, and public transport interchanges within central Manchester.

5.3.3 In order to encourage walking, a number of measures will be considered:

- Providing and maintaining in good condition any signage (i.e., of pedestrian routes within and adjacent to the site to main destinations and bus stops) and lighting installed within the site boundary to ensure that a safe, secure, and welcoming environment is maintained; and
- A marketing campaign in line with “Walk to Work Week” and / or the implementation of a “walking buddy” scheme to be implemented by the TPC.

5.4 Measures to Encourage Cycling

5.4.1 Cycle parking is provided within the ground floor bike stores, while residents will be able to wash and change in their flats. It has been demonstrated throughout **Section 4** of this Travel Plan that there is an existing good level of cycle infrastructure in the surrounding area.

5.4.2 To encourage residents to cycle, the following measures will be provided:

- Regular checks of the cycle parking provision to ensure safe storage free of abandoned bikes;
- Pedestrian and cyclist friendly infrastructure on site with signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
- Sufficient security at existing cycle parking facilities; and
- The TPC to promote TfGM's cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance).

5.4.3 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG), making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified, but it would be the responsibility of the individual to fund the repairs), and having the TPC negotiate discounts with local cycle retailers could also be considered.

5.5 Measures to Encourage Public Transport Use

- 5.5.1 It has been demonstrated throughout **Section 4** of this Travel Plan that the site is accessible by public transport, and that there are further opportunities for wider public transport travel throughout Greater Manchester.
- 5.5.2 The following measures will be provided in order to encourage residents to travel by public transport:
- The TPC will advertise any promotions / discounts offered by public transport operators; and
 - The TPC will liaise with bus companies and TfGM on any future improvements and / or extensions to local services.

5.6 Measures to Encourage Car Sharing / Shared Transport and Electric Vehicle (EV) Uptake

Car Sharing

- 5.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 5.6.2 To aid the coordination of car sharing, it is suggested that residents who are willing to car share should submit their name to the TPC. People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Residents will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the site, with common needs, timetables, or destinations.
- 5.6.3 It is envisaged that this would need to be regularly maintained and encouraged by the TPC.
- 5.6.4 Alternatively, <https://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 etc. It is considered that car sharing would be an attractive facility for residents who do not own a car but require occasional use.

Car Club

- 5.6.5 It is acknowledged that many residents that do not own a car may require the use of a car on certain occasions. 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.
- 5.6.6 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.

- 5.6.7 At the time of writing, the nearest Car Club bays are located along 104 High Street (c. 950m to the south-east of the site) and New Mount Street (c. 1km to the east of the site). Other Car Club locations within the local area are as follows:

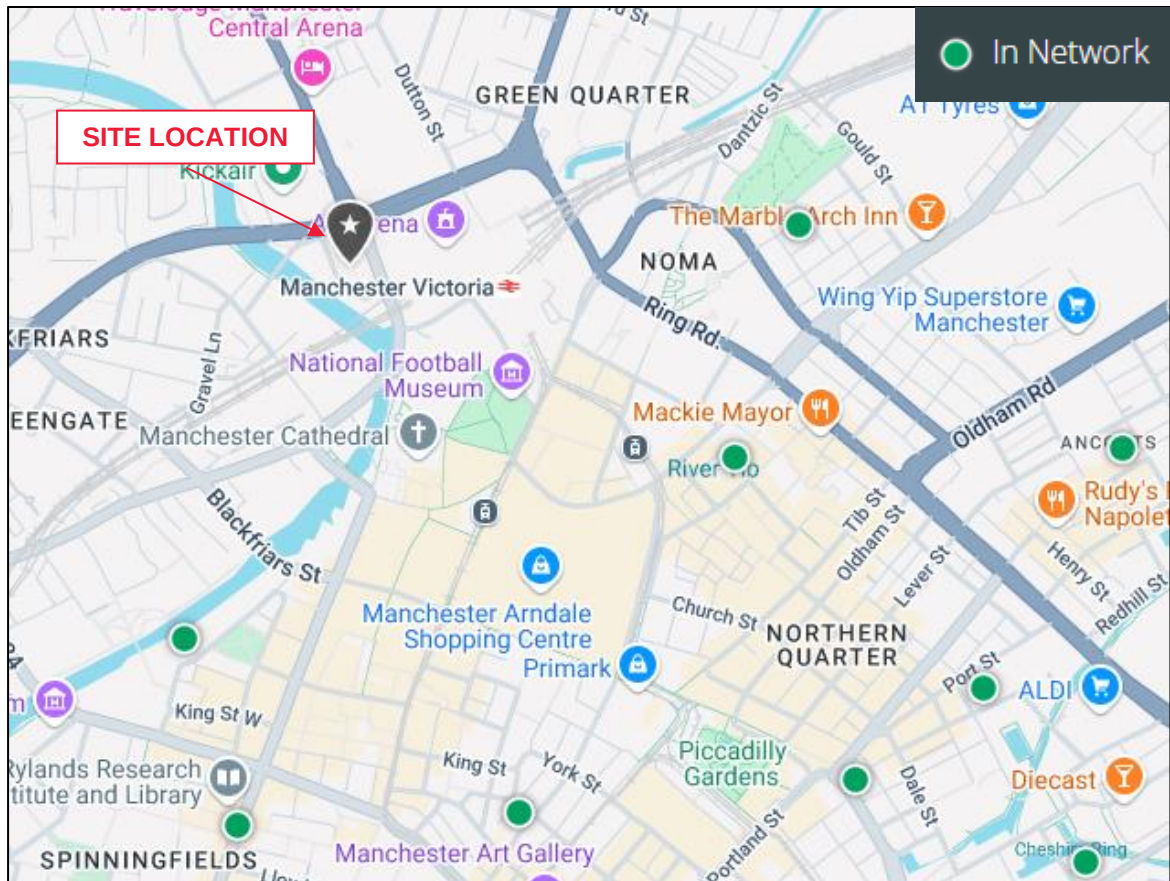


Figure 5.1 – Car Club Locations in the Vicinity of the Site
(Source: Enterprise Car Club and Google Maps, 2025)

- 5.6.8 It is considered that the Car Club could therefore be a highly attractive facility for residents who require occasional private car use.

Electric Vehicles (EVs)

- 5.6.9 All of the car parking spaces that would be provided as part of the development will be equipped with active electric vehicle charging infrastructure upon completion of the development.
- 5.6.10 It is considered that the provision of EV charging facilities would encourage residents who do own cars and travel by car to consider switching to an EV to reduce the environmental impact of their travel.

6.0 Targets

6.1 Introduction

- 6.1.1 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 strategy for the Travel Plan targets and provides an overview of the data that should be collected as part of future travel surveys once the site is completed and operational.

6.2 Data Collection

- 6.2.1 As the development has not yet been completed, it is not possible to undertake any travel surveys of residents. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 6.2.2 In order to understand travel habits, a survey will be undertaken within six months following occupation to discharge the second part of Condition 25. Recipients will be encouraged to participate, and the surveys would seek the following key information:
- Place(s) of work;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various active and sustainable modes;
 - Any barriers to walking, cycling and public transport; and
 - Initiatives that would encourage residents to travel more sustainably.
- 6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 6.2.4 Questions will be transferred to an online survey service, such as SurveyMonkey or Microsoft Forms. Residents would be sent this link in the early stages of occupation and can click on it to be directed to an internet-based survey. An example of this travel survey is included in **Appendix B** to the rear of the report.
- 6.2.5 The information obtained will be used to undertake modal split analysis. Residents will then be surveyed biennially from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the Travel Plan measures.

6.3 Data Analysis and Travel Plan Targets

- 6.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.

- 6.3.2 At this point, official targets will be set through consultation with Manchester City Council. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).
- 6.3.3 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.
- 6.3.4 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:
- Short-Term Target – within one year;
 - Medium-Term Target – for between 1 – 3 years; and
 - Long-Term Target – more than 3 years.
- 6.3.5 To provide an indication of potential targets, an example is provided in **Table 6.1** below:

Example of Potential Modal Shift Targets					
Travel Mode	Existing (2011 Census)	Short Term	Medium Term	Long Term	Total Target
Car Driver	37%	-2%	-2%	-2%	-6%
Car Share	4%	-	+0.25%	+0.25%	+0.5%
Public Transport	26%	+1%	+0.75%	+0.75%	+2.5%
Cycle	3%	-	+0.25%	+0.25%	+0.5%
Foot	28%	+1%	+0.75%	+0.75%	+2.5%
Other	2%	-	-	-	-

Table 6.1 – Example of Potential Targets

- 6.3.6 The example modal split targets above aim for a 6% reduction in single occupancy car trips, whilst aiming for a 6% increase in trips by more sustainable modes such as public transport, walking, cycling, and car sharing. The 6% reduction in car drivers has been informed by a major synthesis report¹¹ which found that travel planning can induce a 6-12% drop in car use share among residents.
- 6.3.7 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 5**.
- 6.3.8 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys.

¹¹ Kuss, P. and Nicholas, K. (2022). A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management. *Case Studies on Transport Policy*, 10(3), 1494-1513.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the Travel Plan.

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

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

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

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

7.2 Responsibility and Management

7.2.1 Overall responsibility for the Travel Plan will lie with Zenith Management. The main point of contact at Zenith Management is Leah Parkinson, email address: leahparkinson@zenithmanagement.co.uk, however it is noted that various members within the Zenith Management team would share responsibility over the implementation of the Travel Plan, and undertake the roles and responsibilities that are typically expected of a TPC.

7.2.2 Contact details for the TPC will be provided to residents and MCC.

7.2.3 Following initial occupation, the travel surveys would need to be undertaken. The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift. This would be facilitated by the TPC.

- 7.2.4 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for residents, administering travel surveys, events (if necessary), and providing advice to residents on sustainable travel choices.
- 7.2.5 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 Travel Plan;
 - Representing the human face of the Travel Plan and explaining its purpose and opportunities on offer;
 - Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
 - Promoting individual measures / initiatives in the Travel Plan and instigate a marketing campaign upon first occupancy of the site;
 - Liaising with public transport operators;
 - Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. MCC); and
 - Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.
- 7.2.6 Notwithstanding, adequate consultation and support from Zentra Group PLC is required to ensure the smooth implementation of the Travel Plan. A number of measures to be undertaken comprise:
- Active management of the car and cycle parking facilities;
 - Provision of security measures within the site, such as CCTV, where appropriate;
 - Maintenance of on-site walking and cycling facilities, lighting, and any CCTV installations;
 - Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the Travel Plan as intended; and
 - A commitment to actively promoting car-sharing and sustainable transport options at the site.
- 7.2.7 The TPC will remain in-post for the duration of the monitoring period, and MCC will be notified if the holder of the TPC role changes during this time.

7.3 Monitoring and Evaluation

- 7.3.1 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 residents and liaising with MCC on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

- 7.3.2 Monitoring will be carried out for a period of five years from the date of the baseline travel surveys (as outlined in the consented Framework Travel Plan prepared in 2019) to ensure that the Travel Plan reflects current opportunities and local circumstances. The five-year monitoring schedule will include three surveys: the initial monitoring survey and two follow-up surveys.
- 7.3.3 The results of each survey would be used to review progress against target modal splits, where the TPC will 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. A summary of the survey results will be made available to residents by the TPC.
- 7.3.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.
- 7.3.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce monitoring reports as and when requested by MCC. This report will include, but may not be limited to the following:
- Reporting of progress against the targets set once the travel survey is completed;
 - Provision of information relating to new initiatives introduced (if applicable);
 - Provision of information on proposed initiatives due for implementation (if applicable); and
 - Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure) (if applicable).

8.0 Action Plan

8.1 Introduction

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

Action	Target Date	Responsibility
Appoint TPC	Completed	Zenith Management
Produce Welcome Pack	Upon first occupation of the development	TPC
Implement Travel Plan Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within six months of occupation	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with Manchester City Council
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with Manchester City Council	TPC
Distribute Travel Survey Results to Manchester City Council	Within three months of each travel survey phase	TPC
Carry Out Travel Surveys and Monitoring	Biennially 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

Table 8.1 – Action Plan

8.1.2 As a Travel Plan is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

8.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on a regular basis as part of the monitoring and review process.

Appendix A – Consented Site Layout

Accommodation Key

- 1 Bed: 1 Person
- 1 Bed: 2 Person
- 2 Bed: 4 Person
- 2 Bed: 3 Person
- 2 Bed: 4 Person
- 3 Bed: 4 Person
- 3 Bed: 5 Person
- Bike Store
- Bin Store
- Commercial Refuse Store
- Comms
- Meter Room
- Parcel Store
- Parking
- Reception
- Retail Unit A1
- Retail Unit A2
- Retail Unit A3
- Substation
- Tank Room
- Water Tank / Booster Room



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- Location of all M&E items based on CWC Stage 3 design layouts.
- Location of all smoke shafts tbc via CFD analysis.
- FURNITURE LAYOUTS INDICATIVE ONLY AND SUBJECT TO CLIENT, M&E AND SUBCONTRACTOR INPUT

Indicates land outside of ownership

CLIENT
One Heritage Group

PROJECT
One Victoria, Great Ducie Street - VE Model

DRAWING
Level 0 GA Plan

SCALE
As indicated @ A1

FIRST ISSUED
11/28/22

PROJECT	DRAWN BY	CHECKED BY
1345-22	Author	Checker

ORIGIN	VOLUME	LEVEL	TYPE	ROLE	NUMBER	REVISION
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REV	DESCRIPTION	DATE	REV BY	CHKD BY
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Appendix B – Example Travel Survey



One Victoria, Great Ducie Street - Travel Survey

Following on from the recent opening of One Victoria, 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. What is the postcode of your place of work / study?**

Please write the full postcode (e.g. M3 1PQ).

*** 2. Do you own a car?**

- ☐ Yes
☐ No

*** 3. Approximately how far do you typically travel from One Victoria?**

If you work / study in a hybrid pattern (i.e., work / study from home some days, travel to work / university on others), please select an answer corresponding to your patterns for the majority of your week.

- ☐ 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 / study from home
☐ Other (please specify)

*** 4. How do you typically travel from One Victoria?**

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 / study 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. What is the average number of car trips that your household undertakes per week?**

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

- ☐ Block B car 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)

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

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

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

Please select a different mode than that in Q3.

- | | |
|--|--|
| ☐ 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 / study from home |
| ☐ Motorbike or powered two-wheeler | |
| ☐ Other (please specify): | |

10. 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:

11. Are there any incentives that would encourage you to travel in a more sustainable way?
If so, please write them in the box below:

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

Thank you for completing the survey.

Done - Thank you!

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