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Manchester New Square

Full Travel Plan

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Urban & Civic PLC to provide traffic and transportation advice in relation to a mixed-use development on the site on the north-east corner of the junction of Princess Street and the B6469 Whitworth Street in Manchester City Centre.

1.1.2 The planning application (Manchester City Council (MCC) planning reference: 114585/FO/2016) was granted approval in March 2017, with the following development description:

"Erection of three residential buildings (Building 1 comprising 15 storeys plus plant space, Building 2 comprising 11 storeys plus plant space and Building 3 comprising 14 storeys plus plant space) to provide 351 residential units (Use Class C3) 117 x 1 bed, 218 x 2 bed and 16 x 3 bed) al with ground floor commercial uses (Class A1 (Shop), A3 (Restaurant and Cafe) and D1 (Non Residential Institution Use- Art Gallery) and new public space with related access, servicing, landscaping and associated works with parking for 254 vehicles, 224 cycles within 4 levels of existing basement car park. | Princess Street / Whitworth Street Manchester M1 3PE"

1.1.3 The development was completed in 2021, and all phases of the development are operational at the time of writing.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined[1] as:

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

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 Purpose of the Report

1.3.1 In 2016, Curtins prepared a Transport Assessment and an Interim Travel Plan (ITP) to accompany the planning application. Condition 21 within the decision notice of the planning application states the following:

[1] Department for Levelling Up, Housing and Communities (2023). National Planning Policy Framework [Online]. Available at https://www.gov.uk/government/publications/national-planning-policy-framework--2

"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 those living 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 A Full Travel Plan (Curtins Ref: B073918.000 v.02) was issued on 20th September 2019, and Condition 21 was confirmed as discharged in August 2020 (MCC planning reference: CDN/19/1016).

1.3.3 A variation of conditions (MCC planning reference: 137127/JO/2023) in relation to servicing hours was subsequently approved in November 2023, with further details relating to the Full Travel Plan resurfacing as follows in the new Condition 21:

"The development shall proceed in accordance with the Full Travel Plan prepared by Curtins and Deloitte's e-mail dated 29-06-20 in relation to the Travel Plan (Received and approved under application CDN/19/1016).

Within six months of the first use occupation of the final phase of the development, a revised Travel Plan which takes into account the information about travel patterns gathered 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."

1.3.4 Noting that the development is now completed with all elements operational, a revised Full Travel Plan would need to be prepared as outlined in Condition 21 of the 2023 planning application. A Full Travel Plan is the second stage of the Travel Plan process. It 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.

1.3.5 Transport for Greater Manchester (TfGM)[2] 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, stating that 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."*

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

- National Planning Policy Framework, DLUHC, 2023;
- 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.

1.4.4 **Section 5** analyses the Travel Surveys undertaken and provides an analysis of all the data in order to inform the Travel Plan initiatives. The section also provides an insight into current and potential future travel habits, and how the baseline survey will be consistently refined in future iterations.

1.4.5 **Section 6** 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.

1.4.6 **Section 7** outlines the strategy for Travel Plan targets.

[2] Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBSVa9O42aqgYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

1.4.7 **Section 8** concludes the report by providing details on the monitoring and review process, and the responsibility and management of the Travel Plan.

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 emissions[3], causing adverse physical and mental health including premature deaths[4], and costs to the health service[5] 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 UK[6].

2.1.4 Conversely, physical activity is a "miracle cure"[7], with cycling in particular having "staggering"[8] 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 NHS[9], boost local businesses, improve the mobility and independence of those who cannot drive[10], and encourage greater social cohesion[11].

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.

2.2 Travel Plan Aims & Objectives

2.2.1 Considering the above benefits and the end users, this Travel Plan aims to minimise the number of car trips generated by the development and encourage residents and staff to use sustainable modes of transport. The Travel Plan also aims to achieve the following benefits:

- A healthier and happier population;
- A reduction in financial wastage for residents and staff; and

[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] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/
[5] 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.
[6] 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
[7] 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
[8] 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
[9] 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
[10] Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf
[11] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

- Increased accessibility to the site for residents, staff, and visitors alike.

2.2.2 The aims of this Travel Plan will be supported with the following objectives:

- **Objective 1 –** To increase the level of cycling to and from the site;
- **Objective 2** – To increase the level of walking to and from the site;
- **Objective 3 –** To increase the level of public transport use to and from the site;
- **Objective 4** – To increase the number of people car sharing to and from the site; and in turn,
- **Objective 5 –** To reduce single occupancy car travel to and from the site.

3.0 Existing Situation

3.1 Site Location

3.1.1 Manchester New Square is located on the north-eastern corner of the junction of the A34 Princess Street and B6469 Whitworth Street in Manchester City Centre.

3.1.2 The site is bordered by the Rochdale Canal to the north, Amazon House and Regency House (two mixed-use buildings with office, retail, food, and leisure uses) and Brazil Street and Venice Street to the east with Sackville Street beyond, the B6469 Whitworth Street to the south, and the A34 Princess Street to the west.

3.1.3 **Figure 3.1** below illustrates the site in a local context:

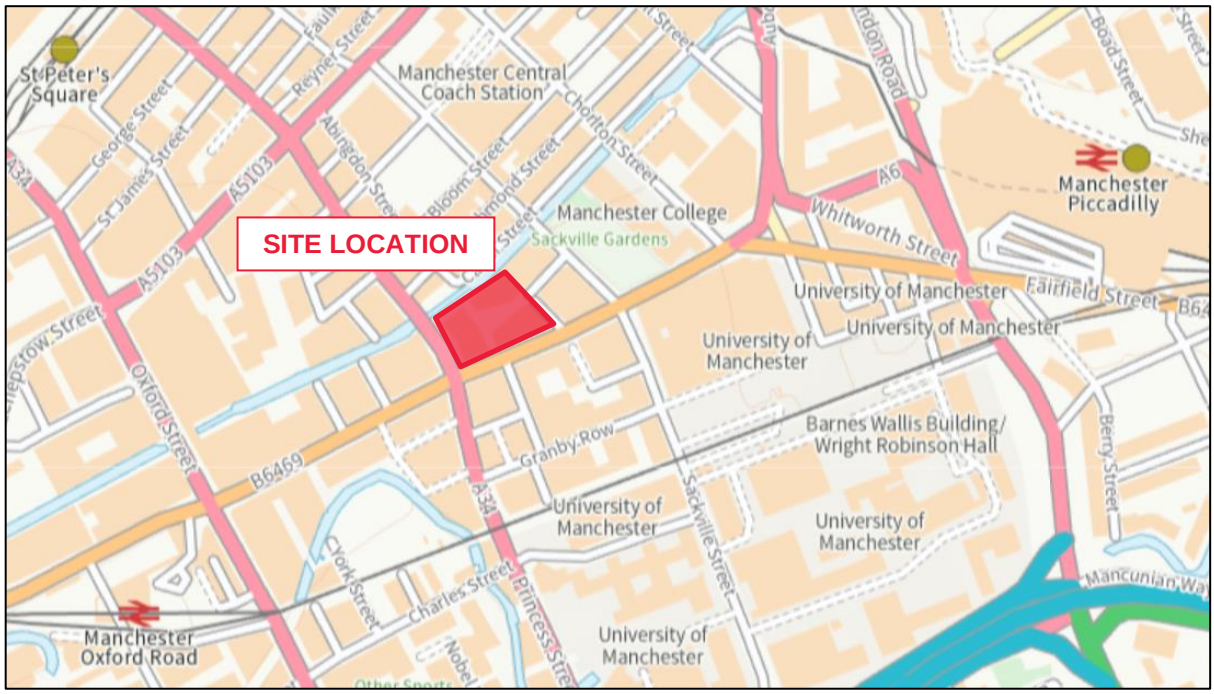


Figure 3.1 – Site Location
(Source: OpenStreetMap, 2024)

3.2 Existing Use and Access

3.2.1 The site primarily comprises three blocks with a central communal square as shown in **Figure 3.2** below. The three blocks all comprise retail outlets at ground floor level that can be accessed from the communal square and off the Princess Street and Whitworth Street footways, with luxury apartments (ranging from 1-bed to 3-beds) on the upper floors. The blocks are further described as follows:

- The Linter Building adjoins Amazon House to its east and comprises the entrance to the basement car park (and subsequently the basement cycle storage) at the south-east corner of the block, off

Venice Street. Whereas, the residential entrance is located at the south of the building, from the communal square.

- The Carding Building fronts onto Whitworth Street, and hosts the site's 24-hour concierge service, in addition to the on-site wellness centre / gym which is available for residents to use. The residential entrance is located to the north of the building, from the communal square. The ground floor retail units can also be accessed on foot directly off Whitworth Street.
- The Calico Building fronts onto Princess Street and comprises a west-to-east undercroft such that residents do not need to walk around the Princess Street / Whitworth Street corner to access the residents' entrance located at the eastern side of the building. There are also ground floor retail units (i.e., Starbucks and Tesco Express) that are accessible directly off the footway.

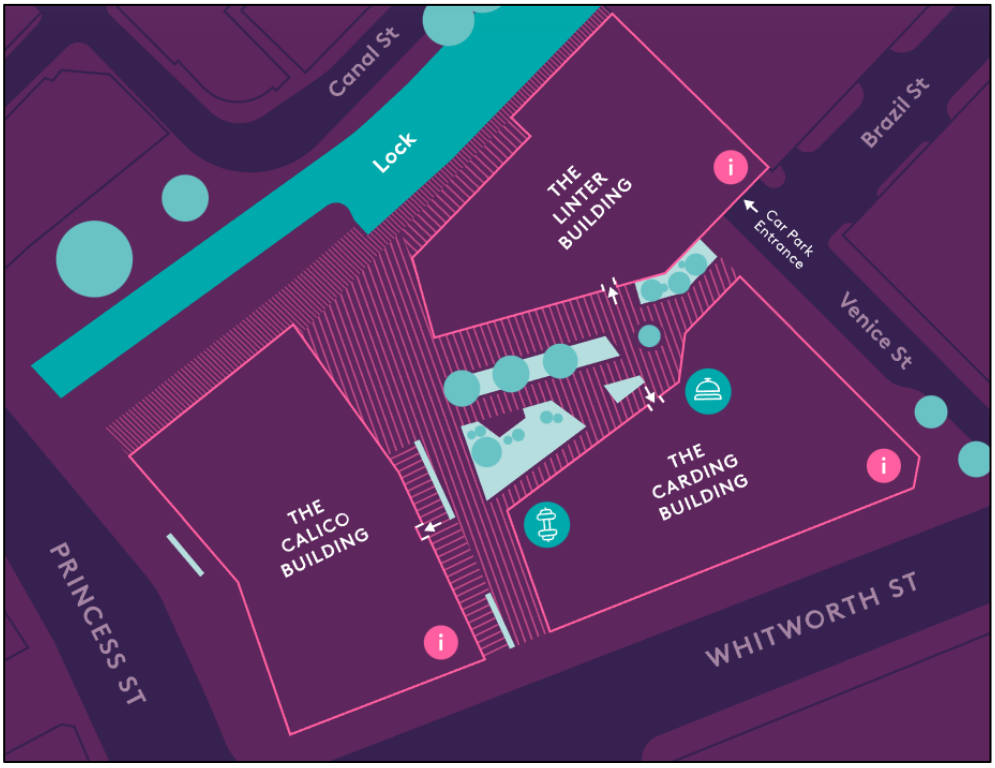


Figure 3.2 – Manchester New Square Site Plan
(Source: Urban & Civic, Undated)

3.2.2 There is also a layby to the southern side of the site, located along Whitworth Street. There is signage adjacent to the layby, clearly indicating that it is to be used for loading and unloading only. To the south-east corner and western boundary of the site, there are also docking stations with bicycles available for hire as part of Transport for Greater Manchester (TfGM)'s cycle hire scheme (detailed in **Section 4.3** below).

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	Classification	Pedestrian Infra-structure	Cyclist Infra-structure	Public Transport Infra-structure	Speed Limit	Street Lighting	Restrictions / Parking / Loading Provision
Princess Street	Public. c. 12.5m at its widest, c. 8m at its narrowest. Usable width of the carriageway is reduced by loading bays and bus stops. One-way traffic in a southerly direction to the north of the Major Street junction.	Varying widths, c. 2m – 4m wide on both sides of the road, up to 8m-wide in the vicinity of the site. Dropped kerbs with tactile paving, and signalised crossing points.	South-bound on-road cycle lane, and advanced cycle stop lines at signalised junctions.	Southbound bus stops present to the north of Hart Street. Further northbound stops located closer towards St Peter's Square.	30mph.	Present.	Double yellow lines (no waiting at any time) along the majority of the road, some on-street loading bays and parking bays. This is within Zone 1 of the Controlled Parking Zone (CPZ), charges valid Mon-Sun 08:00 – 20:00, maximum stay up to 2 hours.
Whitworth Street	Public. c. 10.5m-wide, two-way traffic. Usable width of the carriageway is reduced by on-street parking.	Varying widths, c. 2m – 4m wide on both sides of the road, up to 5m-wide in the vicinity of the site. Dropped kerbs with tactile paving, and signalised crossing points.	Advanced cycle stop lines at signalised junctions.	Eastbound bus stop adjacent to Sackville Gardens. Both east- and westbound bus stops to the west on approach to Oxford Road.	20mph.	Present.	Double yellow lines along the majority of the road, with some on-street parking. This is within Zone 2 of the CPZ, charges valid Mon-Sun 08:00 – 20:00, maximum stay up to 2 hours.
Venice Street	Public. c. 5.5m-wide on average, two-way traffic. Usable width of the carriageway is reduced by loading bays.	c. 2-3m-wide continuous footway on both sides of the road, with dropped kerbs and tactile paving at junction with Whitworth Street.	None.	None in the vicinity of the site.	20mph.	Present.	Double yellow lines along the majority of the road except at the loading bay. Private enforcement of loading bay, with signs stating penalty charges apply for improper use.

Road Name	Classification	Pedestrian Infra-structure	Cyclist Infra-structure	Public Transport Infra-structure	Speed Limit	Street Lighting	Restrictions / Parking / Loading Provision
Brazil Street	Public. c. 5.5m-wide cobbled street, two-way traffic Usable width of the carriageway is reduced by on-street loading bays.	c. 1m – 2m wide footways on both sides of the road, with dropped kerbs.	None.	None in the vicinity of the site.	20mph.	Present.	Double yellow lines along the majority of the road but faded along cobbled street. Signs indicating loading bays for use by goods vehicles between 08:00 – 20:00.

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, regional, and local policy is to ensure that 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 development is considered in this context for the following modes of travel:

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

4.2 Pedestrian Accessibility

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

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, with **Figure 4.1** demonstrating walking isochrones in 5-minute intervals from 5 minutes up to 25 minutes (2km walking distance):

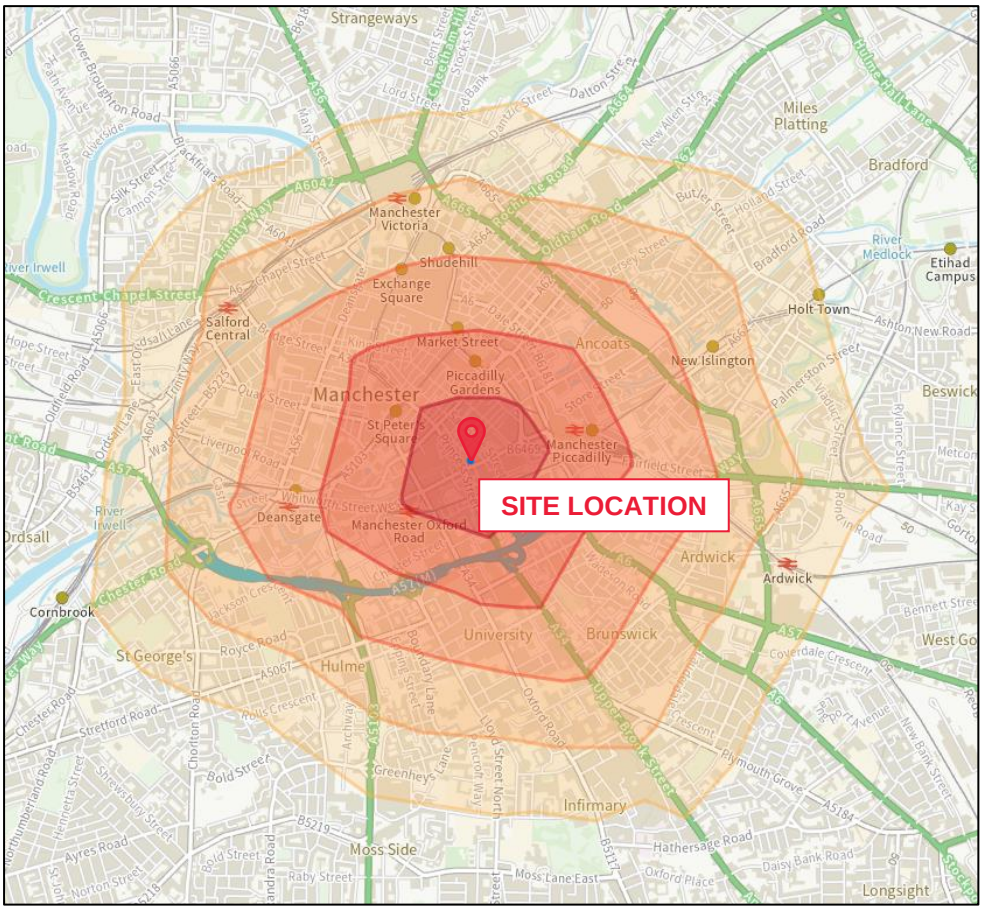


Figure 4.1 – 25-minute Walking Isochrone from Site
(Source: OS Maps and MappingGM, 2024)

4.2.6 Within an 800m walking distance (10 minutes as shown in **Figure 5.1**), residents can access on-site facilities such as the on-site gym and wellness centre, multiple food and drink cafés, and a Tesco Express convenience store. Additionally, the walking catchment extends across central Manchester and extends to Manchester Piccadilly rail station to the east, Circle Square to the south, Manchester Oxford Road rail station to the east, and Piccadilly Gardens and St Peter's Square to the north.

4.2.7 All of the above areas comprise public transport links for residents who work further afield / staff who travel from outside of the city centre, 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 In addition to those already discussed, these include the Manchester Central Library and Manchester Town Hall to the north, along with Whitworth Street and Portland Street with their associated leisure facilities. Also within this catchment is the Chinatown district which features a variety of restaurants, cafes, shops, and bars.

4.2.9 The 800m walking catchment also includes some of the University of Manchester and Manchester Metropolitan University campus buildings, for students who reside at Manchester New Square.

4.2.10 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 of the site. Access to larger supermarkets, Manchester Aquatics Centre, Manchester Royal Infirmary is also achievable towards the south of the site.

4.2.11 Odeon Cinemas and the Great Northern Warehouse Complex is situated to the west of the site 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.

4.2.12 There is already a high pedestrian footfall in the area, 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.

4.2.13 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, universities, employment opportunities, cultural locations, and the city centre retail district.

4.3 Accessibility by Cycle

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. Cycling would be a convenient way of accessing the wide range of local amenities, facilities, and services summarised above.

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 Blackley to the north, Fairfield to the east, West Didsbury to the south, and Trafford Park 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:

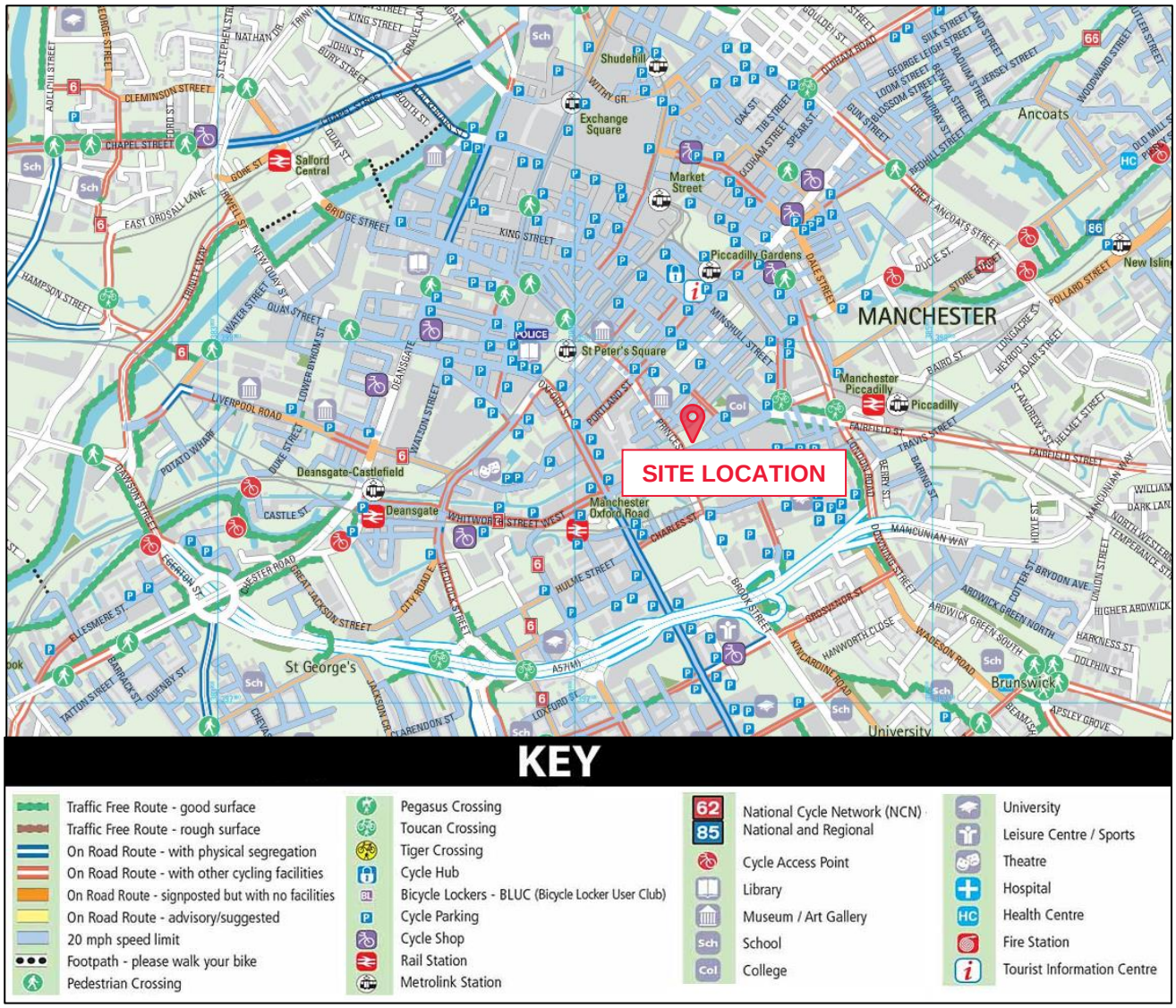


Figure 4.2 – Local Cycle Network
(Source: TfGM, 2023)

4.3.7 Immediately north of the site is the Rochdale Canal towpath which is part of Route 66 on the National Cycle Network (NCN) within proximity of the site. 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.

4.3.8 To the west of the site, past the Deansgate-Castlefield Metrolink stop, also lies the Bridgewater Way, which runs from the city centre to Trafford Park and Altrincham via Stretford and Sale.

4.3.9 Route 6 to the west of the site can be accessed via Whitworth Street West. 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.

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 in Manchester, Trafford, and Salford, with docking stations located directly to the south-east and south-west corners of the site, off Princess Street and Whitworth Street:

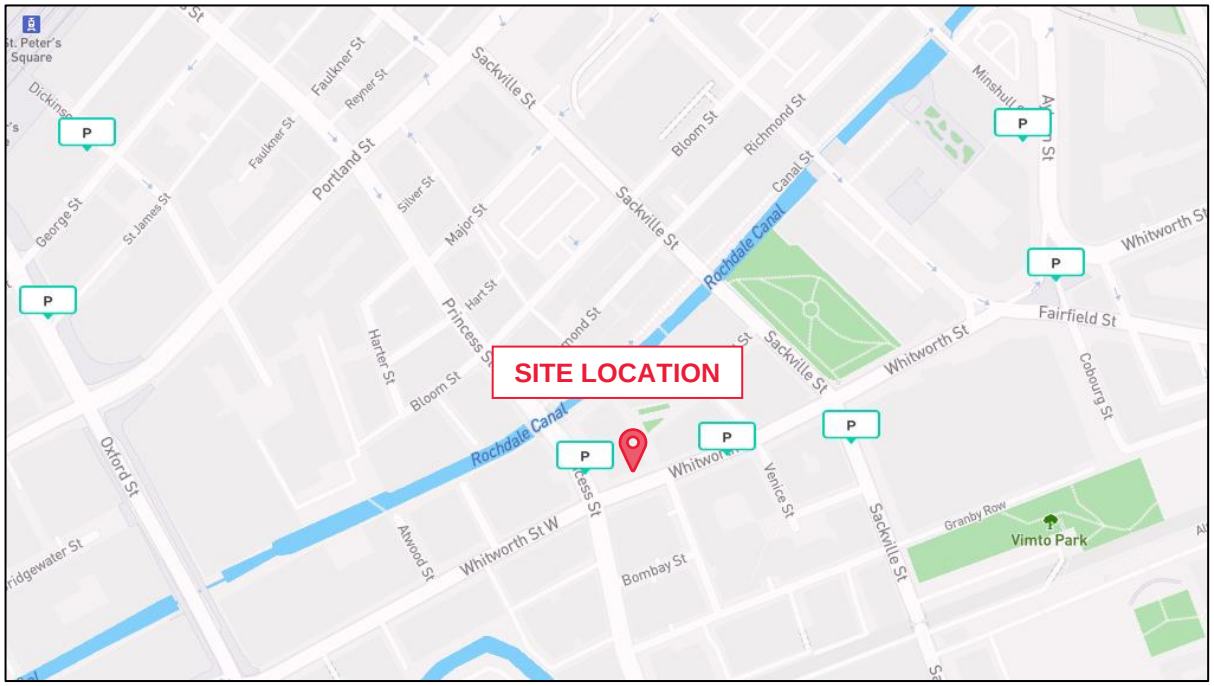


Figure 4.3 – Bike Hire Docking Stations in the Vicinity of the Site
(Source: Beryl and Mapbox, 2024)

4.3.13 The site is therefore well placed to take advantage of the cycle connections around Manchester City Centre. Furthermore, the site comprises secure cycle parking spaces in the basement to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Accessibility by Public Transport

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 (described by TfGM as 'very high') and level 1 a low level of accessibility (described by TfGM as 'very low'). 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.

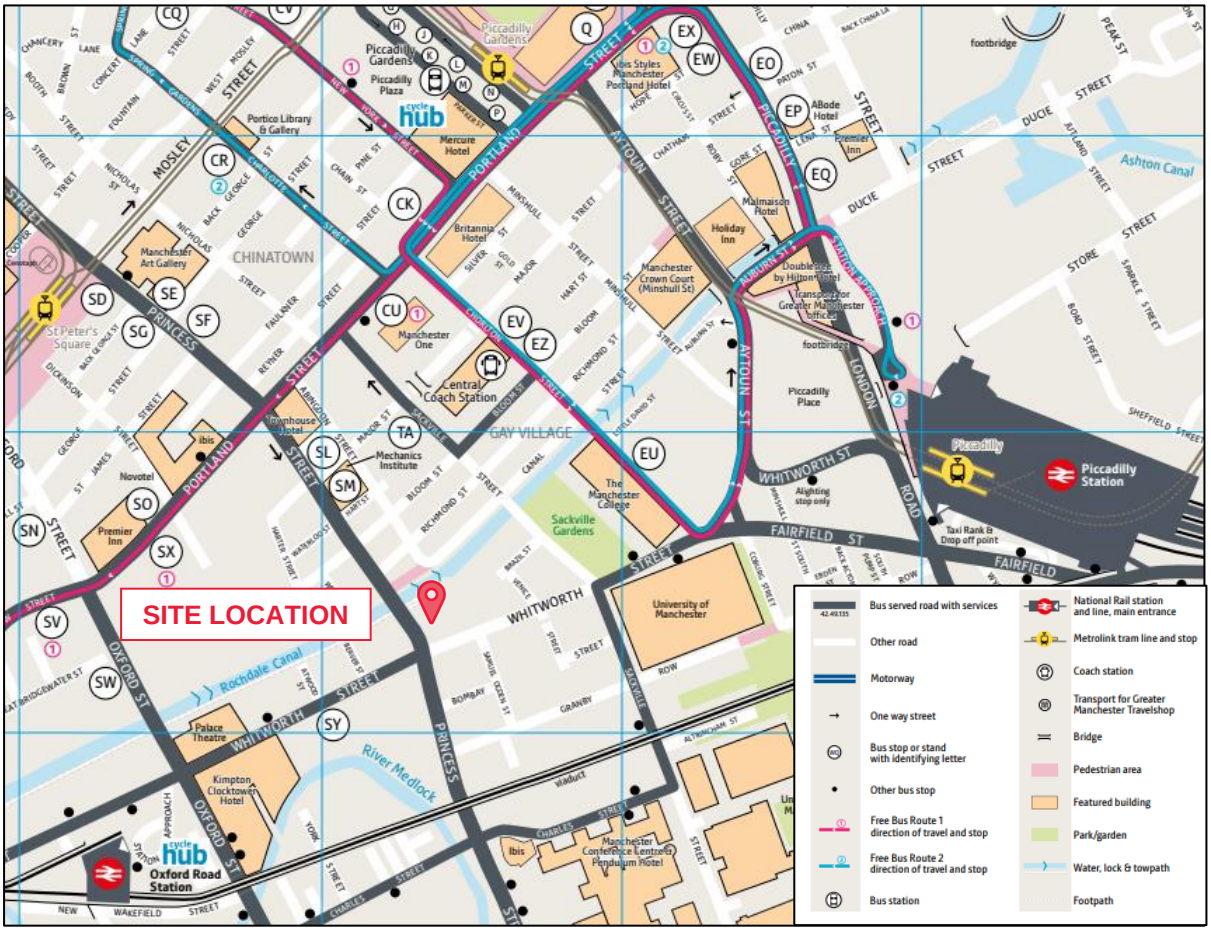


Figure 4.4 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2023)

Bus Accessibility

4.4.4 The nearest bus stops are located c. 150m to the west of the site along the B6469 Whitworth Street, with further bus stops located along Oxford Road, Princess Street, and Piccadilly Gardens further to the north of the site. There is also the Manchester Coach Station off Chorlton Street to the north of the site, which hosts regional / intercity services.

4.4.5 All of the 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. Manchester Coach Station has bus and coach services extending to Leeds, London, Wales, Birmingham, Burnley, Blackpool, Newcastle, and Liverpool to name a few.

4.4.6 Furthermore, Routes 1 and 2 of Manchester's free bus network stop at Chorlton Street to the north-east of the site, as outlined below:

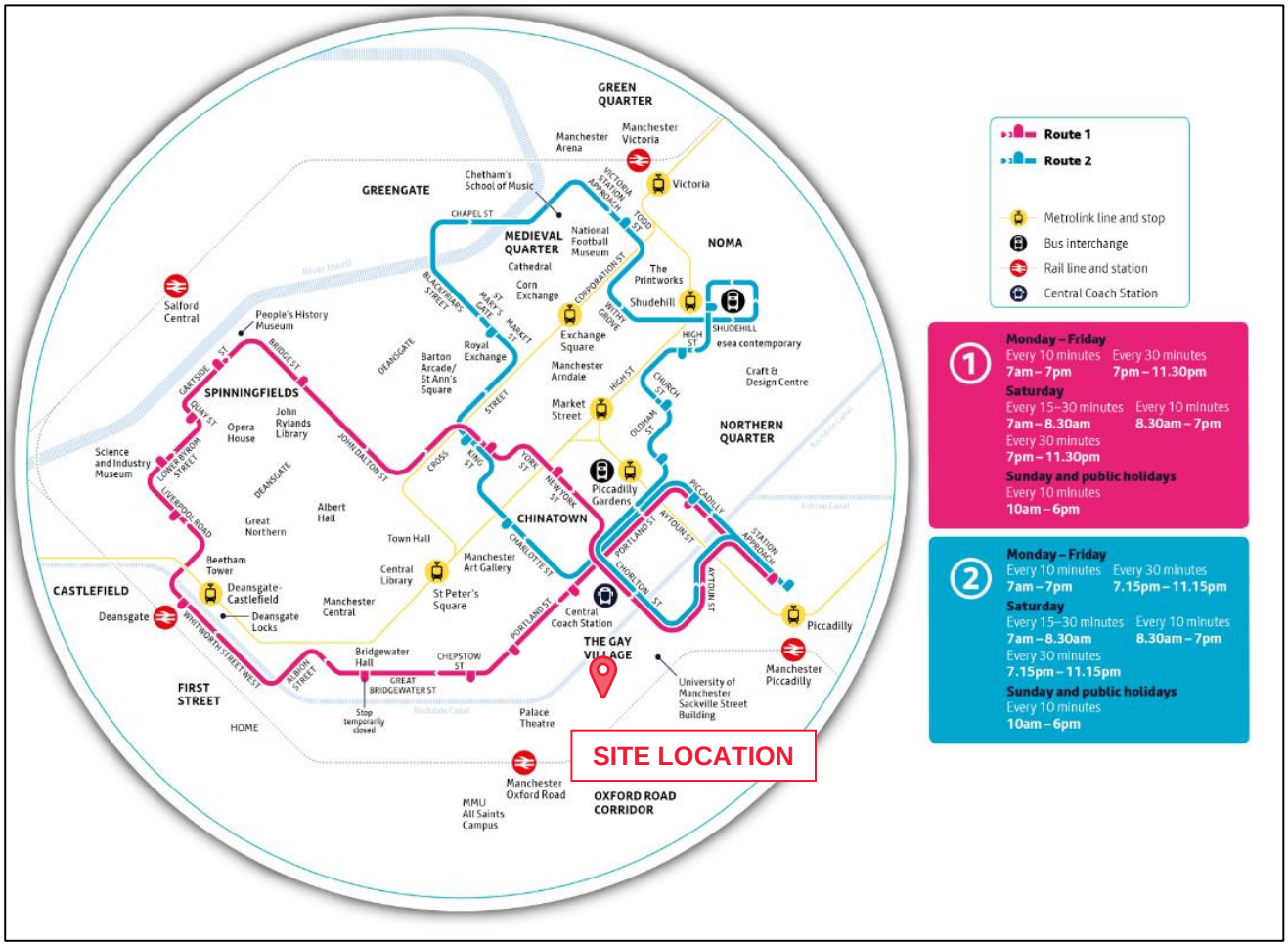


Figure 4.5 – Free Bus Route and Timetable
(Source: TfGM, 2023)

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 Oxford Road, located c. 400m to the west of the site. The station is staffed and has automated ticketing facilities. All the platforms are accessible via a footbridge or with lifts for step-free access. There is also sheltered cycle storage available which is monitored by CCTV cameras.

4.4.10 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 such as Carlisle, Preston, Manchester Airport, Southport, Liverpool, Warrington, Crewe, Norwich, North Wales, Glasgow, Edinburgh, Hull, Leeds, York, and Newcastle; this provides frequent access for residents and staff of the site and is a viable alternative to private car use.

4.4.11 Alternatively, Manchester Piccadilly is located within a 600m walking distance towards the 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 services that call at the Oxford Road station also call at the Manchester Piccadilly station.

4.4.12 Local commuter train services also call at Manchester Piccadilly and Manchester Oxford Road, for staff who work further afield or 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;
- Transpennine Express: https://www.tpexpress.co.uk/travel-updates/timetables;
- East Midlands Railway: https://www.eastmidlandsrailway.co.uk/timetables;
- Transport for Wales: https://tfw.wales/service-status/timetables;
- CrossCountry: https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables; and
- Avanti West Coast: https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables.

4.4.13 A detailed map of the train network within Greater Manchester served by Manchester Oxford Road and Manchester Piccadilly is shown in **Figure 4.6** overleaf.

4.4.14 Overall, the site is highly accessible via rail, and it is a viable alternative to private car use.

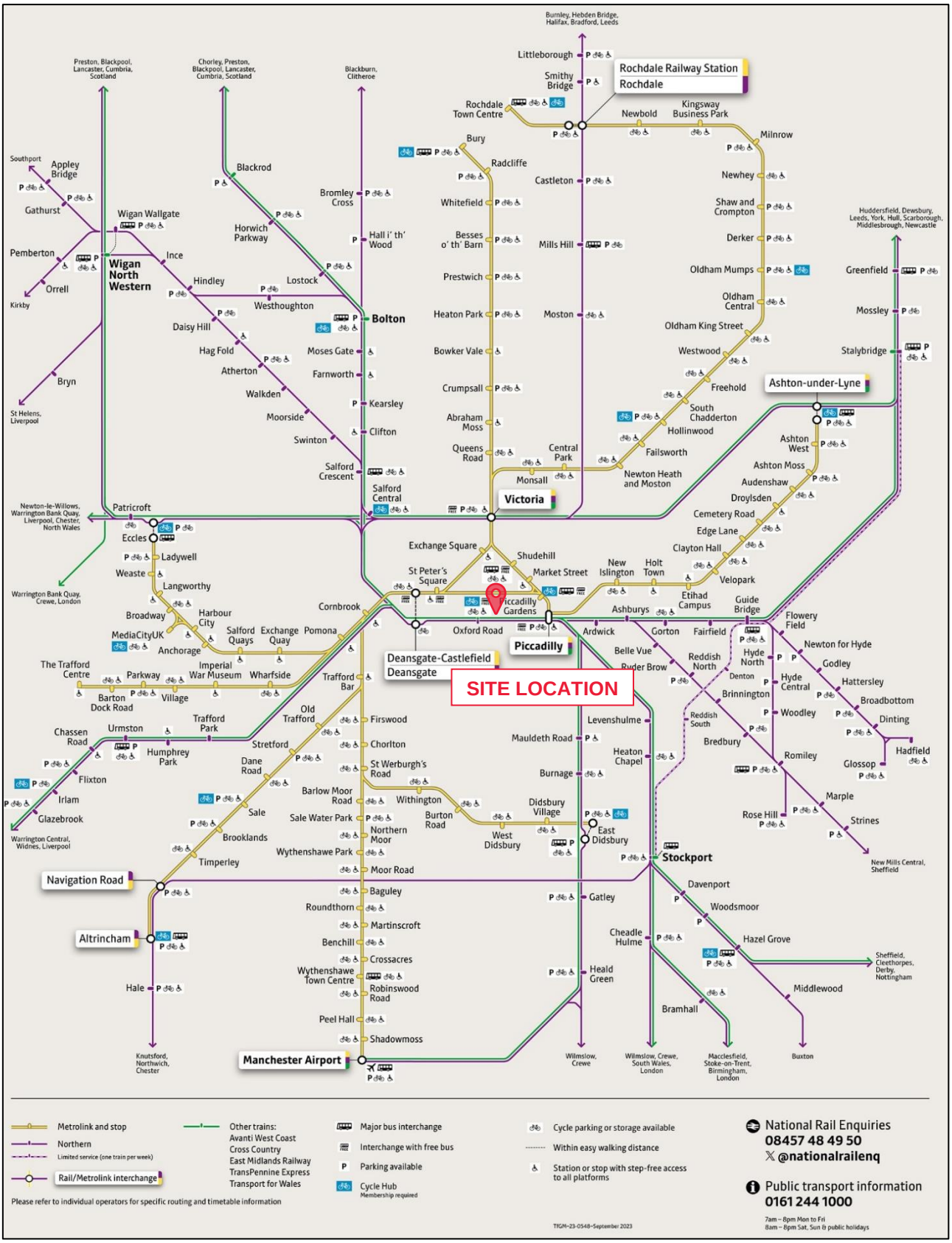


Figure 4.6 – Rail and Metrolink Network in the Vicinity of the Site

(Source: TfGM, 2023)

Metrolink (Light Rail)

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

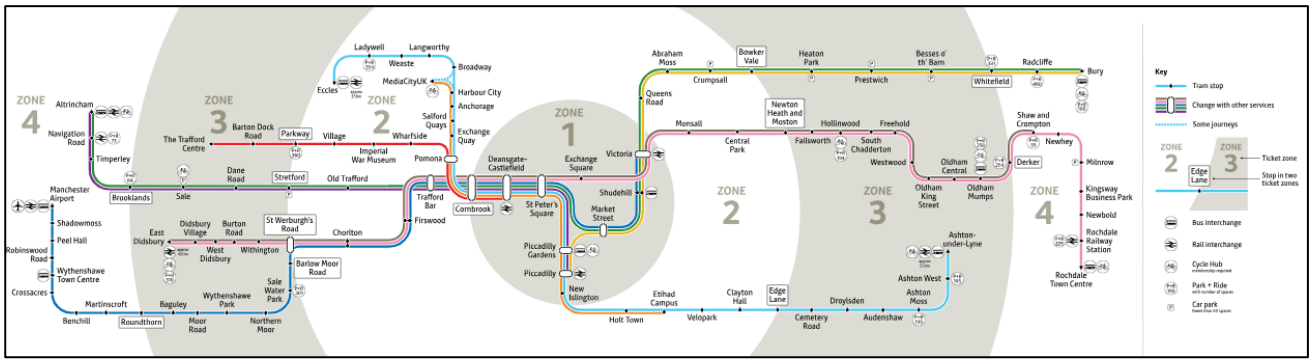


Figure 4.7 – Greater Manchester Metrolink Network
(Source: TfGM, 2022)

4.4.16 The nearest Metrolink stops are at the St Peter's Square or Piccadilly station, approximately 550-600m north / east of the site respectively.

4.4.17 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.

4.4.18 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.

4.4.19 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 Cornbrook, and a direct service to Manchester Airport.

4.4.20 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 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.

4.5.2 This Travel Plan will build upon the sites sustainable location and formulate a series of measures in order to foster sustainable travel patterns amongst residents and staff at the site. These measures are described in detail in **Section 6** below.

5.0 Travel Surveys

5.1 Introduction

5.1.1 For a Travel Plan to be successful, it is important to fully understand existing travel patterns to and from the site. To obtain such travel data, an initial travel survey has been distributed amongst residents and staff.

5.1.2 The travel surveys were emailed to all residents and staff of Manchester New Square, and the results were collected via the online survey provider 'SurveyMonkey'. The surveys were undertaken across January and February 2024.

5.1.3 The results of this survey are captured in the following sections. In total the survey received 31 responses, 30 from residents and 1 from staff. This is an approximate 10% response rate for residents, which is considered sufficiently representative. Notwithstanding, it is noted that responses from staff were limited.

5.1.4 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 Manchester New Square. The results have been used to inform the measures set out in **Section 6** of this TP.

5.1.5 **Appendix A** contains the survey questionnaire that was distributed to understand resident and staff travel habits. The surveys extracted the following key information:

- Usual mode of travel and reason for modal choice;
- Distance of travel to / from the site;
- Any barriers to travelling by sustainable modes; and,
- Initiatives that could encourage more sustainable modes of travel.

5.2 Travel Survey Findings

5.2.1 The first question asked respondents to disclose whether they were a resident, staff, or visitor. The survey received 31 responses, categorised into 30 residents and 1 staff member.

5.2.2 The second question asked respondents to specify the postcode of where they usually travel to / from Manchester New Square. For residents, this would be their place of work / study, whereas for staff, this would be their place of residence.

5.2.3 The third question subsequently asked respondents to approximate the distance travelled. A full breakdown of this response is presented in **Figure 5.1**.

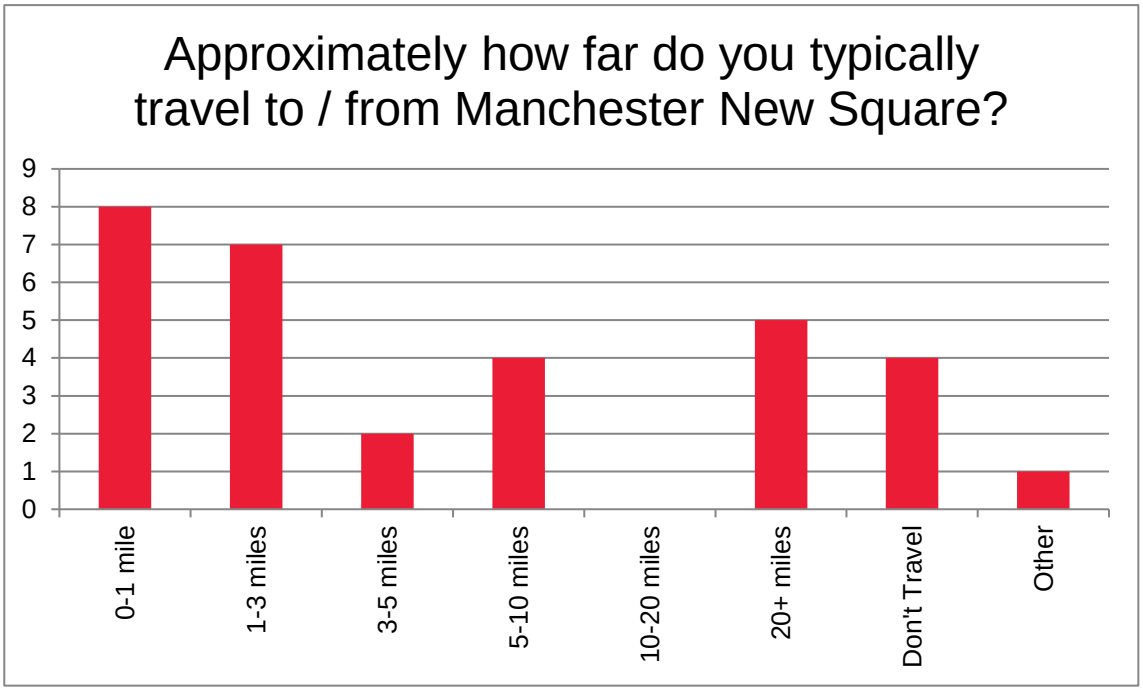


Figure 5.1 – Distance Travelled to / from Manchester New Square

5.2.4 **Figure 5.1** above demonstrates that close to half of all respondents travel between 0 and 3 mile. This reflects the city centre location of the site and proximity to places of work and universities within Manchester. 13% of respondents also report that they do not travel as they work / study from home.

5.2.5 Out of the remaining respondents, there were 20% who reported travelling over between 3-10 miles, with the remaining 20% travelling over 20 miles.

5.2.6 The fourth question of the survey asked respondents for the mode(s) in which they travel most often. The results presented in **Table 5.2** below demonstrate that the majority of respondents travel on foot. There is also a smaller proportion of respondents who travel by public transport and car. This is an indication of the surrounding area's high accessibility to sustainable modes of transport.

Method of Travel	Number	%
Work / study mainly at or from home	1	3%
Underground, metro, light rail or tram	2	6%
Train	5	16%
Bus, minibus, or coach	2	6%
Taxi	2	6%
Motorcycle, scooter or moped	0	0%
Driving a car or van	6	19%
Passenger in a car or van	0	0%
Bicycle	0	0%
On foot	13	42%

Method of Travel	Number	%
Other method of travel to work	0	0%
Total	**31**	**100%**

Table 5.1 – Mode of Travel to / from Manchester New Square

5.2.7 The fifth question of the travel survey asked respondents for the reasons behind their modal choice, by rating each reason from 'strongly disagree' to 'strongly agree'. The response to this was varied, with the majority citing time savings, financial savings, and convenience as significant factors behind their modal choice. A breakdown of this response is presented in **Figure 5.3**.

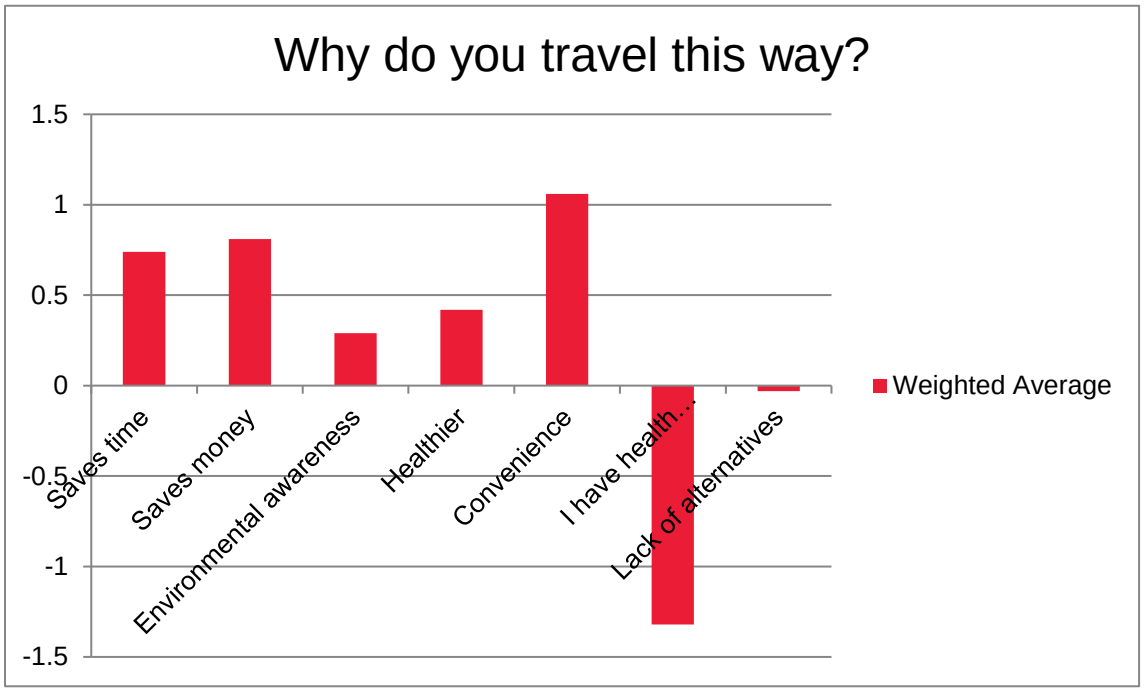


Figure 5.2 – Contributing Factors to Respondents' Modal Choice

5.2.8 The sixth question asked respondents to indicate where they park if they drive or are driven to the site. The responses to this question show that most respondents (c. 58%) do not drive or were picked up / dropped off. Of those who do drive, the most common answer was to park within the on-site car park (c. 39%). Only a small proportion (c. 9%) park in public car parks or on-street spaces.

5.2.9 The question included an optional open-ended text box for respondents to state specify where they park if they have selected that they parked in public car parks or on-street spaces, however this only received one input stating the respondent parked at the Chorlton Street NCP car park.

5.2.10 The seventh question asked respondents to indicate where they park if they cycle to / from the site. From the pool of respondents, it is noted that the rate of cycling uptake at Manchester New Square is low. The majority of respondents (87%) do not cycle, and from the 13% who do cycle, all of them park within the on-site cycle store.

5.2.11 The eighth question of the survey asked respondents for the mode in which they travel if their primary mode was unavailable. The results presented in **Table 5.2** below demonstrate the joint most common response was by car sharing or by tram, followed by travelling on foot, by taxi, bus, or driving. Notwithstanding, a proportion of the responses selected working / studying from home (c. 12%), suggesting that some respondents either do not have a viable secondary mode of travel, or would choose not to travel entirely.

Method of Travel	Number	%
Work / study mainly at or from home	4	13%
Underground, metro, light rail or tram	5	16%
Train	2	6%
Bus, minibus, or coach	3	10%
Taxi	3	10%
Motorcycle, scooter or moped	0	0%
Driving a car or van	3	10%
Passenger in a car or van	5	16%
Bicycle	2	6%
On foot	4	13%
Other method of travel to work	0	0%
Total	**31**	**100%**

Table 5.2 – Secondary Mode of Travel to / from Manchester New Square

5.2.12 The last few questions of the survey were all optional and open-ended, with the ninth question asking respondents if there are any barriers which make it difficult to use more sustainable transport options. Common responses included public transport costs, public transport reliability, distance of travel, and variety of destinations associated with work.

5.2.13 One of the respondents also stated they have an electric car and an on-site parking space; however, they are inconvenienced by not having functional electric vehicle charging points (EVCPs).

5.2.14 The tenth question asked respondents if there was anything that would encourage sustainable travel. The responses echoed that of the previous question, by stating that reduced public transport costs and additional EVCPs on-site would incentivise them to travel more sustainably.

5.2.15 The eleventh question asked if respondents had any other comments on their travel patterns, to which there were no notable responses received.

5.2.16 Where possible, the above feedback has been translated into measures within **Section 6** of this report, and the full results of the surveys will be made available to Urban & Civic PLC and Zenith (the management company for Manchester New Square) to action where necessary.

5.3 Summary and Next Steps

5.3.1 It is proposed that surveys are undertaken annually for a period of 3 years as outlined in the consented Full Travel Plan submitted in 2019.

5.3.2 The results and analysis of the surveys will be sent to the Travel Plan team at Manchester City Council as and when requested, within 3 months of the survey. Further information regarding this commitment is provided in **Section 8** of this Travel Plan.

6.0 Travel Plan Initiatives

6.1 Introduction

6.1.1 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 sustainable travel at the site.

6.1.2 This section of the TP therefore sets out the initiatives that could be implemented to reduce resident and staff dependency on the private car and encourage sustainable modes of travel, in line with the aims and benefits set out in **Section 2**.

6.2 Production of Sustainable Travel Information

6.2.1 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 / staff can get to and from their place of residence / work.

6.2.2 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 cycling to and from the site	• 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.
2 – To increase the level of walking to and from the site	• 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
	• 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'.
3 – To increase the level of public transport use to and from the site	• 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 and 5 – To increase the number of people car sharing to and from the site, and to reduce single occupancy car travel to and from the site.	• Links to Liftshare registration: https://liftshare.com/uk; • Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing; and • Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://electrictravel.tfgm.com/.

Table 6.1 – Sustainable Travel Information

6.2.3 This information will be periodically updated by the TPC.

6.3 Measures to Encourage Cycling

6.3.1 Cycle parking is provided within all levels of the basement car park, while residents will be able to wash and change in their flats. It is noted from the travel surveys that the uptake of cycling at the site is currently low, although 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.

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

- 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).

6.3.3 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.

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 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 and cafés within Manchester New Square, and the surrounding Kampus development.

6.4.3 It is noted from the travel surveys that a good proportion of residents currently already walk to and from the site. In order to further 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.

6.5 Measures to Encourage Public Transport Use

6.5.1 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.

6.5.2 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.

6.6 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

6.6.1 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.

6.6.2 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.

6.6.3 It is envisaged that this would need to be regularly maintained and encouraged by the TPC.

6.6.4 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 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

6.6.5 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.

6.6.6 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.

6.6.7 At the time of writing, the nearest Car Club bay is located at Samuel Ogden Street, located c. 50m immediately to the south of the site, followed by two bays at the Bloom Street NCP car park, located c. 300m to the north of the site. Other Car Club locations within the local area are as follows:

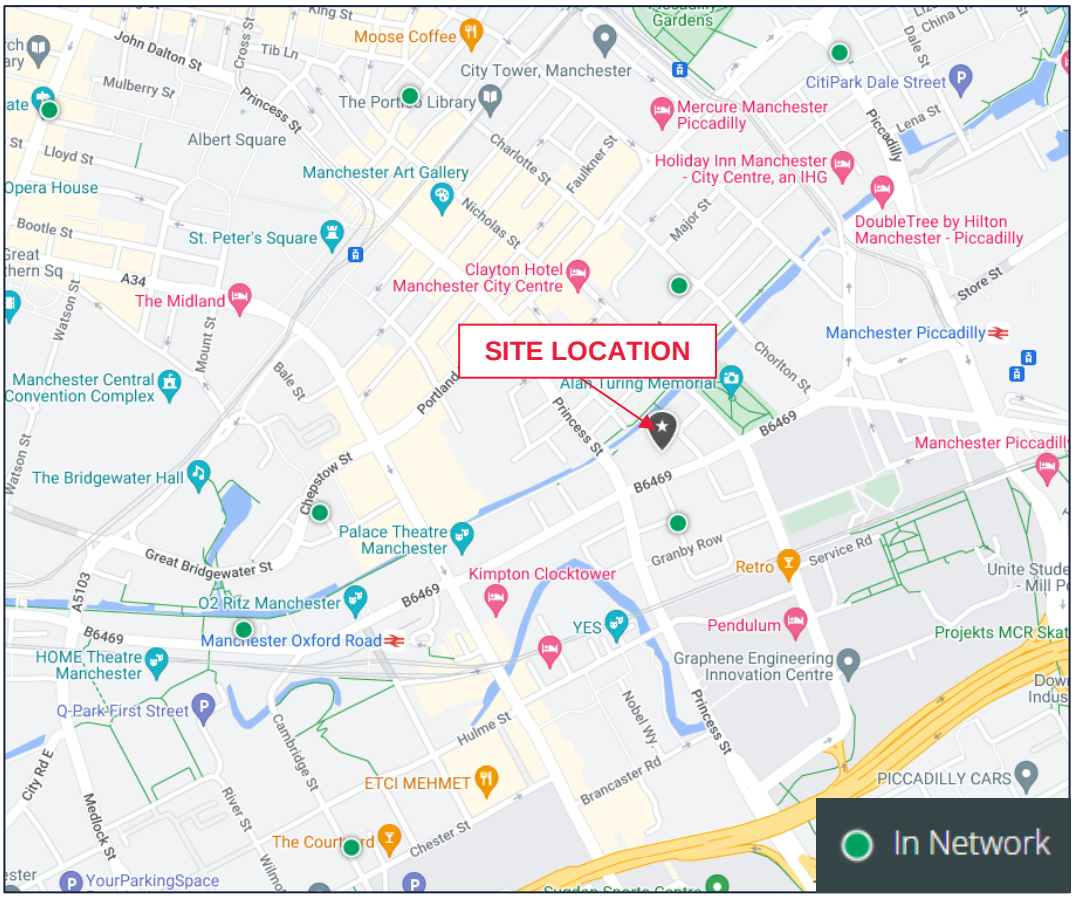


Figure 6.1 – Car Club Locations in the Vicinity of the Site
(Source: Enterprise Car Club and Google Maps, 2024)

6.6.8 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)

6.6.9 There are opportunities for car parking spaces within the basement car park to be equipped with active electric vehicle charging points (EVCPs) as the travel surveys have noted a demand for these. This has been passed onto Urban & Civic PLC for review and implementation where appropriate.

6.6.10 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.

6.6.11 In the absence of on-site charging facilities, alternative EVCPs can be located as shown in **Figure 6.2** overleaf:

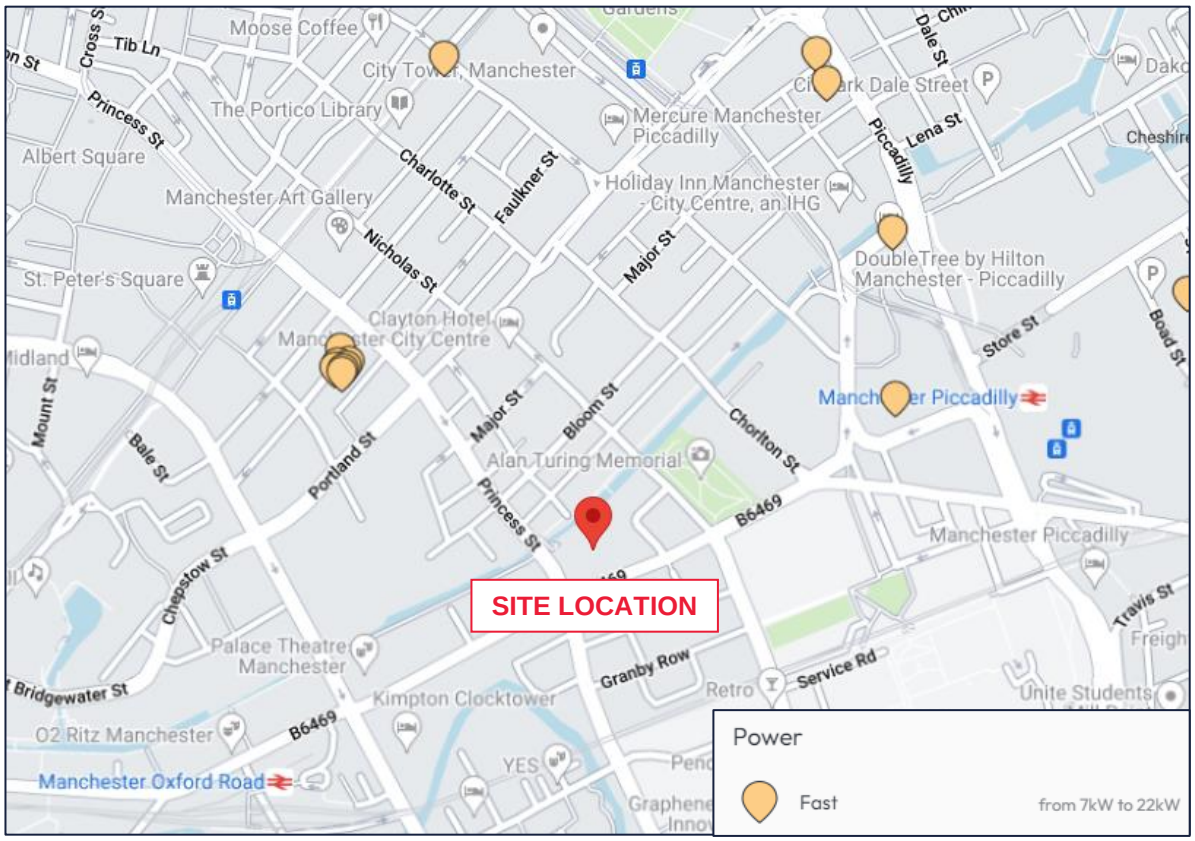


Figure 6.2 – Electric Vehicle Charging Points in the Vicinity of the Site
(Source: ZapMap and Google Maps, 2024)

6.6.12 It is noted that the majority of these EVCPs are located in car parks which would require payment from drivers to park in addition to the charges associated with using the EVCPs. This could be viewed as a potential barrier to travelling by electric vehicles; however it presents an opportunity for improvements to be made to the site to encourage travel by modes with low carbon emissions.

7.0 Travel Plan 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 strategy for the Travel Plan targets based on the results of surveys conducted in 2024.

7.2 Targets

7.2.1 It is noted that there are 254 parking spaces provided in the basement car park. Compared against the number of residential apartments (351), this represents a provision of c. 72% car parking. On this basis, the surveyed modal split of car drivers at 19% is considered a low and acceptable baseline level.

7.2.2 The existing modal split for other modes of sustainable travel such as public transport and journeys on foot are also high, at 30% and 42% respectively, although it was noted that uptake of cycling at the site was low.

7.2.3 On this basis, the TP would therefore aim to maintain the existing mode share, with a view to encourage a modal shift to cycling as a mode of sustainable travel.

7.2.4 This are considered to be realistic when considering the initiatives as detailed throughout **Section 6**, and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

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 though 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 Responsibility and Management

8.2.1 Overall responsibility for the TP lies with Zenith (the management company for Manchester New Square), while the Travel Plan Coordinator (TPC) holds the day-to-day responsibility for the implementation and management.

8.2.2 The main point of contact at Zenith is Stephen Carlin, the Estate and Community Manager: StephenCarlin@zenithmanagement.co.uk, however it is noted that various members within the Zenith team would share responsibility over the implementation of the Travel Plan, and undertake the roles and responsibilities that are typically expected of a TPC.

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

8.2.4 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.

8.2.5 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 TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures / initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
- Liaising with public transport operators;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. MCC); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

8.2.6 Notwithstanding, adequate consultation and support from Urban & Civic PLC is required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:

- Active management of the parking facilities;
- Provision of security measures within the site, such as CCTV, where appropriate;
- Maintenance of on-site 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 TP as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

8.2.7 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.

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 residents and liaising with MCC on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 5** above.

8.3.2 Monitoring will be carried out for a period of three years from the date of the baseline travel surveys (as outlined in the consented Full Travel Plan submitted in 2019) to ensure that the TP reflects current opportunities and local circumstances. The three-year monitoring schedule will include three surveys: the initial monitoring survey and two follow-up surveys.

8.3.3 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.

8.3.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.

8.3.5 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).

Appendix A – Travel Survey

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Manchester New Square - Travel Survey 2024

Following on from the recent opening of Manchester New Square, 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
- ◯ Visitor

*** 2. What is the postcode for where you usually travel to / from Manchester New Square?**

For residents, this would be your place of work / study.
For staff and visitors, this would be your place of residence.

Please write the full postcode (e.g. M1 3AR).

*** 3. Approximately how far do you typically travel to / from Manchester New Square?**

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 to / from Manchester New Square?

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

* 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	◯	◯	◯	◯	◯

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I have health considerations or a disability	◯	◯	◯	◯	◯
Lack of alternatives	◯	◯	◯	◯	◯

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

- ☐ On-site 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)

* 7. 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)

* 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)
- ◯ By car (as driver, with passenger/s)
- ◯ By car (as passenger)
- ◯ Bus
- ◯ Taxi
- ◯ Train
- ◯ Metrolink/Tram
- ◯ Bicycle
- ◯ On foot
- ◯ Work / study 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.

Done - Thank you!

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See how easy it is to create surveys and forms.

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