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No. 3 Circle Square
Travel Plan

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Site Address:	No.3 Circle Square Newman Street Manchester M1 5BL

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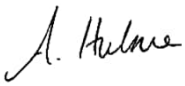
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Bruntwood SciTech to provide traffic and transportation advice in relation to No.3 Circle Square (the 'Site'), located off Oxford Road, Manchester.

1.1.2 In relation to the wider Circle Square site, a Strategic Regeneration Framework was prepared and agreed with the Manchester City Council (MCC) Executive Committee in 2013. This was reinforced with a masterplan and phasing strategy that was endorsed by the MCC Executive Committee in July 2015.

1.1.3 The development of No. 3 Circle Square forms Phase 2 of the endorsed masterplan and comprises a 15-storey office building (Use Class E(g) with ground floor retail / commercial uses (Use Class E(a, b, c)). The floorspace for these uses is c. 23,894 m^2 and c. 964 m^2 Net Internal Area (NIA), respectively.

1.1.4 The development is fully car-free with no car parking spaces provided on Site, however there is a secure cycle store on the ground floor with a total of 126 cycle parking spaces in the form of two-tier racks, Sheffield stands with electric bike charging points and wall-hung racks. Lockers, showers, and changing rooms are also provided. There is also a repair station and pump within the cycle store. The ground floor layout and landscape plan is included in **Appendix A**.

1.1.5 The planning application (MCC planning reference: 134288/FO/2022) was approved in November 2022, subject to a number of conditions. Since then, the site has been constructed, with occupants on site from July 2025. Discharge of planning condition 24 of the decision notice, states the following:

"The development hereby approved shall be carried out in accordance with the Framework Travel Plan by Curtins stamped as received on 06-07-22 In this condition a travel plan means a document that includes the following:

i) the measures proposed to be taken to reduce dependency on the private car by building occupiers;
ii) a commitment to surveying the travel patterns of residents within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) 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;
vi) measures to identify and promote walking routes connecting Spinningfields, Salford Metrolink, the City Centre and areas towards the Victoria Station and the Civic Quarter;
vii) details of cycle parking within the public realm.

Within 3 months of the completion of the travel survey, 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."

1.1.6 This Full Travel Plan has been prepared to discharge this planning condition.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities & Local Government (MHCLG) as:

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

Source: *National Planning Policy Framework*, MHCLG, 2024.

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 Document Purpose

1.3.1 This Travel Plan (TP) has been prepared, upgrading the Framework Travel Plan, to discharge planning condition 24, as detailed in **Section 1.1**.

1.3.2 A TP 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.

1.3.3 Both MCC and Transport for Greater Manchester (TfGM) 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.

1.3.4 Within Policy T2 of MCC's Manchester Core Strategy 2012 to 2027, MCC will ensure applications for new developments include proportionate Traffic Impact Assessments and Travel Plans.

1.3.5 According to TfGM's document '*Transport for Sustainable Communities: a Guide for Developers*', 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.

1.3.6 This document has been written in accordance with the following core guidance documents:

- National Planning Policy Framework, MHCLG, 2024; and

- National Planning Practice Guidance, DCLG (now MHCLG), 2014.

1.4 Document Structure

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

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

1.4.3 **Section 5** demonstrates that the development accords with the transport requirements within Building Research Establishment Environmental Assessment Method (BREEAM)'s New Construction guidance (2018).

1.4.4 **Section 6** analyses the results from the travel survey undertaken by staff.

1.4.5 **Section 7** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.6 **Section 8** outlines the strategy for TP targets.

1.4.7 **Section 9** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses. **Section 10** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

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

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

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

2.1.3 Most car journeys are within cycling distance, and many could be walked[1]. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km[2]:

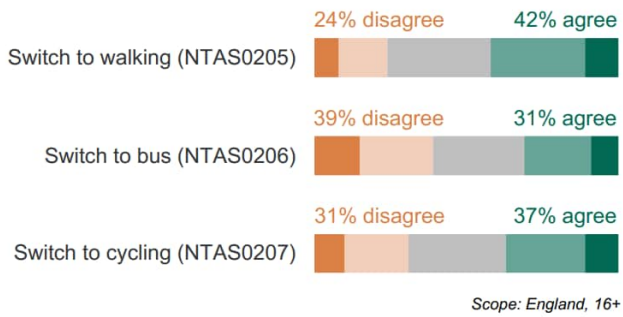


Figure 2.1 – Willingness to Switch Mode of Travel

[1] Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis
[2] Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1

2.1.4 **Figure 2.2** illustrates some of the benefits of walking, wheeling, and cycling in Sustrans' Index cities, which includes Manchester[3].

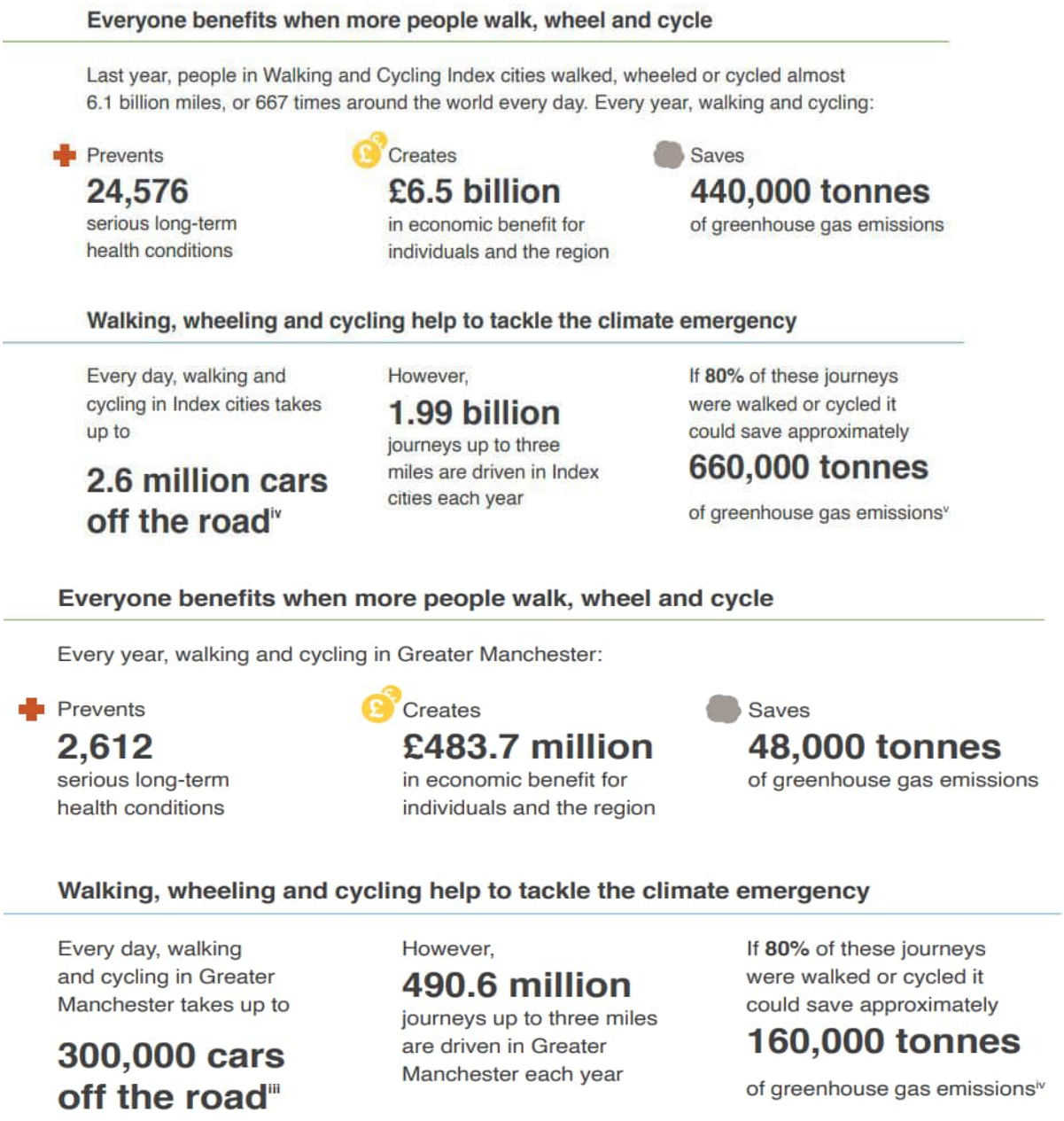


Figure 2.2 – Benefits of Active Travel for Greater Manchester / Index Cities

[3] Sustrans (2022). Walking and Cycling Index 2021 [Online]. Available at: https://www.sustrans.org.uk/media/10527/sustrans-2021-walking-and-cycling-index-aggregated-report.pdf OR Sustrans and TfGM (2022). Greater Manchester Walking and Cycling Index 2021 [Online]. Available at: https://www.sustrans.org.uk/media/10485/greater-manchester-walking-and-cycling-index-2021.pdf

2.1.5 Within Greater Manchester, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands and traffic congestion has a £1.3 billion cost to businesses in every year[4].

2.2 Environmental Benefits

2.2.1 The climate emergency is a global issue that affects all nations.

2.2.2 Transport has been the UK's largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions[5]. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019. This is due to the increased length of journeys, a shift towards larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively[6].

2.2.3 The introduction of capped £2 single fares in Greater Manchester in September 2021 reduced fares by an average of 17%[7] - indicating singles were previously approximately £2.41. Together with the above, this indicates single fares in Greater Manchester were roughly £1.72 20 years prior, and that the new fare offer has gone some way in mitigating the increase. Bus patronage increased by approximately 10% between September and November 2022, likely offset by a slight decrease in car travel.

2.2.4 Greater Manchester is one of the most polluted areas of the UK and was one of the few regions to exceed legal limits during COVID-19 lockdowns with NO2 levels 4.5 times higher than World Health Organisation (WHO) guidelines[8].

2.2.5 More than 97% of addresses in the UK exceed World Health Organisation limits for at least one of three key pollutants, while 70% of addresses breach WHO limits for all three[9]. Salford, Manchester, Stockport, and Oldham within Greater Manchester are among the 10 most polluted areas nationwide.

[4] Mayor of Greater Manchester, Greater Manchester Combined Authority and TfGM (2018). A Greater Manchester Congestion Deal [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/1JkCTKjf3Gg4cCG6SMOQil/4de8eb327adb2c8fecd2a654c6ce24c9/17-1821_GM_Congestion_Deal_2018_Final.pdf
[5] 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
[6] Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf
[7] TfGM (2023). Evaluation of GMs £2/£5 bus fares offer – First 3 months [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4bvY846dOvayHQgWPjZAKx/bb39f35da506c5dfa86214de05641895/Evaluation_of_GMs_lower_bus_fares_first_3_months_March2023.pdf
[8] Department for Environment, Food & Rural Affairs. Air Pollution in the UK [Online]. Available at: https://uk-air.defra.gov.uk/library/annualreport/
[9] Central Office of Public Information and Imperial College London (2022).

2.2.6 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government[10] has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

> *"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."*

2.2.7 A coordinated Clean Air Plan (CAP) is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO_2) exceedances. Several measures have been proposed to help reduce roadside NO_2 levels as effectively as possible, while also protecting local people, businesses, and the economy.

2.2.8 The Greater Manchester Transport Strategy 2040 seeks to deliver a system where sustainable transport is a viable and attractive alternative to the car, enabling people to travel to a wide range of destinations and opportunities.

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

2.2.10 By 2040, the evidence-based ambition is that 50% of trips within Greater Manchester are undertaken by active travel and public transport with a slight reduction in the number of car trips since 2017, enabling the delivery of a healthier, greener, and more productive city-region. TfGM calls this the 'Right Mix' target, which is illustrated in **Figure 2.3** below:

[10] Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

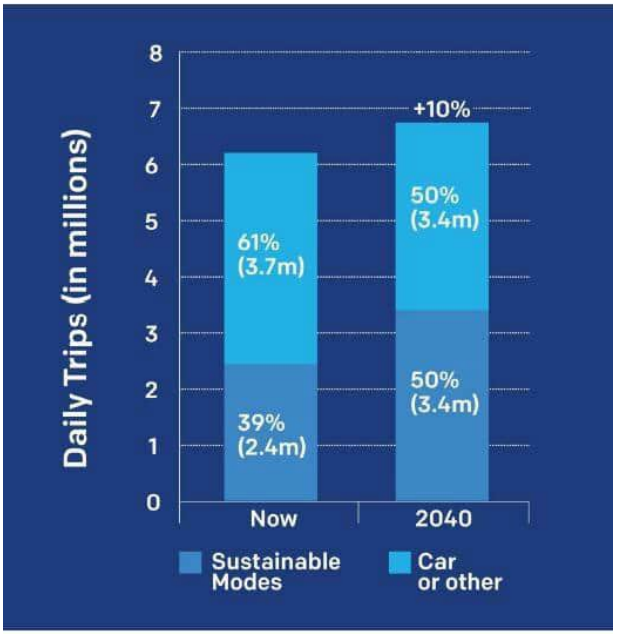


Figure 2.3 – Right Mix for Greater Manchester (2017 to 2040)
(Source: Greater Manchester Transport Strategy 2040, 2021)

2.2.11 The Right Mix target is partly based on a series of transport interventions to improve active travel and public transport infrastructure so that more people can use these modes of travel.

2.2.12 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development makes on the environment.

2.3 Health Benefits

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

2.3.2 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries[11]. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.

2.3.3 The adverse health impacts are not limited to vulnerable people, adults in good general health can also develop health conditions from continued exposure to dirty air.[14] Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe

[11] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/

in as air filters don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.

2.3.4 People in Greater Manchester can sign up to receive free air pollution alerts for when air quality is forecasted to be 'moderate' or above at https://cleanairgm.com/data-hub/forecast-and-alerts/.

2.3.5 Within Greater Manchester, 1,200 premature deaths are linked to air pollution in the region annually.[14]

2.3.6 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*[12]. **Figure 2.4** below demonstrates that although most adults (63%) meet this guidance[13], a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

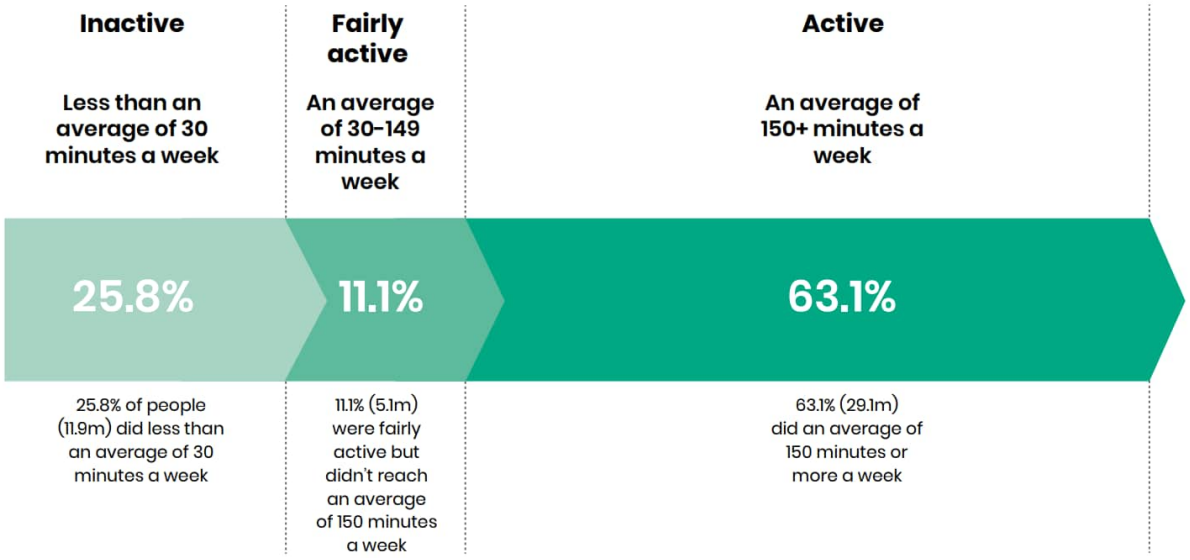


Figure 2.4 – Activity Levels for Adults

2.3.7 This has contributed to poor health in much of the adult population[14]:

[12] 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
[13] Sport England (2020). Active Lives Adult Survey: November 2021/22 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports
[14] NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021

> *"In 2021, 26% of adults in England were obese. [This is slightly lower than the 28% reported in 2019, although NHS Digital warns that the 2021 data is not directly comparable to prior years.]*
>
> *The prevalence of … diabetes increased with BMI group, from 3% of those who were not overweight nor obese, to 5% of overweight and 11% of obese adults.*
>
> *The prevalence of longstanding illness was similar for those who were not overweight nor obese (36%) and those who were overweight but not obese (35%). It was higher among those classified as obese (51%)."*

2.3.8 The UK Chief Medical Officers[14] further state:

> *"If physical activity were a drug, we would refer to it as a miracle cure, due to the great many illnesses it can prevent and help treat."*

2.3.9 Poor air quality is the largest environmental risk to public health in the UK[15]. Road transport contributes to a third of all nitrogen dioxide (NO2) and an eighth of all particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

2.3.10 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.5** below:

[15] 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

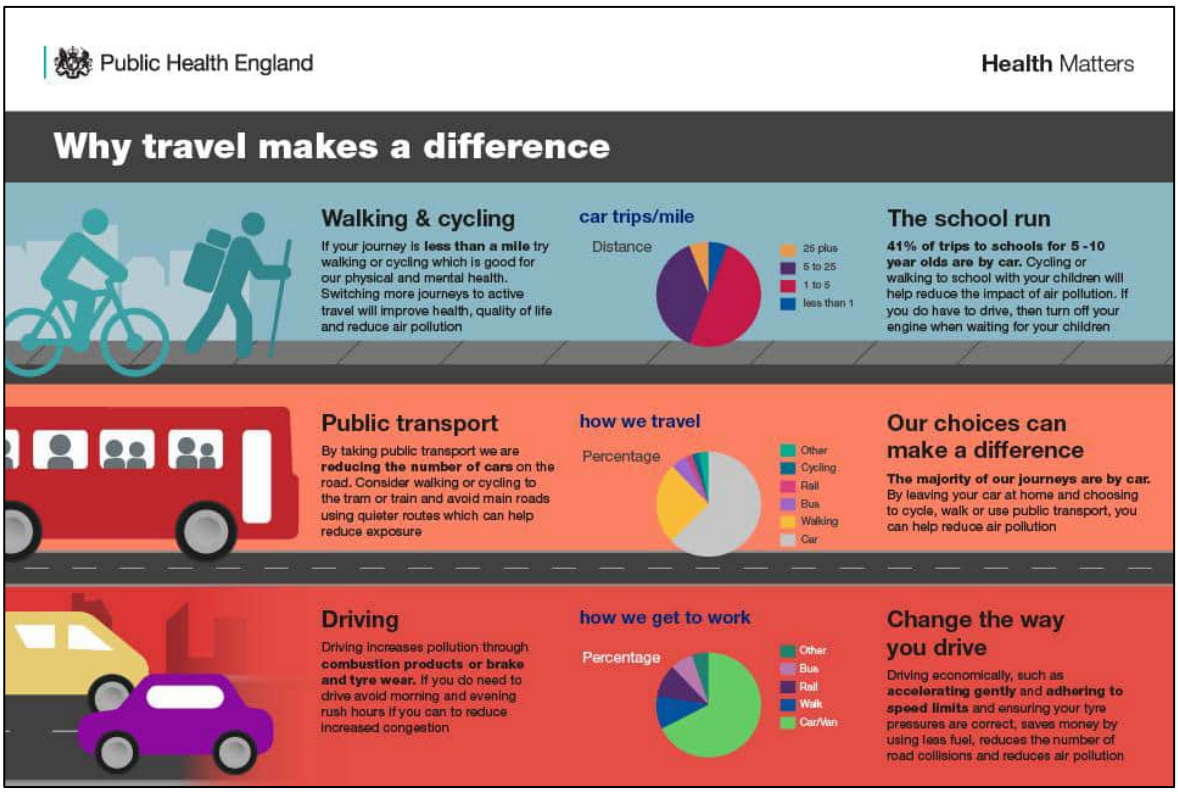


Figure 2.5 – The Impact of Travel Behaviour on Public Health

2.3.11 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being "staggering"[16].

> *Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.*
>
> *Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.*
>
> *In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.*

[16] 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

2.4 Financial Benefits

2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been conservatively calculated to directly cost the NHS up to £1 billion per annum (in 2006-07 prices)[17], with further indirect costs estimated at £8.2 billion (in 2002 prices)[18].

2.4.2 As illustrated by **Figure 2.6** below, the health and social care cost of air pollution in England was £43m - £157m in 2017 which could rise to £1.6bn - £5.6bn in 2025 and £5.3bn – £18.6bn in 2035 if action is not taken[19].

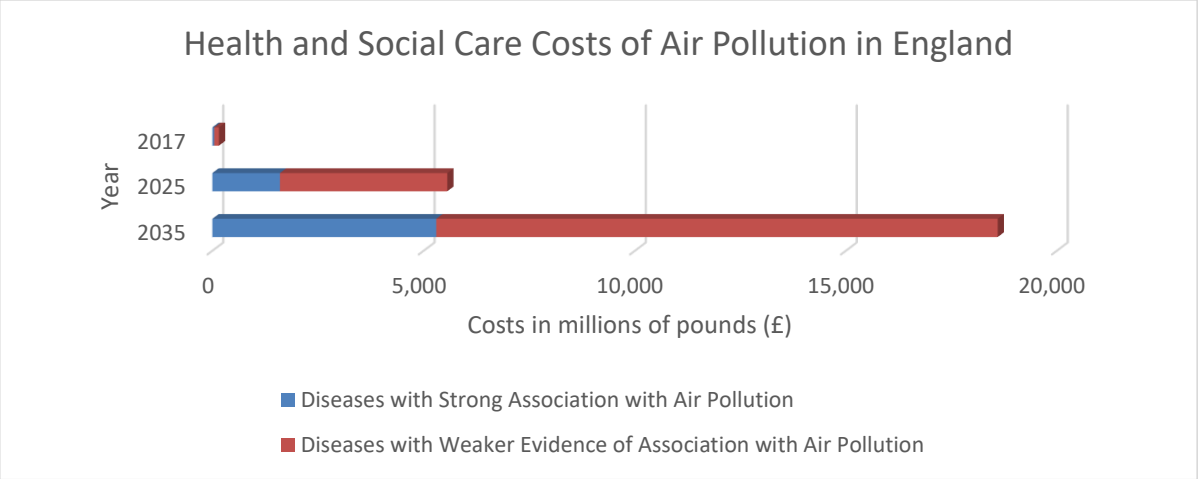


Figure 2.6 – Health and Social Care Costs of Air Pollution in England

2.4.3 Conversely, increased active travel in urban areas would lead to savings of roughly £17 billion within 20 years for the NHS (in 2010 prices)[20].

2.4.4 Every £1 spent on cycling brings £5.50 of social benefits[21] – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – which is higher than the benefits of investment in road and rail projects[22].

[17] 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.
[18] Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.
[19] Public Health England (2018). Estimation of costs to the NHS and social care due to the health impacts of air pollution [Online]. Available at: https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution and https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs
[20] 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
[21] Department for Transport (2014). Value for Money Assessment for Cycling Grants [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf
[22] Eddington Transport Study (2006)

2.4.5 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions[23]. Cycle parking delivers five times higher retail spend than the same area of car parking[24]. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter[25].

2.4.6 Individuals can also benefit financially from travelling to and from a Site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.

2.4.7 An effective TP can help encourage staff to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved wellbeing through the interaction with other people[26]:

> *"Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities."*

2.5.2 Increased cycling can boost the mobility of the poorest by a quarter and promote independence in youth and at older ages[29].

2.6 Travel Plan Aims & Objectives

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

- A healthier and happier population;

[23] Department for Transport (2020). Cycle Infrastructure Design – Local Transport Note 1/20 [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf
[24] Rajé F and Saffrey A (2016). The Value of Cycling [Online]. Phil Jones Associates, Department for Transport, and University of Birmingham. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf
[25] 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
[26] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

- Improved local air quality and reduced impact on climate change through low and zero carbon travel choices;
- A reduction in financial wastage for staff and visitors; and
- Increased accessibility to the Site for staff and their visitors alike.

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

- **Objective TP1** – To increase the level of walking to and from the Site;
- **Objective TP2** – To increase the level of cycling to and from the Site;
- **Objective TP3** – To increase the level of public transport use to and from the Site;
- **Objective TP4** – To reduce reliance on single occupancy car travel and encourage car sharing; and
- **Objective TP5 –** To raise awareness of the Travel Plan and the travel options available.

3.0 Existing Situation

3.1 Site Location

3.1.1 The Site is located within Manchester City Centre. The Site is bound to the north by Newman Street and the VITA student accommodation block beyond (Phase 1A of Circle Square), to the south by a 1,100-space Multi-Storey Car Park (MSCP) (part of Phase 1B of Circle Square), to the west by the Manchester Technology Centre with B5117 Oxford Road beyond, and to the east by the A34 Princess Street and the Manchester Institute of Biotechnology beyond.

3.1.2 The Circle Square masterplan area has been delivered by Bruntwood SciTech and Select Property Group. The scheme is a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses, with the scheme largely completed in 2023, and the final major building, No.3 Circle Square (the Site), completed in 2025.



Figure 3.1 – Site Location
(Source: Open Street Map, 2026)

3.2 Existing Use

3.2.1 The development comprises a 15-storey office building (Use Class E(g) with ground floor retail / commercial uses (Use Class E (a, b, c)). The floorspace for these uses is c. 23,894 sqm and c. 964 sqm NIA, respectively.

3.2.2 The scheme also included upgrades to the public realm surrounding the No.3 Circle Square building.

3.2.3 **Figure 3.2** shows the newly constructed public realm space to the west of the building, which provides attractive seating, publicly accessible cycle parking and landscaping.



Figure 3.2 – Circle Square Public Realm (West of No.3 Circle Square)

Wider Circle Square Masterplan

3.2.4 Throughout the wider Circle Square masterplan, there are more public realm amenities, such as seating, as shown in **Figure 3.3**. These amenities are within the immediate vicinity of the Site, increasing the attractiveness of walking to the Site.



Figure 3.3 – Public Realm Amenities Within the Wider Circle Square Development (Left: Symphony Park Facing West, Right: Symphony Park Facing South)

3.3 Existing Access Arrangements

Vehicular Access

3.3.1 There is no vehicular access directly into the building as there is no parking provision.

3.3.2 Notwithstanding, Newman Street provides vehicular access designated for deliveries only, where deliveries and collections to and from the Site can be accommodated.

Pedestrian and Cycle Access

3.3.3 Pedestrian access is taken from the north-western corner of the building, where the main entrance is located. This part of the building can be accessed directly from Newman Street and the neighbouring public realm. The main entrance leads towards the lobby, whereby staff can securely access lifts and stairs to other floors past the speed gates. The café can also be accessed from this entrance. **Figure 3.4** below shows the access from Newman Street.

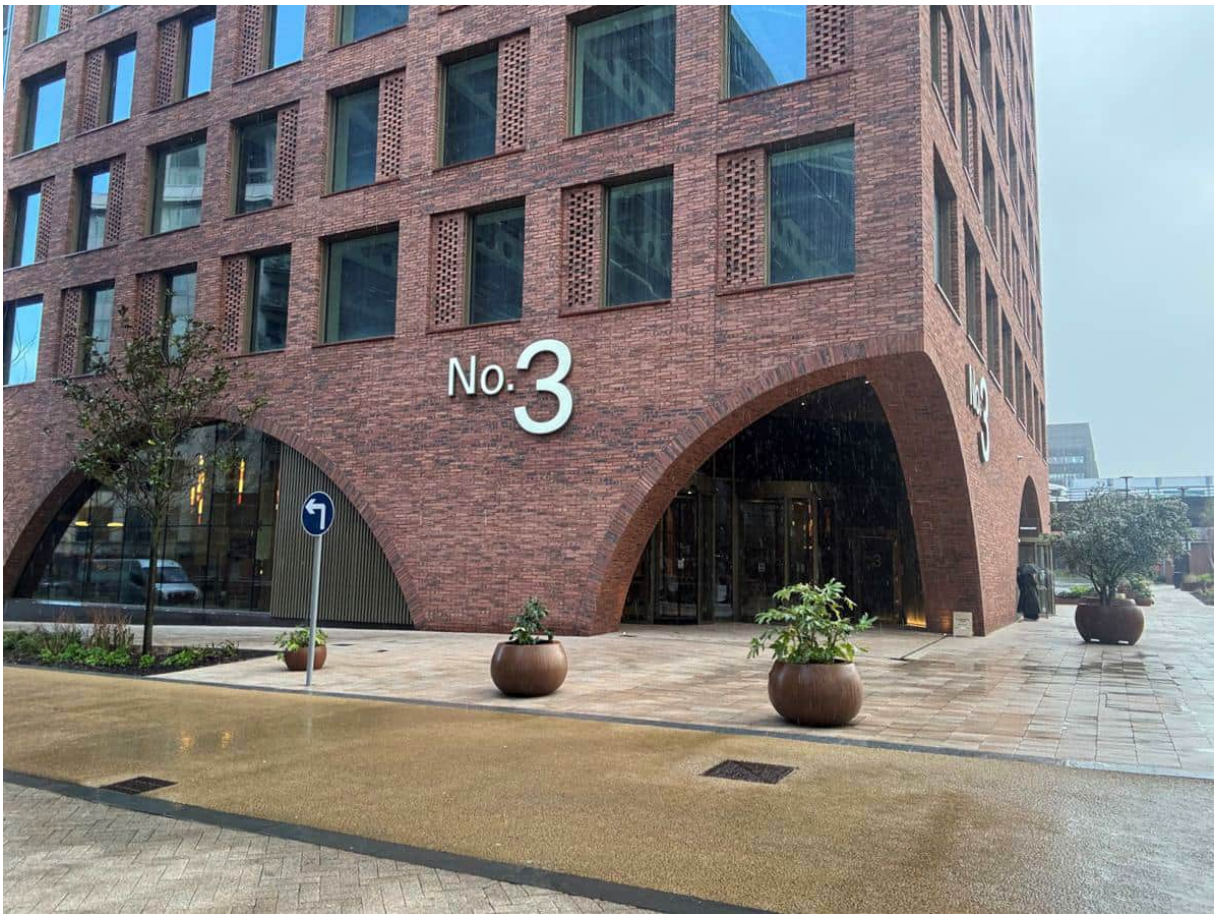


Figure 3.4 – Pedestrian Access to No.3 Circle Square

3.3.4 Cyclists gain access to the cycle store via a secure, CCTV-surveilled access to the east of the building, fronting A34 Princess Road, as shown in **Figure 3.5** below. The cycle store provides storage for a total of 126 cycle parking spaces in the form of two-tier racks, Sheffield stands with electric bike charging points, and wall-hung racks. There is also a repair station and pump within the cycle store, and lockers, showers, and changing rooms located at the mezzanine level of the building.



Figure 3.5 – Secure Cycle Parking Access

3.3.5 The entirety of Newman Street comprises wide footways which link pedestrians between the University of Manchester North Campus and the Oxford Road Corridor.

3.3.6 Cyclists can utilise the road and must abide by the similar one-way eastbound traffic rule.

3.3.7 Furthermore, within the wider Circle Square development, and on the adjacent A34 Princess Street and B5177 Oxford Road, there are several Sheffield stands within the public realm that can be used by staff and visitors of the Site for cycle parking. **Table 3.1** details the cycle parking in the public realm in the vicinity of the Site.

Location	No. Cycle Parking Spaces
Within the public realm of No.3 Circle Square (the Site)	26
Within the public realm of the wider Circle Square development	38
B5117 Oxford Road (adjacent to Newman Street)	14
A34 Princess Street (adjacent to Newman Street)	4
Total	**82**

Table 3.1 – Cycle Parking in the Vicinity of the Site

3.3.8 The provision of cycle parking within the surrounding public realm and the interior cycle storage totals 208 spaces. The ample parking provided increased the attractiveness and feasibility of cycling to the Site by staff and visitors.

3.4 Surrounding Highway Network

Newman Street

3.4.1 Forming the northern boundary of the Site, Newman Street commences at a priority junction with the A34 Oxford Road and extends in a west to east alignment for c. 180m, then terminates at a priority junction with the A34 Princess Street. The road is one-way from west to east.

3.4.2 The carriageway is approximately 4m wide, with a footway of c. 3m on both sides of the road. There is a crossing point at the western terminus of Newman Street with dropped kerbs and tactile paving, where adequate signage is provided to alert pedestrians of vehicles turning in.

3.4.3 Towards the eastern terminus of the road, the northern side of the footway blends into the public realm of the completed Phase 1A development, as such pedestrian infrastructure is in good condition.

3.4.4 The access to Newman Street is restricted by bollards for delivery access only; as such, it is a one-way service road for a very low volume of traffic, enhancing the pedestrian and cycle attractiveness of the area. The road is subject to a speed limit of 20 mph.

B5117 Oxford Road

3.4.5 To the west of the Site, Oxford Road extends for c. 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road from then on.

3.4.6 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.

3.4.7 There are also ‘Dutch-style’ segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with crossings for pedestrians to walk in between the bus stops and the footway. These cycle lanes are a key part of Oxford Road and provide a significantly improved environment for cyclists and to encourage people of all abilities to consider cycling as an alternative mode of travel. More confident cyclists are still able to use the road. **Figure 3.6** shows the ‘Dutch-style’ cycle lane on Oxford Road, adjacent to Newman Street.



Figure 3.6 – 'Dutch-style' Cycle Lane on Oxford Road
(Source: 2026 Site Visit)

3.4.8 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, and many signalised Toucan crossing points along the entirety of the road to allow pedestrians and cyclists to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.

3.4.9 Oxford Road is subject to a speed limit of 20mph throughout. TROs are present in the form of double yellow parking line restrictions along the entirety of the road.

3.4.10 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury's, and several parks.

A34 Princess Street

3.4.11 Forming the eastern boundary of the Site, the A34 Princess Street commences in Manchester City Centre, at a signalised junction with Albert Square, Cross Street and John Dalton Street. The road then extends in an approximate north-to-south alignment for a length of circa 1.2km through Chinatown and the Manchester Art Gallery, the St Peters Square Memorial, public houses, restaurants, and leisure establishments before terminating at a signalised junction with Brook Street at the southeast of the Site, where the road continues as the A34 Upper Brook Street.

3.4.12 The A34 Princess Street comprises a two-way, single carriageway of approximately 10 m in width with up to three lanes. There are cycle lanes present on certain lengths of the road, in addition to advanced cycle stop lanes at all the traffic light junctions.

3.4.13 The road is well-lit and complete with pedestrian infrastructure such as footways of c. 1.5m in width provided on both sides of the road, dropped kerbs and tactile paving, and signalised crossing points at various points along the road. The footways are maintained in good condition.

3.4.14 The road is subject to a speed limit of 20mph and hosts several bus stops along its length. The road is busy and bordered by many retail, leisure, and entertainment facilities due to its proximity to the city centre, therefore traffic calming measures such as 'keep clear' and yellow hatched boxes are present to prevent congestion.

3.4.15 TROs are present in the form of double yellow parking line restrictions along parts of the road. The entirety of Princess Street is within Zones 2 and 3 of Manchester City Council's Controlled Parking Zones, with on-street pay-and-display bays available for use along its entire length up to a maximum of 2 and 3 hours respectively with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.

4.0 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 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 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 Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined *"Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius)."*

4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport's (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be *"…an upper limit"* and that walking *"…offers the greatest potential to replace short car trips, particularly those under 2 km."*

4.2.4 The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled *'Guidelines for Providing for Journeys on Foot'* which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.5 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).

4.2.6 The Site is located to the south of Manchester city centre, ideally situated in close proximity to a wide range of retail, leisure and public transport services. The pedestrian catchment areas of 500m, 1000m, and 2000m are detailed in **Figure 4.1**:

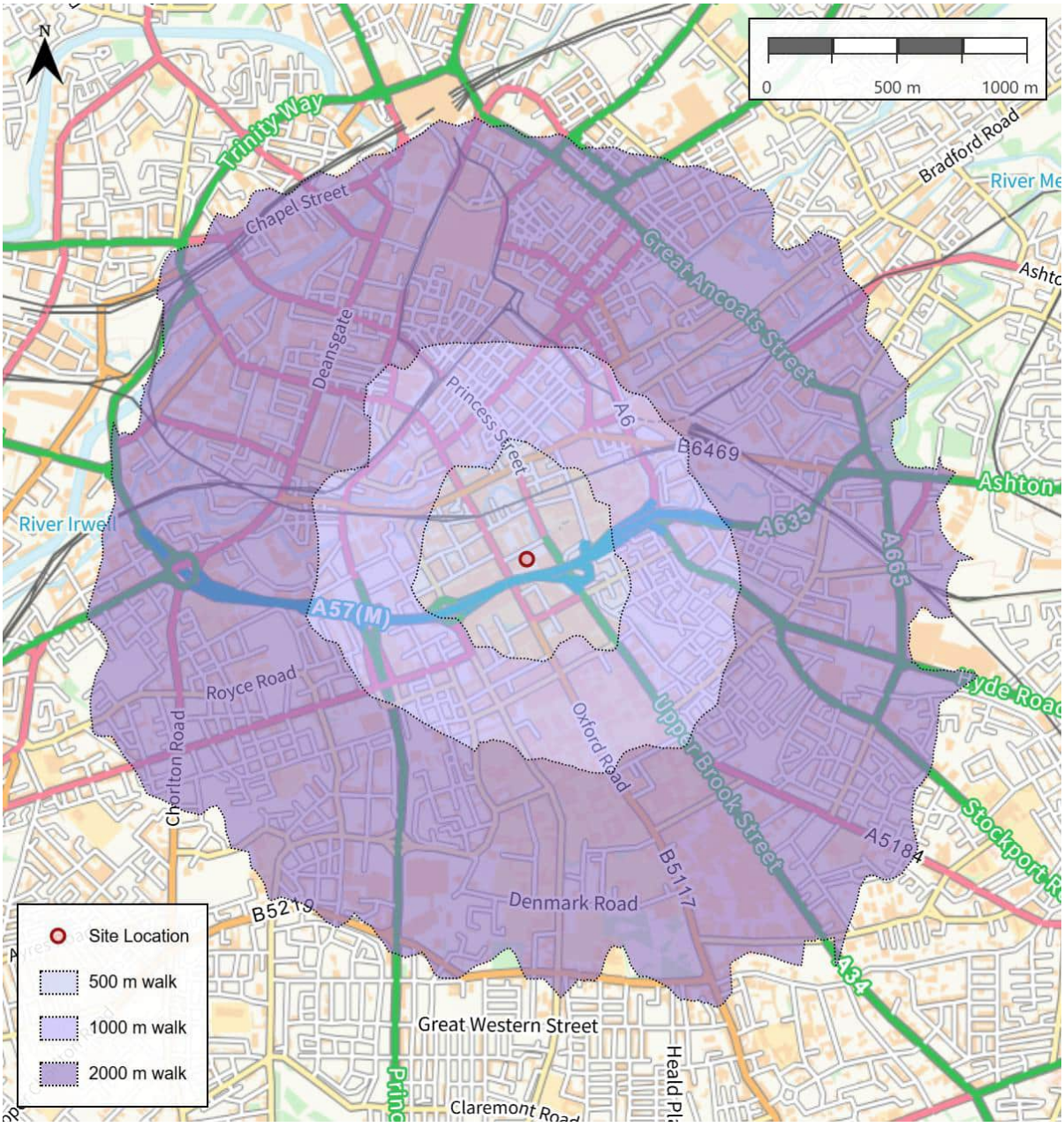


Figure 4.1 – Walking Catchment
(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

4.2.7 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the Site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the Site can be summarised in **Table 4.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Circle Square (comprising shops, restaurants, open space, and gym)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	0-200
2	Oxford Road (comprising restaurants, supermarkets, bars, hotels, post office, gym, All Saints Park)	Appropriate food outlet Access to cash Publicly available postal facility Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	200-300

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

4.2.8 Most notably, the Site is integrated into the wider Circle Square masterplan, consisting of residential, commercial and retail elements, along with large public squares. It is considered that the majority of everyday facilities and goods can be accessed within the 500m desirable walking distance of the Site.

4.2.9 There are a number of residential properties within 500m walking distance of the Site including dwellings located as far as Sackville Street to the north, Grosvenor Street to the east, and Chester Street, Hulme Street, and Cambridge Street to the west.

4.2.10 Along and adjacent to Oxford Road there are a number of additional facilities and services available within the 500m catchment including cafés, restaurants, bars, take-aways, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym / leisure facilities. To the north of the Site, Charles Street has a mix of uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O'Gowrie pub is located north of the Site on Charles Street.

4.2.11 Additionally, the Oxford Road rail station is within a 500m walk of the Site, as such staff at the Site benefit from utilising public transport as part of a multi-modal commute for work or other purposes. The many bus stops along Oxford Road to the west of the Site also host a wide variety of bus services across Greater Manchester.

4.2.12 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library and Manchester City Council to the north, along with Whitworth Street and Portland Street with their associated leisure facilities and residential apartments. Manchester Aquatics Centre, the University of Manchester, Royal Northern College of Music, and the rest of the Manchester Metropolitan University campus lie towards the south of the Site.

4.2.13 Approximately 650m north of the Site is the Chinatown district of Manchester, and a further 150m ahead lies St Peter's Square in turn within the Civic Quarter, which features a variety of restaurants, cafes, shops and bars. The Manchester Central Convention Complex and the Bridgewater Hall is also approximately 1km to the north-west of the Site.

4.2.14 The direct route from Site to St. Peter's Square and the Civic Quarter is westwards along Newman Street for c. 150m and then directly along Oxford Road / A34 Oxford Street, heading north for c. 650 m. The eastern footway varies between c. 3m – 8m and there are signalised crossings over all major roads, with informal crossings provided on side streets including George Street and St James Street. The footpaths along this route are well-lit and well maintained. Furthermore, the St. Peter's Square Metrolink stop provides connections to various destinations around Greater Manchester, including Salford Quays and MediaCityUK, Altrincham, Ashton-under-Lyne, Rochdale and Bury.

4.2.15 Within 2km of the Site there are multiple restaurants, bars, small retail outlets, gyms and private healthcare clinics located within the Central Business District of Manchester. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2km north of the Site. Access to larger supermarkets and Manchester Royal Infirmary is also achievable towards the south of the Site. Manchester Victoria rail station, Piccadilly rail station, and Shudehill bus station are accessible within the 2km catchment, providing connectivity by rail and buses to regional and nation destinations.

4.2.16 The direct route from the Site to Spinningfields heads westwards down Newman Street for c. 150m before heading northwest on the A34 Oxford Street and then the A34 Peter Street for c. 1km, then heading northeast on the A56 Deansgate for c. 100m reaching Spinningfields area. This route possesses high quality pedestrian infrastructure, with continuous footways ranging between 3-8m in width, streetlighting, signalised crossings over major roads and dropped kerbs and tactile paving over side roads.

4.2.17 There are numerous walking routes across the well-connected city centre between the Site and Manchester Victoria station. The direct route from Site to Manchester Victoria station begins with heading northwest on the A34 Princess Street for c. 1km and then north along Cross Street and Corporation Street for c. 750m. These routes all have fully connected, well-maintained footpaths with signalised crossings when crossing major roads and dropped kerbs and tactile paving when crossing side roads. From Manchester Victoria station, Metrolink and National Rail services provide frequent access to areas across Greater Manchester, and other cities in the North West such as Liverpool and Leeds.

4.2.18 Odeon Cinemas and the Great Northern Warehouse Complex is situated around 1.2km to the north-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.

4.2.19 The pedestrian infrastructure connecting the Site to Spinningfields, Salford Metrolink, the City Centre and areas towards Manchester Victoria station and the Civic Quarter are generally excellent, with wide footways that are in good condition, streetlighting, controlled crossings and good natural surveillance to

create attractive walking environments. This area is accessible by foot, with high quality pedestrian infrastructure present.

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

4.3 Accessibility by Cycle

4.3.1 The Greater Manchester Cycling Strategy has been introduced to set out a regional approach to prioritise future investment in cycling and associated infrastructure. Greater Manchester's vision is of a city "fit for the future" – a healthy, safe, sustainable city where people want to live, work and visit and where a well-established cycling culture is integral.

4.3.2 Cycling is a cost-effective, 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.

4.3.3 In 2022[27], the average person in England cycled 57 miles per year and in 2023[28] the average person cycled 47 miles per year (across all their cycling trips). Average cycling trip lengths were around 5,790 m in 2022, and around 4,830 m in 2023.

4.3.4 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20. In particular, the National Model Design Code notes "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 average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km/6.0km/6.9km and 8km in approximately 17/19/21 minutes and 25 minutes, respectively.

4.3.6 In order to assist in assessing the accessibility of the Site by cycle, **Figure 4.2** presents 5.5km and 8km cycle catchments for the Site, along with the National Cycle Network routes available within these ranges.

[27] National Travel Survey 2022, Department for Transport. Available at National Travel Survey: 2022 - GOV.UK
[28] National Travel Survey 2023, Department for Transport. Available at National Travel Survey: 2023 - GOV.UK

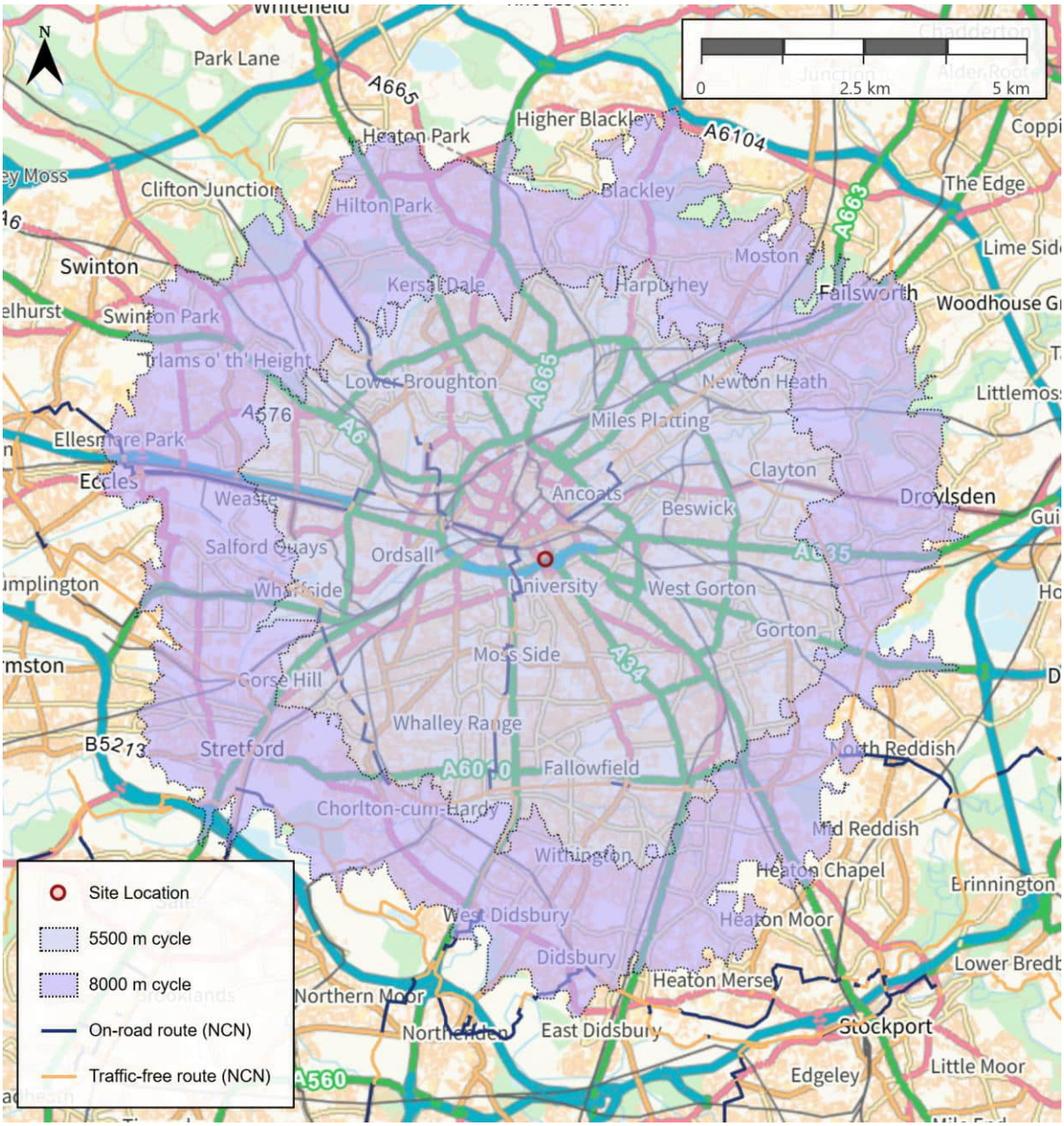


Figure 4.2 – Cycle Catchment
(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

4.3.7 The 5km catchment encompasses all of Manchester City Centre including shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Cheetham Hill to the north, Salford to the northwest, Fallowfield to the south and Gorton to the east.

4.3.8 The 8km catchment extends further to more surrounding areas such as Blackley to the north, the eastern side of Eccles to the west, Didsbury to the south and the western side of Droylsden to the east.

4.3.9 There are two routes on the National Cycle Network (NCN) within close proximity of the Site. Route 6 on the NCN to the west of the Site can be accessed via Moss Lane East. The route connects the Site

to areas in the northwest of Greater Manchester such as Radcliffe, and to the southwest including areas such as Chorlton-cum-Hardy.

4.3.10 NCN route 66 to the east can be accessed via Store Street. It connects the Site to the north-east of Greater Manchester, including areas such as Failsworth.

4.3.11 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester city centre are within 8km of the Site and are accessible following Sustrans cycle routes.

4.3.12 Local routes in the vicinity of the Site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's high-quality cycle infrastructure to improve cyclist safety along the Oxford Road corridor. **Figure 4.3** details the local cycle network in the vicinity of the Site.

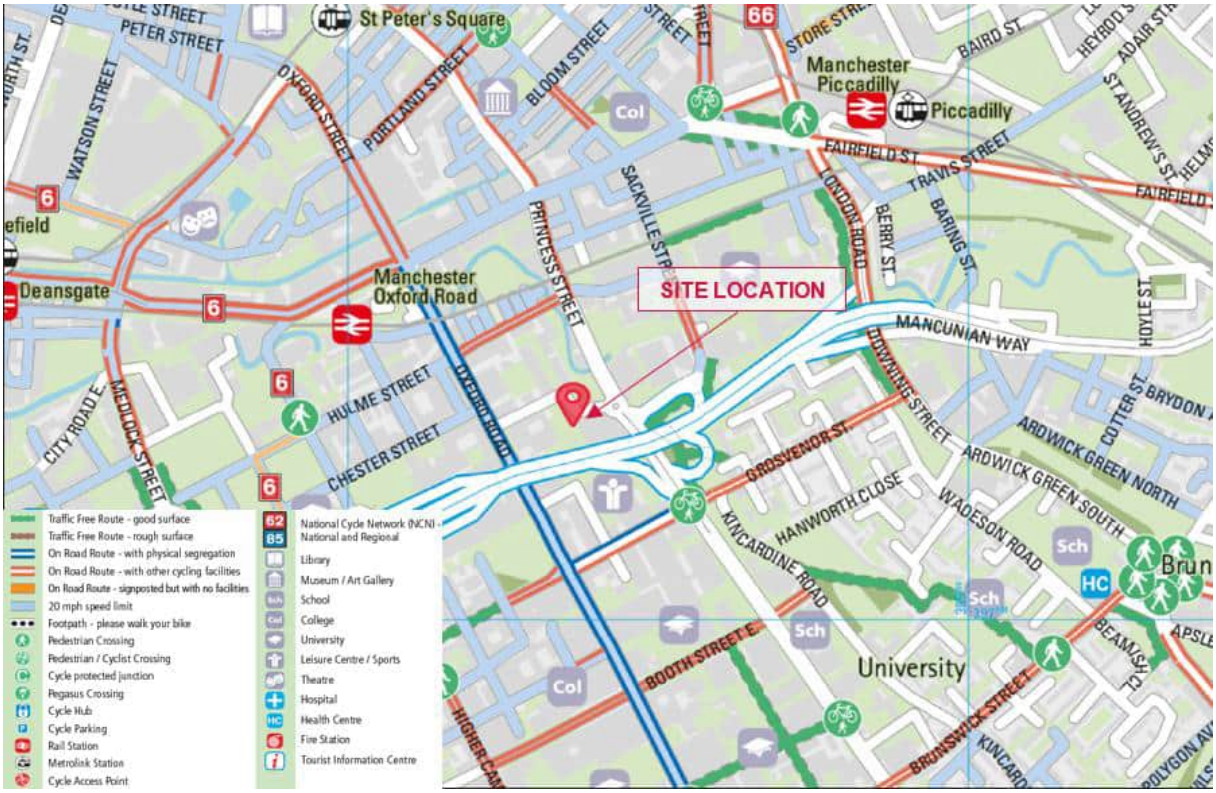


Figure 4.3 – Local Cycle Network
(Source: TfGM Online Mapping)

4.3.13 TfGM has launched Starling Bank Bikes, Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. It makes cycling a more feasible option for commuters, cross-city travellers and students with pedal bikes and e-bikes available across parts of Manchester, Salford, and Trafford.

4.3.14 The closest cycle hire stands are currently located on Circle Square/Oxford Road, c. 100 m from the Site and Princess Street/Charles Street, c. 150 m from the Site.

4.3.15 Public realm cycle parking has been detailed in **Section 3.3** of this TP. The provision of on-site cycle parking is 126 spaces, with a further 82 spaces within the vicinity of the Site in the public realm, totalling 208 spaces. The provision of sufficient cycle parking is conducive to an increase in cycle uptake amongst staff.

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

4.4 Accessibility by Public Transport

4.4.1 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The Site is located in an area with a GMAL rating of 8. This is a particular strength of the Site, which offers excellent multi-modal links into Manchester City Centre, throughout Greater Manchester, and the Northwest.

4.4.3 **Plan 73115-CUR-00-XX-DR-TP-06005** demonstrates those areas accessible via public transport within 20-, 40- and 60-minutes' journey from the Site. Accessibility by bus, rail and Metrolink are considered in further detail within the subsections below, with a local public transport network map included in **Figure 4.4**:



Figure 4.4 – Local Public Transport Network
(Source: TfGM Online Mapping)

4.4.4 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document *'Planning for Walking'* (2015).

Bus Accessibility

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

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

Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.6 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

4.4.7 The nearest bus stop is located approximately 75m to the north of the Site along Princess Street, with more bus stops along Oxford Road at an approximate 160 m walk from the Site. **Table 4.4** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Princess Street:				
50	The Lowry – Salford – Birchfields – Burnage – East Didsbury	12 mins	12 mins	20 mins
From Oxford Road:				
15	Flixton - Urmston - Stretford - Hulme - Piccadilly Gardens	20 mins	20 mins	Hourly
18	Manchester Royal Infirmary - Blackley - Middleton - Langley	30 mins	30 mins	30 mins
42	Stockport - Heaton Mersey - Moss Side - Piccadilly Gardens	30 mins	30 mins	Hourly
42A	North Reddish - Reddish - Heaton Moor - Piccadilly Gardens	30 mins	30 mins	30 mins
42B	Woodford - Cheadle Hulme - Cheadle - Piccadilly Gardens	Hourly	Hourly	Hourly
42C	Handforth Dean - Heald Green - Cheadle - Piccadilly Gardens	Hourly	Hourly	Hourly
43	Manchester Airport - Moss Side - Piccadilly Gardens	10 mins	10 mins	15 mins
50	East Didsbury - Burnage - Rusholme - Salford - MediaCityUK	12 mins	12 mins	15 mins
85	Chorlton - Whalley Range - Hulme - Piccadilly Gardens	12 mins	15 mins	20 mins
85A	Arrowfield Estate - Chorlton - Hulme - Piccadilly Gardens	Hourly	Hourly	-
86	Chorlton - Whalley Range - Brooks Bar - Piccadilly Gardens	12 mins	12 mins	20 mins
111	Chorlton - Withington - Moss Side - Piccadilly Gardens	12 mins	12 mins	20 mins
142	East Didsbury - Didsbury - Moss Side - Piccadilly Gardens	10 mins	10 mins	10 mins
143	West Didsbury - Withington - Moss Side - Piccadilly Gardens	5 mins	5 mins	15 mins
191	Hazel Grove - Heaviley - Stockport - Manchester City Centre	30 mins	-	-
197	Stockport - Heaton Moor - Burnage - Manchester City Centre	20 mins	30 mins	Hourly
250	The Trafford Centre - Trafford Park - Piccadilly Gardens	12 mins	12 mins	12 mins

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
263	Altrincham - Sale - Stretford - Hulme - Piccadilly Gardens	20 mins	20 mins	30 mins
V1	Manchester Royal Infirmary - Salford - Tyldesley - Leigh	15 mins	15 mins	30 mins
V2	Manchester Royal Infirmary - Salford - Tyldesley - Atherton	15 mins	15 mins	30 mins
V4	Ellenbrook – Manchester Royal Infirmary	2 in the PM	-	-

Table 4.4 – Summary of Bus Service Frequencies from Charles Street and Oxford Road

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

4.4.9 Furthermore, c. 350 m to the north of the Site, Route 1 of the Free Bus is accessible at the Palace Theatre stop. The Free Bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.5** below:

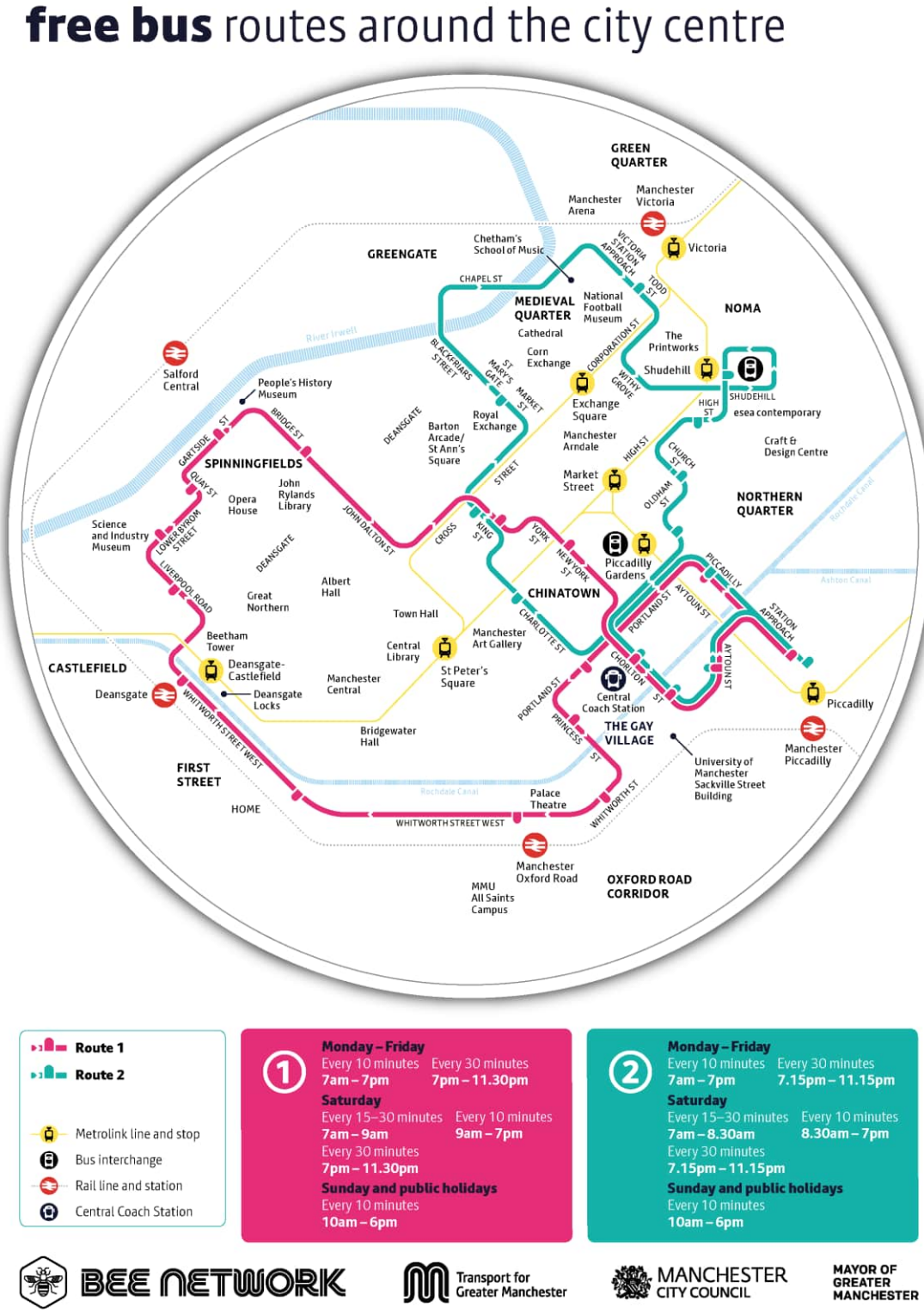


Figure 4.5 – Free Bus Route and Timetable
(Source: TfGM, 2025)

4.4.10 The bus services from the Oxford Road stops and the Palace Theatre Free Bus stop provide frequent access to many facilities and regions across Greater Manchester such as the Trafford Centre, Manchester City Centre, Stretford and Rochdale, amongst others. These stops also provide access to larger public transport interchanges across the city (such as Shudehill Interchange) 7 days of the week.

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

4.4.12 Overall, the Site is well served by bus.

Rail Accessibility

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

4.4.14 The nearest rail station is Manchester Oxford Road, located at an approximate 500m walking distance to the north-west of the Site. There is step-free access across the majority of the station in the form of ramps and elevators to the platforms, which, in turn, can be accessed from the main road (Whitworth Street West and Oxford Street). Platform one is the exception, with no lift access provided.

4.4.15 There is no ticket office, but there are storage spaces for c. 18 bicycles within the station in CCTV-covered stands.

4.4.16 Northern Rail, East Midlands Railway, Transport for Wales and TransPennine Express offers cycle space for bikes on their trains, however advanced reservation is required for some train services, and spaces are allocated on a first-come, first-serve basis.

4.4.17 A summary of rail services from the rail station is outlined in **Table 4.5**:

Destination	Weekday Peak Hourly Frequency	First service/ last service
Manchester Airport (via Manchester Piccadilly)	6	05:51 / 23:59
Liverpool Lime Street	4	05:57 / 23:32
Warrington Central (via Urmston, Irlam and Birchwood)	5	05:48 / 23:28
Leeds (via Manchester Victoria, Huddersfield and Dewsbury)	1	06:02 / 23:59
Wigan Wallgate (via Salford Crescent, Bolton and Westhoughton)	1	07:27 / 22:27

Destination	Weekday Peak Hourly Frequency	First service/ last service
Chester (via Newton-le-Willows, Warrington Bank Quay and Helsby)	1	05:48 / 00:27
Blackpool North (via Bolton, Chorley and Preston)	2	05:08 / 23:36
Southport (via Bolton, Wigan Wallgate and Parbold)	1	07:27 / 21:30
Lancaster (via Bolton, Chorley and Preston)	2	05:52 / 22:24
Barrow-in-Furness (via Preston, Lancaster and Ulverston)	1	05:52 / 22:24
Cleethorpes (via Stockport, Doncaster and Grimsby Town)	1	07:08 / 21:09
Nottingham (via Manchester Piccadilly, Stockport and Sheffied)	1	07:39 / 22:26
Holyhead (via Warrington Bank Quay, Chester and Llandudno Junction)	1	05:48 / 20:48
Edinburgh (Waverley) (via Preston, Penrith and Carlisle)	every 2 hours	06:25 / 20:24

Table 4.5 – Summary of Peak Hour Rail Services from Manchester Oxford Road

4.4.18 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for users of the Site and is a viable alternative to private car use for some staff and visitors.

4.4.19 Manchester Piccadilly is also within an 800m walking distance towards the east of the Site and is the calling point for many additional train services. It lies between the 'Acceptable' catchment of the 1,000m walking distance suggested by CIHT for commuting purposes, and can be accessed by Site users who wish to travel along additional routes within the United Kingdom.

4.4.20 Manchester Piccadilly lies between the 'Acceptable' catchment of the 1,000m walking distance suggested by CIHT for commuting purposes, and can be accessed by staff and visitors who wish to travel along additional routes within the United Kingdom.

4.4.21 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found the respective train operators' websites:

- Northern Rail: northernrailway.co.uk/travel/timetables;
- East Midlands Railway: www.eastmidlandsrailway.co.uk/timetables;

- Transport for Wales: tfwrail.wales/travel-safer/timetable; and
- TransPennine Express: www.tpexpress.co.uk/travel-updates/timetables.

4.4.22 Based on the above, it is considered that the Site is accessible by rail.

Metrolink (tram)

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

- Altrincham – Etihad Campus;
- Bury – Piccadilly;
- Ashton-under-Lyne – Eccles via MediaCityUK;
- Rochdale Town Centre – East Didsbury via Exchange Square;
- Manchester Airport – Victoria via Market Street;
- The Trafford Centre – Crumpsall via Exchange Square;
- Altrincham – Bury; and
- East Didsbury – Shaw and Crompton.

4.4.24 All lines run at a frequency of every 12-15 minutes between 06:00 – 00:00 on Mondays to Thursdays, between 06:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some services operate for part of the day at busier times.

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

4.4.26 Metrolink services provide access to the Site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Shudehill and Piccadilly, and a direct service to Manchester Airport. Route map of the Metrolink services is shown in **Figure 4.6**.

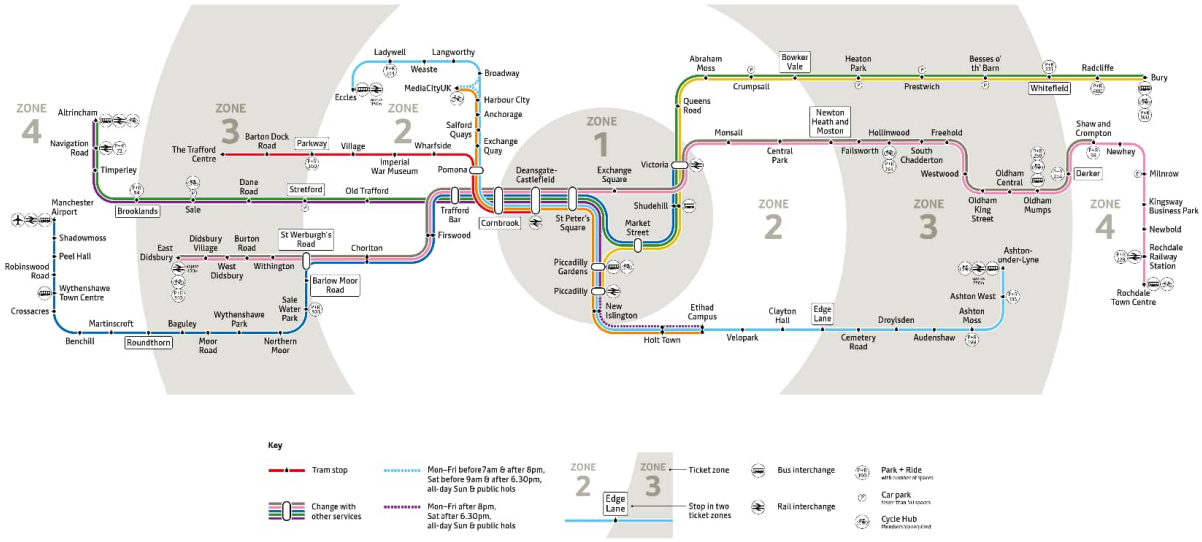


Figure 4.6 – TfGM Metrolink Network Map
(Source: TfGM, 2025)

4.4.27 In summary, it is considered the Site is accessible by Metrolink.

BREEAM Public Transport Accessibility Index (AI)

4.4.28 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the Site.

4.4.29 The methodology for calculating the AI uses transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. Based on previous experience, it is considered that the GMAL model used in Greater Manchester could also be used interchangeably as the AI of a Site, as the GMAL methodology is also derived from the PTAL approach, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

4.4.30 The Site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL score of 80.5. This is understood to be the AI of the Site.

4.4.31 It can be observed that the Site's AI of 80.5 demonstrates that the Site is highly accessible by public transport and suggests that the Site has a good level of public transport accessibility in relation to BREEAM. Notwithstanding, a range of measures will be implemented to encourage sustainable travel, as shown in **Section 7** below.

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.

5.0 Building Research Establishment Environmental Assessment Method (BREEAM) Compliance

5.1 Introduction

5.1.1 The development, which has now been built, with occupation beginning in July 2025, was assessed at the application stage under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards and sought to demonstrate compliance by obtaining a number of credits. The assessment categories pertaining to traffic and transport, the relevant sections where they are provided, together with credits they obtain, are summarised in **Table 5.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	**Transport Assessment and Travel Plan:** 1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	Transport Statement (TS) (Document Reference: 80646-CUR-XX-XX-T-TP-00001)	**2**
	2. The site-specific travel assessment (or statement) shall cover as a minimum:		
	• If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;	N/A, no existing building or Site users	
	• Predicted travel patterns and transport impact of future building or site users;	Section 6 of TS	
	• Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Section 3 of TP	
	• Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 4 of TP	
	• Disabled access accounting for varying levels and types of disability, including visual impairment;	Section 3 of TS	
	• Calculation of the existing public transport Accessibility Index (AI); and	Section 4 of TP, GMAL used	
	• Current facilities for cyclists.	None	
	3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.	This document	
	4. If the occupier is known, involve them in the development of the travel plan.	TBC	

BREEAM Category	Description	Signposts	No. of Credits
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 9 of TP	
Tra 02	**Sustainable Transport Measures:** 1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.	This document	
	2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.		*Points:*
	• The existing AI calculated in Tra 01 ≥ 8;	Section 4 of TP, GMAL used	*1*
	• Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR • Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR • Provide a dedicated service, such as a bus route or service.	Not achieved, not required considering existing Site's excellent accessibility	*0*
	• Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Section 7 of TP	*1*
	• Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Not applicable	*0*
	• Set up a car sharing group or facility to facilitate and encourage building users to car share; AND • Raise awareness of the sharing scheme with marketing and communication materials; AND • Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND • Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	Not achieved, development is located close to existing car club spaces	*0*
	• During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND • Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	Not achieved, development is located centrally	*0*
	• Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (sliding scale of compliance used as development comprises over 400 users);	Section 3 of TS	*1*

BREEAM Category	Description	Signposts	No. of Credits
	• The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Section 3 of TS	*1*
	Existing amenities: • At least three existing accessible amenities are present;	Section 4 of TP	*1*
	Enhanced amenities: • Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR • Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided.	New onsite F&B and retail units	*2*
	• Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Section 7 of TP, pending BRE review (see para 5.1.4)	
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Site AI: 80.5 Points achieved under criteria 2: 7	**10**
Total Transport Credits Obtained			**12**

Table 5.1 – BREEAM Credits Targeted

5.1.2 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the development to these considerations outlined next to the criteria:

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments were delivered within the Site as part of the development, public transport waiting areas were not delivered within the Site due to existing infrastructure that is already available in the vicinity of the Site at Oxford Road;
- **Restrictions or charging for car parking** – Not applicable, no parking is provided onsite;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting have been delivered within the Site as part of the development. Safe crossing points and cycle lanes out of the Site were not delivered due to the presence of existing infrastructure that is already available in the vicinity of the Circle Square masterplan area;
- **Provision of suitable taxi drop-off or waiting areas** – Layby provided along Newman Street to the north of the Site; and

- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development is located within the city centre.

5.1.3 A key part of the TP is monitoring, whereby travel surveys were distributed to staff at the development in order to understand travel habits. Recipients were encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage staff and visitors to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of Site users to identify relevant constraints and opportunities. Details of Travel Surveys are described in **Section 6** and **Appendix B**.

5.1.4 This TP includes a Travel Information Pack, which will be shared with employees as a way to encourage sustainable travel, which contains Site-specific information and improvement measures in line with the aims, objectives and recommendations of the Travel Plan. The Travel Information Pack is included in **Appendix C**.

6.0 Travel Survey

6.1 Background

6.1.1 A Travel Survey was distributed via SurveyMonkey for completion by staff of the Site.

6.1.2 At the time of writing, 180,000 sqft of the 280,000 sqft NIA is occupied, with the remainder vacant. At maximum occupancy, the Site could accommodate c. 1,200 people.

6.1.3 All staff were provided with a link to complete the Travel Survey on 30th March 2026, with the surveys being available until 26th April 2026.

6.1.4 During this time, 46 responses were received from staff. Results of the staff travel survey questionnaires are provided in **Appendix B.** The topics covered were as follows:

1) How far is your journey to work?
2) How do you typically travel to work?
3) If you travel by car, what is the vehicle type?
4) Are there any barriers which make it difficult for you to use more environmentally friendly options (such as walking, cycling, or public transport)?
5) Are there any initiatives / measures that would make you consider travelling more sustainably, or continue travelling sustainably?
6) Any other comments you may have related to your travel to and from work.

6.1.5 This section summarises the results received from the 46 staff who completed the travel survey questionnaire.

6.2 Survey Results

6.2.1 **Figure 6.1** below summarises distance of staff travel to / from the Site from home:

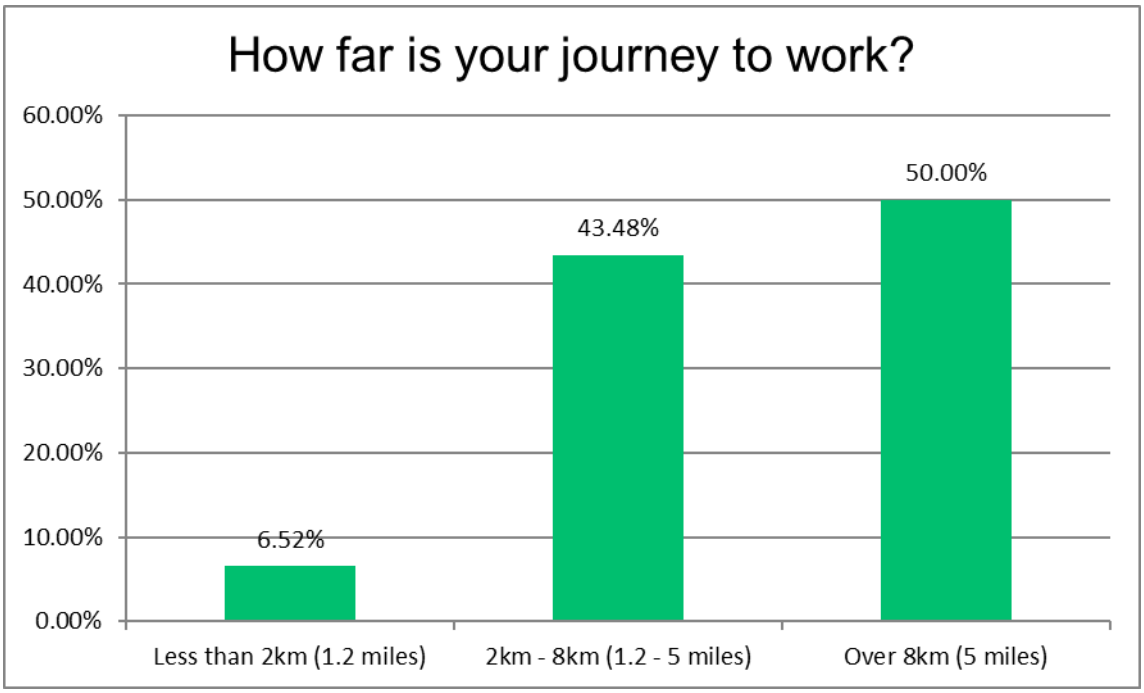


Figure 6.1 – Staff Commuting Journey Distances

6.2.2 **Figure 6.1** shows 3 respondents (7%) being within a 2 km walking distance and 20 respondents (43%) being within 8km distance. 23 staff, equivalent to 50% of respondents' place of work are beyond a reasonable active travel journey length.

6.2.3 **Figure 6.2** below summarises how staff typically travel to / from the Site from home:

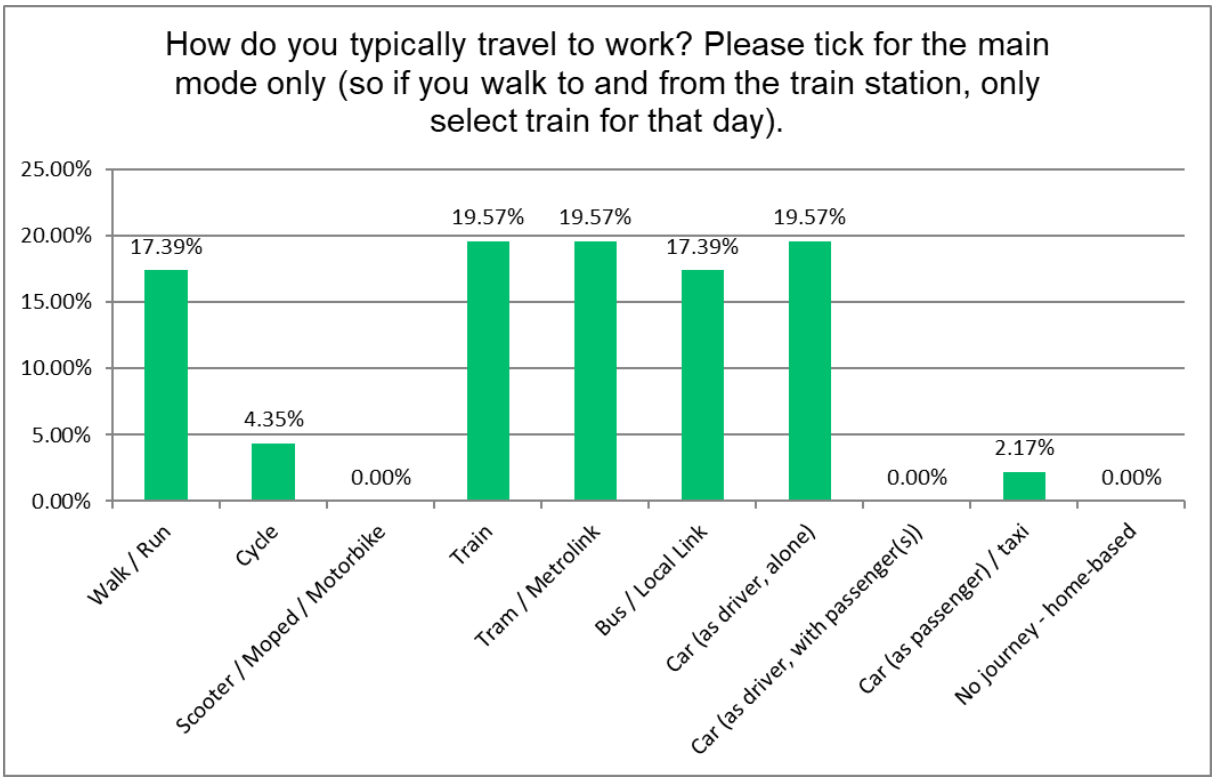


Figure 6.2 – Existing Staff Modal Split

6.2.4 Of the 46 staff who have completed the survey, 26 staff travel by public transport (57%), followed by 9 staff travel by car (20%), 8 staff travel by walking (17%), 2 staff travel by cycling (4%) and 1 staff travel as car passenger (2%). No staff currently travel by, moped, scooter, or motorbike.

6.2.5 **Figure 6.3** below details the vehicle fuel types.

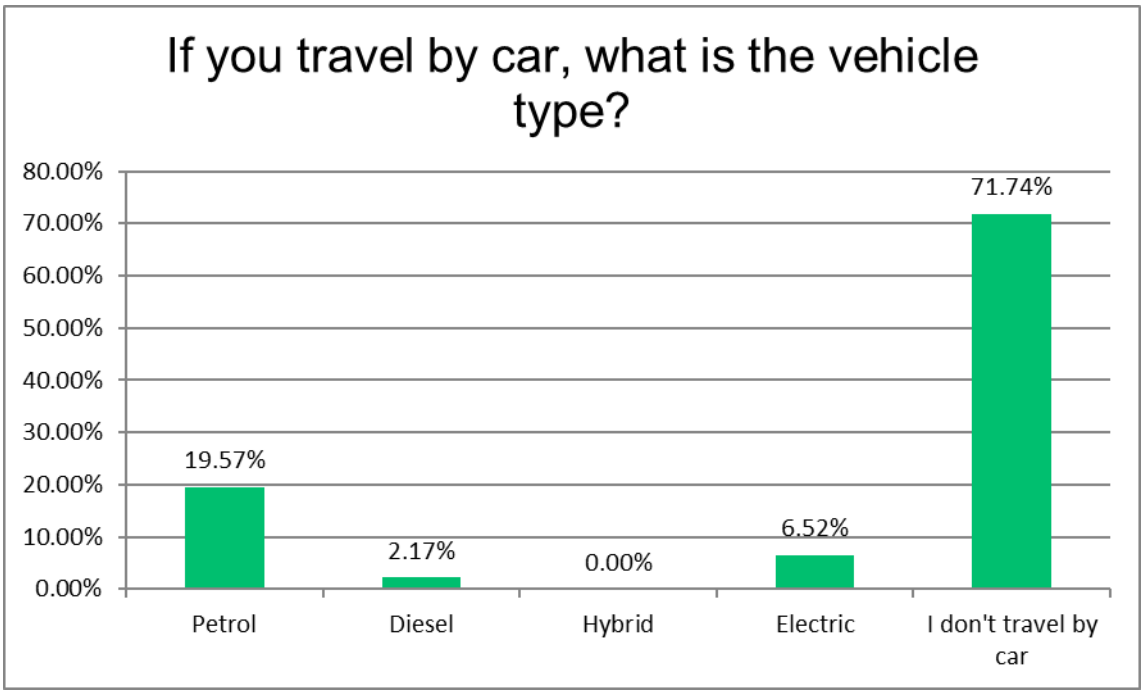


Figure 6.3 – Vehicle Fuel Type Used by Staff

6.2.6 From the data received, 72% of respondents have stated that don't drive a car to work, 20% drive a petrol vehicle, followed by electric vehicles (7%) and diesel (2%). There are no hybrid vehicles currently used by respondents. Staff were also asked if there are any barriers which make it difficult to use more environmentally friendly options (such as walking, cycling or public transport), with 27 responses received.

6.2.7 **Table 6.1** summarises the results.

Reason	Respondents	
	Number	Percent
Already travelling sustainably or no barrier identified	14	52%
Lack of or poor public transport service	5	19%
Inconvenience (i.e. bad weather, carrying personal belongings when travelling to work, or general inconvenience)	3	11%
Travel distance to public transport stops	2	7%
Travel distance to place of work	1	4%
Condition of cycling routes	1	4%
Health constraints	1	4%

Table 6.1 – Barriers for Staff to Travel More Sustainably

6.2.8 The most common barrier identified from the responses were related to lack of or poor public transport service (19%) and inconvenience (i.e. bad weather, carrying personal belongings when travelling to work, or general inconvenience) (11%). The other responses were selected by fewer than 10% of the staff.

6.2.9 Additionally, staff were asked if any initiatives would make them consider travelling more sustainably, with the following responses given:

- *"I'd run to work more (I currently do about twice a month) if we could use lockers overnight";*
- *"Discount tickets";*
- *"I would consider car pooling with any employees in my surrounding area";*
- *"Bike workshop as one of the building events"; and*
- *"More frequent train service".*

6.2.10 Finally, staff were asked to provide any other comments they had related to travel to and from work at the Site, with the following given:

- *"There could be better connections between Oxford Road and Piccadilly Station";*
- *"Difficult to actually get dropped off outside No.3 Circle Square as the address is not recognised by maps";*
- *"Barriers across the road currently push cyclist onto the pavement for access from Oxford Road to No.3 Circle Square"; and*
- *"I walk to work every day already but having YuLife incentivises it for me as I gain my coins through walking".*

7.0 Travel Plan Initiatives

7.1 Introduction, Aim and Objectives

7.1.1 This TP has been prepared, upgrading the Framework Travel Plan, to discharge MCC planning condition 24, as detailed in **Section 1.1**. The planning condition notes specific requirements:

i) the measures proposed to be taken to reduce dependency on the private car by building occupiers;
ii) a commitment to surveying the travel patterns of residents within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) 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;
vi) measures to identify and promote walking routes connecting Spinningfields, Salford Metrolink, the City Centre and areas towards the Victoria Station and the Civic Quarter;
vii) details of cycle parking within the public realm.

7.1.2 A series of initiatives tailored to these requirements are to be detailed in this section, and details of walking routes connecting Spinningfields, Salford Metrolink, the City Centre and areas towards Victoria station and the Civic Quarter are provided in **Section 4.2**.

7.1.3 Considering the high levels of accessibility and as there is no parking provision on-site, it is considered the vast majority of users will travel to/from the Site via sustainable modes of travel.

7.1.4 Taking into account the location of the development and the accessibility of the Site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the Site. This section of the TP sets out the initiatives that will be implemented at the Site.

7.1.5 Considering the benefits in **Section 2** and the end users, this TP aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine vehicles.

7.1.6 The TP 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; and
- **Objective 4 –** To encourage car sharing and shared transport to and from the Site; and
- **Objective 5 –** To raise awareness of the Travel Plan and the travel options available.

7.2 Provision of Sustainable Travel Information

7.2.1 Travel Information Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all staff and visitors at the development in the early stages of operation and be made available in a communal area, for example on a noticeboard. Curtins have produced the Travel Information Pack for the Site, detailed in **Appendix C**.

7.2.2 The Travel Information Packs will 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	• 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/walking/ which comprises details of walking routes and maps available in Manchester city centre; and • 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.
2 – 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**; • Details on cycle parking and amenites within the Site; • Promote Starling Bank Bikes, Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme; 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	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2** • Links to up-to-date public transport services, timetables, and routes; and • Details of TfGM's online journey planning resources: https://tfgm.com/plan-a-journey; and • Information on discounted travel and ticket options for bus, tram and train journeys.
4 – To encourage car sharing and shared transport to and from the Site	• Links to Liftshare registration: https://liftshare.com/uk; • Location of car club bays in the vicinity of the Site; and • Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Objectives	Contents
5 – To raise awareness of the Travel Plan and the travel options available	• Promotion and distribution of the Travel Information Pack to staff at the Site.

Table 7.1 – Sustainable Travel Information

7.2.3 This information will be periodically updated by the TPC.

7.3 Measures to Encourage Walking

7.3.1 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.

7.3.2 It has been demonstrated throughout **Section 4** of this TP that there is an existing high level of pedestrian infrastructure in the surrounding area. Furthermore, the development frontage opens up onto the surrounding Circle Square public realm and Symphony Park via Newman Street.

7.3.3 The following measures will be provided in order to encourage staff and visitors to walk:

- Promote / raise awareness of the health benefits of walking;
- Regularly review and update information (if necessary) provided within the Travel Information Pack, such as:
  - Local pedestrian routes, including public footpaths; and
  - Online resources on walking routes, tips and local walking groups.
- Consider setting up a social walking / 'walking buddy' group if there is enough interest.

7.3.4 Based on the travel survey results, it has been evident that some employers have adopted incentives to encourage walking, namely YuLife which allows staff to gain rewards for walking. Additional measures such as marketing campaigns in line with 'Walk to Work Week' and the implementation of a 'walking buddy' scheme can be implemented.

7.3.5 Descriptions of walking routes connecting the Site to Spinningfields, Salford Metrolink, the City Centre and areas towards the Victoria Station and the Civic Quarter have been provided in **Section 4.2** of this TP and will also be provided within the Travel Information Packs distributed to staff.

7.4 Measures to Encourage Cycling

7.4.1 It has been demonstrated throughout **Section 4** of this TP that there is an existing high level of cycle infrastructure in the surrounding area. There are also covered parking spaces provided at the

development, alongside cycle facilities such as showers, lockers, and changing rooms within the secure cycle store.

7.4.2 The following additional measures will be provided in order to encourage staff and visitors to cycle:

- Continue to raise awareness of the health benefits of cycling;
- Businesses at the Site to get involved in the Cycle2Work scheme (an employee benefit scheme where staff do not need to pay upfront and payments are taken tax efficiently from their salary, can be used for bicycles and / or cycle accessories) that staff can benefit from; and
- Regularly review and update information (if necessary) provided within the Travel Information Pack, such as:
  - Cycle parking and amenities within the Site;
  - Online cycle route planning tool such as https://www.cyclestreets.net/;
  - TfGM's cycle training sessions (learn to ride, road rider ready, one-to-one, basic / intermediate maintenance); and
  - The Bike Hire Scheme website https://beeactive.tfgm.com/cycle-hire/;
- Consider setting up a social cycling group / Bicycle User Group (BUG) if there is enough interest;
- Setting up bike maintenance workshop; and
- Promote cycling campaigns such as "National Bike Week".

7.4.3 Public realm cycle parking has been detailed in **Section 3.3** of this TP; these details will also be provided within the Travel Information Packs to staff. The provision of on-site cycle parking is 126 spaces, with a further 82 spaces within the vicinity of the Site in the public realm, totalling 208 spaces. The provision of sufficient cycle parking is conducive to an increase in cycle uptake amongst staff.

7.5 Measures to Encourage Public Transport Use

7.5.1 It has been demonstrated throughout **Section 4** of this TP that the Site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester City Centre.

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

- Regularly review and update information (if necessary) provided within the Travel Information Pack, such as:
  - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
  - A map showing local bus, Metrolink and rail stations in the vicinity of the Site; and
  - Links to access up-to-date public transport information.

- Advertise any promotions / discounts offered by TfGM and public transport operators; and
- Implement a staff business policy of using public transport for travel in the course of work wherever feasible.

7.6 Measures to Encourage Car Sharing and Car Clubs

Car Sharing

7.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. It is envisaged that the lack of parking provision will encourage less to drive to the Site, and more to engage in sustainable modes of travel such as car sharing.

7.6.2 This could be simply encouraged further on an informal basis or managed by administrative staff who could match interested people.

7.6.3 There are car sharing organisations which offer a matching service. www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure, for example. This scheme could be promoted by the Travel Plan Coordinator (TPC).

Car Club

7.6.4 The Enterprise Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot. Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £5 an hour.

7.6.5 The nearest Car Club bay is located at Samuel Ogden Street, M1 7AX, which is an approximate 400m walking distance (5 minutes' walk) towards the north-east of the Site. This is accurate at the time of writing, however additional real-time information on the availability of certain car club bays can be found on Enterprise Car Club's mobile application or website: https://www.enterprisecarclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html.

7.6.6 It is considered that the Car Club could therefore be a highly attractive facility for staff who require occasional private car use, therefore minimising the highway impact.

7.7 Reducing the Need to Travel

7.7.1 An effective way of lessening the travel impact of a commercial development is to reduce the need to travel in the first instance. Therefore, the following measures could be implemented:

- Providing the option for staff to work from home where possible;
- Provide video and audio teleconferencing facilities;
- Promoting nearby or on-site services; and
- Implement a policy of using local suppliers.

8.0 Targets

8.1 Introduction

8.1.1 Target setting is an important part of any TP, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged.

8.1.2 This section sets out the strategy for the Travel Plan targets and provides an overview of the data that has been collected as part of distributed travel surveys.

8.2 Travel Plan Performance Indicators

8.2.1 The following Travel Plan performance indicators are considered, in conjunction with the travel survey data, to guide the development of the Travel Plan:

- **Attractiveness of Sustainable Modes** – e.g. perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure;
- **Uptake of Alternative Modes** – e.g. uptake of public transport, registration and participation in car share schemes, use of car clubs and levels of pedestrian and cyclist activity;
- **Car Ownership and Mode of Travel** – e.g. average household car ownership and travel to work by mode; and
- **Travel Plan Awareness** – e.g. appreciation of the Travel Plan process and knowledge of the benefits offered by the Plan

8.2.2 These indicators, as well as the travel survey data, enables analysis to be undertaken to establish final targets. The information obtained will be used to undertake modal split analysis. Staff will then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the TP measures.

8.3 SMART Targets

8.3.1 At this stage, official targets will be set through consultation with MCC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

8.3.2 Now that travel surveys have been undertaken, it is possible to monitor modal splits so that TP 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.

8.3.3 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.

8.3.4 **Table 8.1** below provides the existing modal split, as well as the short-, medium- and long-term targets set for the Site:

		Modal Shift Targets			
Travel Mode	**Existing**	**Short Term**	**Medium Term**	**Long Term**	**Total Target**
Car Driver	20%	-2%	-2%	-6%	-10%
Car Share	2%	-	-	-	-
Public Transport	57%	-	-	+1%	**+1%**
Cycle	4%	+2%	+2%	+4%	**+8%**
Foot	17%	-	-	+1%	**+1%**
Other	0%	-	-	-	-

Table 8.1 – Modal Shift Targets

8.3.5 The modal split targets aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.

8.3.6 The 10% reduction in car drivers has been informed by a major synthesis report[29] which found that workplace travel planning can induce a 3-18% *(use 10.5% midpoint)* drop in car use by commuters.

8.3.7 The overall aim is to reduce the number of those travelling to the Site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably cycling, but also walking, cycling and car sharing. This will also inform TP initiatives which can be tailored to increase uptake of certain modes of travel.

8.3.8 The targets are considered to be realistic when considering the TP Initiatives as detailed throughout **Section 7** and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

[29] 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.

9.0 Monitoring and Review

9.1 Introduction

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

9.1.2 Department for Transport 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.

9.1.3 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 Travel Plan is an on-going requirement and will require support and leadership in achieving its objectives.

9.2 Responsibility and Management

9.2.1 Overall responsibility for the TP will lie with the TPC.

9.2.2 At this point, the day-to-day responsibility will shift to the appropriately appointed TPC.

9.2.3 Notwithstanding, adequate consultation and support from the scheme developer will be required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:

- Representative(s) of the staff on-site to be appointed to work with the TPC;
- 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 carsharing, car clubs and sustainable transport options at the Site.

9.3 Travel Plan Coordinator (TPC)

9.3.1 The primary support and leadership for implementing a TP should come from an individual appointed as the TPC. The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Being the main point of contact for and proactively liaising with staff, TfGM, MCC and other relevant stakeholders (for example, public transport operators);
- Implementing and promoting sustainable travel initiatives (potentially including preparing and disseminating promotional materials and organising events);
- Undertaking the travel surveys, analysing the results to determine trends and compliance against the targets, and identifying any additional or amended initiatives necessary to meet the targets (with the developer / landowner responsible for providing support and funding, if necessary); and
- Preparing the Annual Monitoring Reports.

9.3.2 The named TPC is:

Louise Mahaffey
louise.mahaffey@bruntwood.co.uk
Position: Customs Operations Manager
Organisation: Bruntwood

9.3.3 Contact details for Louise Mahaffey have been made available internally to staff and externally to MCC.

9.3.4 The TPC will remain in-post for the duration of the monitoring period and the Council will be notified if the holder of the TPC role changes during this time.

9.4 Monitoring and Evaluation

9.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and is the responsibility of the appointed TPC. Apart from receiving regular updates from staff and liaising with MCC on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.

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

9.4.3 Following the baseline travel surveys, further surveys will be carried out annually for a total monitoring period of three years. Hence, the three-year monitoring schedule will include three surveys: the baseline monitoring survey and two follow-up surveys.

9.4.4 Monitoring reports will also be provided to officers at MCC, as required, for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to staff by the TPC or their respective Travel Plan Representatives.

10.0 Action Plan

10.1 Introduction

10.1.1 **Table 10.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility	Status
Appoint TPC	One month before operation	Bruntwood	Completed, Refer to **Section 9.3**
Produce Travel Plan Marketing Material (i.e. Travel Information Pack)	Upon occupation of the development, update contents annually	Curtins	Completed, see **Appendix C**
Implement TP Initiatives	During occupation of the development	TPC	On-going
Undertake Initial Travel Surveys	Within six months of use of the development or when two thirds of the units are occupied (whichever is sooner)	Curtins	Completed – Refer to **Section 6**
Decide Targets	Within one month of undertaking the initial surveys	Curtins	Completed – Refer to **Section 8**
Update Framework Travel Plan to a full Travel Plan	Within three months the completion of the travel survey	Curtins	Completed – This Document
Distribute Travel Survey Results to MCC	Within three months of each travel survey phase	TPC	Completed
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for a total monitoring period of three years from the date of the baseline travel surveys	TPC	To be Completed Annually

Table 10.1 – Action Plan

10.1.2 As a TP 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 Manchester City Council.

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

Plans

Plan 73115-CUR-00-XX-DR-TP-06005 – (Accessibility) Indicative Public Transport Catchment

curtins

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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer

Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Status:
PRELIMINARY

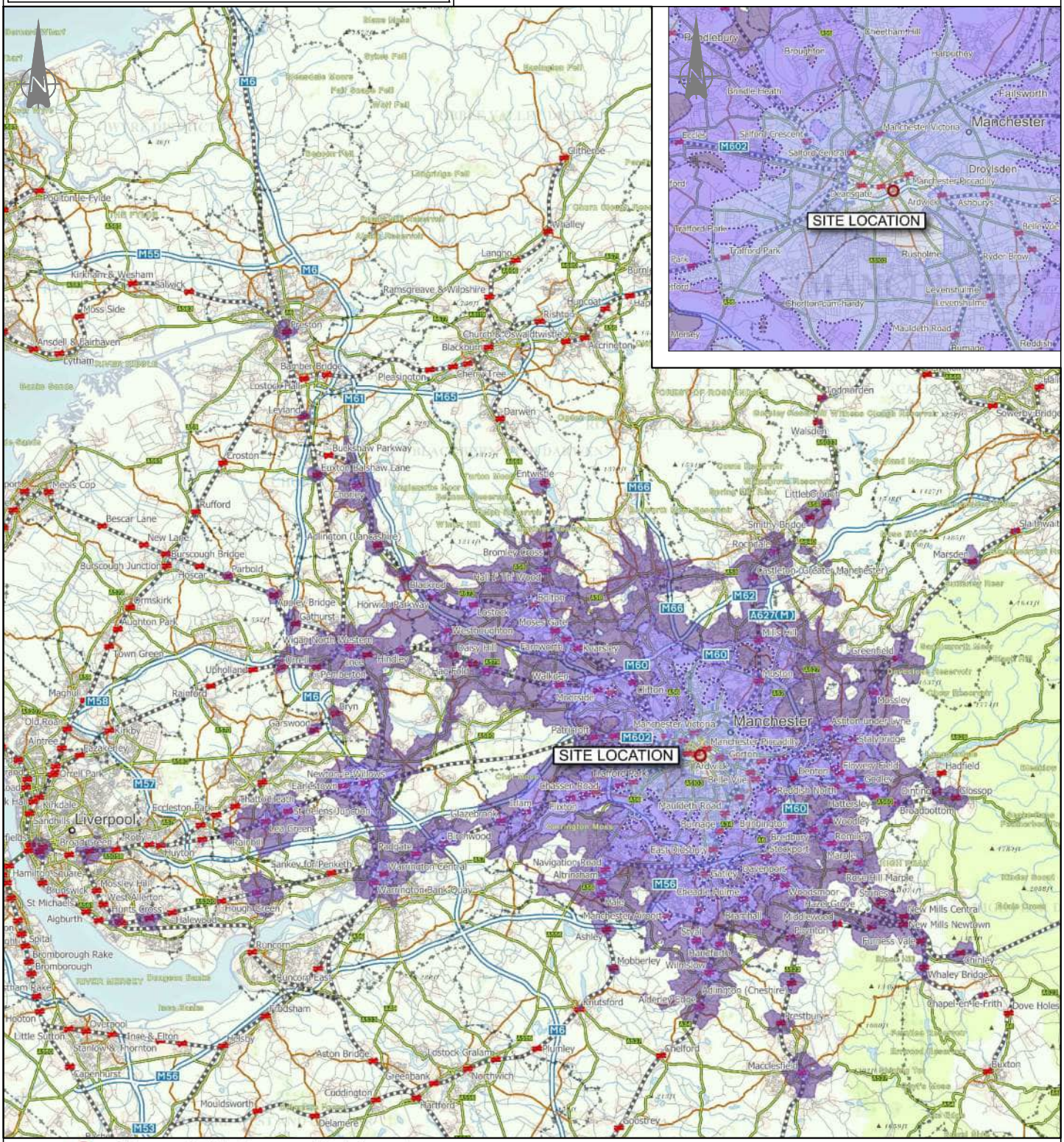
Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Drawn By: JM Checked By: AT

Designed By: JM Date: 21/08/19

Scale: NTS

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
73115	CUR	00	XX	DR	TP	06005	P01



KEY:
Site
Public Transport Catchment:
15 minutes
30 minutes
45 minutes
60 minutes

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\\mafs02\Projects\073001 - 074000\073115 - Circe Square Plot 12 TA\Q4-Production\4A-Models-Drawings\TP\CAD\06\

Appendix A – Ground Floor Layout and Landscape Plan

WEST ELEVATION CS3-BAR-03-XX-DR-A-04-0201
SECTION E-E CS3-BAR-03-XX-DR-A-04-0114
SECTION D-D CS3-BAR-03-XX-DR-A-04-0113
SECTION B-B CS3-BAR-03-XX-DR-A-04-0111
SECTION G-G CS3-BAR-03-XX-DR-A-04-0116
SECTION A-A CS3-BAR-03-XX-DR-A-04-0110
EAST ELEVATION CS3-BAR-03-XX-DR-A-04-0200
NORTH ELEVATION CS3-BAR-03-XX-DR-A-04-0200
SECTION C-C CS3-BAR-03-XX-DRIA-04-0112
SECTION F-F CS3-BAR-03-XX-DR-A-04-0115
SOUTH ELEVATION CS3-BAR-03-XX-DR-A-04-0201

digital screen
HOST
SOFT SEATING
35.00
RECEPTION
fire alarm panel
LOW BANQUETTES
ACC. WC
RECEPTION STORE
CLEANER
CLEANERS STORE
ACC. WC (dfa 2)
WC RISER
KITCHEN / PREP
COUNTER
F&B UNIT
WASH/ STORE
BIN STORE #3
BIN STORE #1
LOBBY
STAIR 01
GOODS IN/OUT LOBBY
LIFT (17)
LIFT (GOODS) (17)
SPEEDGATES
FIRE and SMOKE CURTAIN
LIFT LOBBY
34.00
3 x BOOTHS
MEZZANINE OVER (37.890)
RETAIL #2
ACC. WC & SHOWER
ACC. LOBBY
RETAIL #2 LOBBY
CYCLE STORE LOBBY
LOBBY
ABL
POST / MANAGER ROOM
REFLECTION ROOM
LIFT (FIRE) (17)
STAIR 02
FIRE CONTROL ROOM
CONTROL PANEL
COLD WATER TANK
WET RISER TANK
SPRINKLER TANK
TANK ROOM
MEZZANINE OVER
PUMPS (24m³)
SUBSTATION #1
SUBSTATION #2
SUBSTATION #3
BIN STORE #2
RETAIL / PLANT CORRIDOR
33.40
RETAIL #1
RETAIL #2 LOBBY
CYCLE STORE STAIRS
PLATFORM LIFT
33.50
HELMET LOCKERS 36No (6 high)
24 LOCKERS (3-high)
20 LOCKERS (2-high)
24 BIKES
10 BIKES (WITH CHARGING POINTS)
12 BIKES (WALL HUNG)
127 BIKES TOTAL (122 req'd)
CYCLE STORE
9No FOLDING BIKE LOCKERS
REPAIR
PUMP
BT ducts
Incoming services cupboard
33.65
34.50
34.40
34.30
34.270
35.00

ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO CONSTRUCTION/ERECTION.

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revision notes
rev P01 - 2022-04-06 - Stage 3/Work In Progress Issue.
rev P02 - 2022-06-17 - Stage 3 Issue.

project	No.3 Circle Square
client	Bruntwood SciTech
job no.	0256
drawing no.	CS3-BAR-03-00-DR-A-04-0100
drawing title	Proposed Ground Floor Plan (PP 00)
drawing scale	1:100 @ A1; 1:200 @ A3
drawing created	March 2022
drawing rev	P02

STAGE 3

bridge architects

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SYMPHONY PARK

OXFORD ROAD

NEWMAN STREET

PRINCESS STEREET

MANCHESTER
TECHNOLOGY CENTRE

NO. 3 CIRCLE SQUARE

CLOAK STREET

HATCH

MSCP

MOTORCYCLES

HOTEL
(Above)

EXIT

Main Entrance

Ornamental Planting

Wildflower Lawn

Biodiverse Planting

Ornamental SUDS Planting

Existing Ramp with Handrails

Existing Sloping Cobbles

Existing Steps

Existing Stepped Entrance

Retaining Wall

Brickwork Electricity Substation

Tarmacadam - Substation Access

Fenced Electricity Substation

Concrete Flags - Substation Access

New Bollard to protect Substation

Accessible Parking Bay

Bin Store Area (10 Eurobins Shown)

Clear pedestrian route

Clear vehicular access route

Container Storage Area

Car parking spaces

Loading area and vehicular turning circle

MUGA access

Existing Astro Turf Pitch

Approx. Location of Mancunian Way Overhang

Ramp

Bike Store

Smoking Shelter

Existing Kerbs - Tesco BOH

Existing 100mm upstand kerb

Hatch and Tesco back of house delivery gates

Staff

Container shall be moved to create wider exit/entry

Note: no survey information for this area

NOTES:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

Revision	Date	Description	Drawn	Apprvd.
S1-P03	31-05-22	Access to Newman Street & Spill Out	RM	RM
S1-P02	06-05-22	Cloak Street: Levels & overrun accommodated	RM	RM

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Client Bruntwood

Project No 3 Circle Square, Manchester

Drg Title Landscape GA

Created on	Created by	Approved by
15-12-21	CL	LH

Scale	Size	Workstage
1:200	A1	Stage 03

Drg No.	Suitability	Revision
1502a-PLA-XX-XX-DR-L-0002	S1	P03

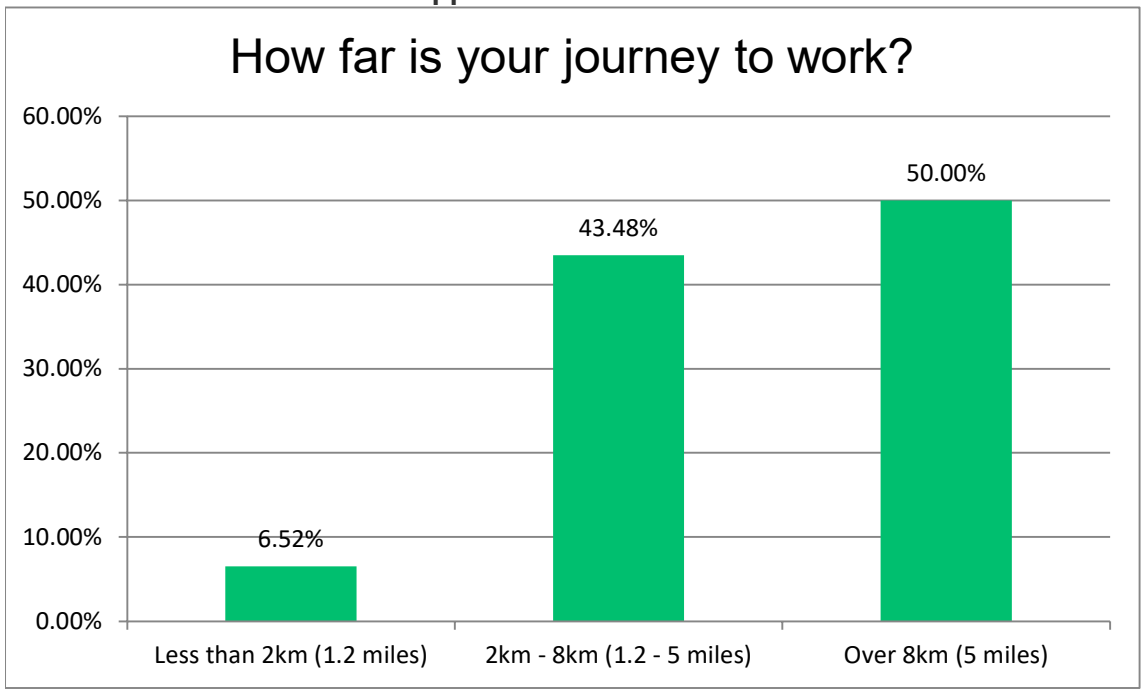
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Appendix B – Travel Survey Questionnaire Results

No3 Circle Square - Staff Travel Survey

How far is your journey to work?

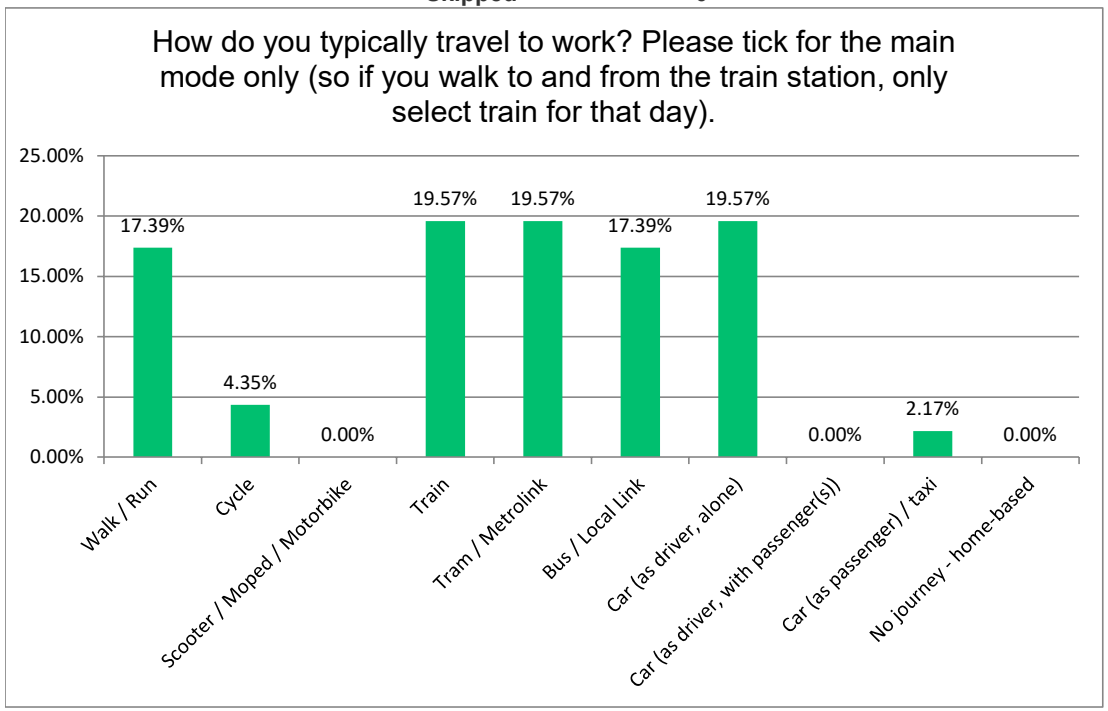
Answer Choices	Responses	
Less than 2km (1.2 miles)	6.52%	3
2km - 8km (1.2 - 5 miles)	43.48%	20
Over 8km (5 miles)	50.00%	23
	Answered	**46**
	Skipped	**0**



No3 Circle Square - Staff Travel Survey

How do you typically travel to work? Please tick for the main mode only (so if you walk to and from the train station, only select train for that day).

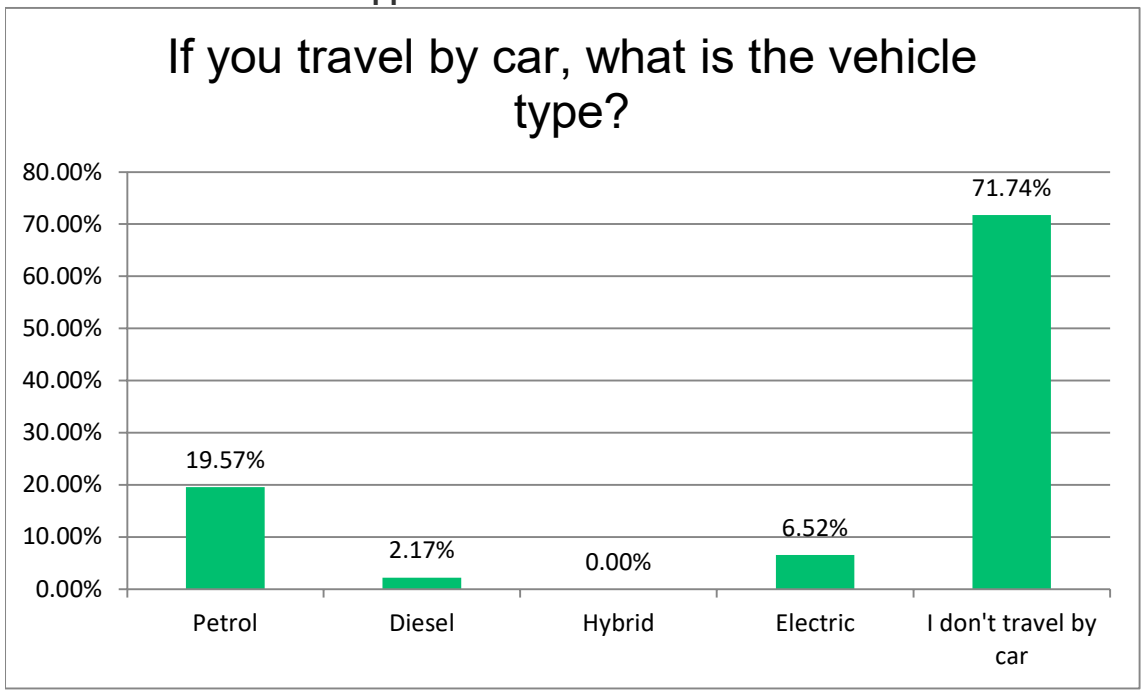
Answer Choices	Responses	
Walk / Run	17.39%	8
Cycle	4.35%	2
Scooter / Moped / Motorbike	0.00%	0
Train	19.57%	9
Tram / Metrolink	19.57%	9
Bus / Local Link	17.39%	8
Car (as driver, alone)	19.57%	9
Car (as driver, with passenger(s))	0.00%	0
Car (as passenger) / taxi	2.17%	1
No journey - home-based	0.00%	0
	Answered	**46**
	Skipped	**0**



No3 Circle Square - Staff Travel Survey

If you travel by car, what is the vehicle type?

Answer Choices	Responses	
Petrol	19.57%	9
Diesel	2.17%	1
Hybrid	0.00%	0
Electric	6.52%	3
I don't travel by car	71.74%	33
	Answered	**46**
	Skipped	**0**



No3 Circle Square - Staff Travel Survey

Are there any barriers which make it difficult for you to use more environmentally friendly options (such as walking, cycling, or public transport)?If so, please write them in the box below:

Answered **27**

Skipped **19**

Respondent ID	Response Date	Responses	Tags	Sentiment
115082967573	Apr 21 2026 09:34 AM	I do cycle semi-regularly- the main thing that stops me is if I'm going out straight after work, as I get changed to cycle and don't particularly want to lug a load of extra kit to say a gig or lesson. Weather does occasionally put me off too.		Negative
115082982879	Apr 20 2026 04:05 PM	no		Neutral
115082981349	Apr 20 2026 04:03 PM	Pollution, cycling routes, distance		Neutral
115082971851	Apr 20 2026 03:51 PM	Nope		Neutral
115082966105	Apr 20 2026 03:44 PM	Too far, I use public transport		Neutral
115080761825	Apr 16 2026 03:49 PM	I use the train but walk approx 4 miles a day to and from the station		Neutral
115080550913	Apr 16 2026 09:33 AM	I walk and take the tram		Neutral
115078860121	Apr 14 2026 10:18 AM	Live too far away to walk or cycle and the trains from my location are not reliable or over crowded		Negative
115078849529	Apr 14 2026 09:47 AM	N/A		Unknown
115078317625	Apr 13 2026 03:29 PM	I live to far away, I have to use car/train and walking.		Neutral
115078317529	Apr 13 2026 03:28 PM	Only one train per hour to Bramhall. Also sometimes delayed/cancelled/full! - then no other options		Negative
115078307638	Apr 13 2026 03:14 PM	Not currently		Neutral
115078279017	Apr 13 2026 02:39 PM	Tram service is double the commute length (45-55 mins) vs. driving in (20 - 30 mins) which is the main barrier and reason why I travel by car to Circle Square.		Negative
115078273916	Apr 13 2026 02:32 PM	Yes , I have Parkinson's and my mobility is limited		Neutral
115078272444	Apr 13 2026 02:26 PM	Just not as convenient for my circumstances		Neutral
115078266501	Apr 13 2026 02:19 PM	I do use public transport, I would use a bike if I had the money to buy a bike		Neutral
115078266932	Apr 13 2026 02:18 PM	N/A as use tram only		Neutral
115078258143	Apr 13 2026 02:05 PM	already use public transport		Neutral
115076387003	Apr 09 2026 05:25 PM	the weather for walking/cycling. If it's horrible then I usually take the tram into town and take the bus home as I'm less worried about the traffic making me late.		Neutral
115074573224	Apr 07 2026 11:34 AM	NA. I use public transport		Neutral
115074570725	Apr 07 2026 11:28 AM	none		Neutral
115074540166	Apr 07 2026 10:34 AM	Train times from area I live in would get me into work late.		Negative
115074535727	Apr 07 2026 10:29 AM	No public transport available at the time I have to leave home. Also public transport is unreliable and expensive.		Negative
115074536309	Apr 07 2026 10:27 AM	Nope!		Neutral
115074535945	Apr 07 2026 10:26 AM	no		Neutral
115074534637	Apr 07 2026 10:25 AM	I walk due to exercise and cost		Neutral
115069626025	Mar 30 2026 01:05 PM	no trains or trams where i live		Neutral

Analysis for Reasons

Already travelling sustainably or no barrier identified	14	52%
Lack of or poor public transport service	5	19%
Inconvenience (i.e. bad weather, carrying personal belongings when travelling to work, or general inconvenience)	3	11%
Travel distance to public transport stops	2	7%
Travel distance to place of work	1	4%
Condition of cycling routes	1	4%
Health constraints	1	4%

No3 Circle Square - Staff Travel Survey

Are there any initiatives / measures that would make you consider travelling more sustainably, or continue travelling sustainably?If so, please write them in the box below:

Answered **26**

Skipped **20**

Respondent ID	Response Date	Responses	Tags	Sentiment
115082967573	Apr 21 2026 09:34 AM	Got to say, it's a great set up already- secure bike parking with tool provision and great shower facilities (especially free laundered towels and heated lockers!) which all really helps remove barriers! The pass activated lockers are good in theory but not so good in that they reset after a period of time, so I had to get someone to help me retrieve a coat- too much scope for things to get lost/stolen with this system (maybe an email warning could be set up ahead of a reset?)		Positive
115082982879	Apr 20 2026 04:05 PM	I'd run to work more (I currently do about twice a month) if we could use lockers overnight, as it would mean being able to bring in clothes on a Monday and take them home on a Thursday		Neutral
115082981349	Apr 20 2026 04:03 PM	Discount tickets - my train costs more than a whole day parking		Neutral
115082971851	Apr 20 2026 03:51 PM	Nope		Neutral
115082968215	Apr 20 2026 03:47 PM	if it was faster		Neutral
115080550913	Apr 16 2026 09:33 AM	Our company has a benefit where you get rewarded for your steps which is really motivating		Positive
115078862346	Apr 14 2026 10:23 AM	I think you could actively encourage cycling specifically more, I think theres a lot of people who could and would if they tried		Neutral
115078849529	Apr 14 2026 09:47 AM	Discounts for trains		Neutral
115078317625	Apr 13 2026 03:29 PM	Less days in the office		Neutral
115078317529	Apr 13 2026 03:28 PM	More frequent train service		Neutral
115078307638	Apr 13 2026 03:14 PM	Not currently		Neutral
115078279017	Apr 13 2026 02:39 PM	I would consider car pooling with any employees in my surrounding area.		Neutral
115078273916	Apr 13 2026 02:32 PM	Lift sharing but again i must re-iterate I have PARKINSON'S		Neutral
115078266501	Apr 13 2026 02:19 PM	If we had a safe place to store bikes and showers/changing rooms so I could go into work sweat free and fresh after cycling		Neutral
115078266932	Apr 13 2026 02:18 PM	N/A		Unknown
115078266391	Apr 13 2026 02:17 PM	Free car parking spaces with e chargers		Neutral
115078264307	Apr 13 2026 02:16 PM	Bike workshop as one of the building events		Neutral
115078258143	Apr 13 2026 02:05 PM	contribution to tram/bus fare		Neutral
115076387003	Apr 09 2026 05:25 PM	I used the cycle store and showers for the first time today and they were AMAZING - definitely encouraging to cycle to work and be able to store your bike safely, leave your stuff securely, and be able to freshen up		Positive
115074573224	Apr 07 2026 11:34 AM	There wouldn't really be another option available to me as my commute is too long to walk or cycle		Neutral
115074570725	Apr 07 2026 11:28 AM	none		Neutral
115074540166	Apr 07 2026 10:34 AM	cheaper rail tickets		Neutral
115074536309	Apr 07 2026 10:27 AM	I walk to work everyday already but having YuLife incentivises it for me as I gain my coins through walking		Positive
115074535945	Apr 07 2026 10:26 AM	no		Neutral
115074534637	Apr 07 2026 10:25 AM	YuLife is a great initiative, I try to do at least 10k steps a day		Positive
115069626025	Mar 30 2026 01:05 PM	increase the train service to more than one train a week		Neutral

No3 Circle Square - Staff Travel Survey

Please share any other comments you may have related to your travel to and from work here:

Answered **16**

Skipped **30**

Respondent ID	Response Date	Responses	Tags	Sentiment
115082967573	Apr 21 2026 09:34 AM	NA		Unknown
115082982879	Apr 20 2026 04:05 PM	N/A		Unknown
115082981349	Apr 20 2026 04:03 PM	There could be better connections between Oxford road and piccadilly station		Neutral
115080550913	Apr 16 2026 09:33 AM	It's a lot cheaper and easier for me to travel using the tram too which is another big reason		Positive
115078849529	Apr 14 2026 09:47 AM	N/A		Unknown
115078317625	Apr 13 2026 03:29 PM	Poor public transport, congested roads, leads to lots of wasted time, and a huge impact on the environment. Then when you arrive at the office, everyone sits with headphones on, or host meetings via teams as people wish to stay seated at their desks.		Negative
115078307638	Apr 13 2026 03:14 PM	N/A		Unknown
115078279017	Apr 13 2026 02:39 PM	It would be great if the NCP car park offered a season parking ticket for hybrid working instead of having to pay the early bird fee regularly on a weekly basis. Additionally, when driving, there is no easy access to the mancunain way heading east bound from Circle Square, meaning you have no choice but to head through more congested areas to head towards east Manchester. This usually adds another 10 minutes of commuting time when leaving the office due due to congestion, and significant engine idling time which could be avoided if access to main artery roads like the mancunian way were improved.		Negative
115078273916	Apr 13 2026 02:32 PM	I find it extremely difficult to actually get dropped off outside No3 Circle Square , for some bizarre reason 5 Hawkshaw Street isn't recognised by google maps that UBER use		Negative
115078266501	Apr 13 2026 02:19 PM	Nope		Neutral
115078264307	Apr 13 2026 02:16 PM	Cycle store, showers, fresh towels and drying room are great for cycling in. Proximity to the Oxford road cycle lane is also great but only way to access from no.3 circle sq currently is via the wrong way on the access road or on the pavement (could a cycle path be put in?)... Also the barriers across the road currently push cyclist onto the pavement for access from Oxford rd to no.3.		Neutral
115078258143	Apr 13 2026 02:05 PM	none		Neutral
115074570725	Apr 07 2026 11:28 AM	I walk		Neutral
115074536309	Apr 07 2026 10:27 AM	na		Unknown
115074535945	Apr 07 2026 10:26 AM	n/a		Unknown
115074534637	Apr 07 2026 10:25 AM	NA		Unknown

Appendix C – Travel Information Pack

CIRCLE SQUARE

Welcome to

No. 3 Circle Square

Your Travel Information Pack



bruntwood SciTech

Curtins

Dear colleague,

Welcome to No. 3 Circle Square. We have made this Travel Information Pack to help make settling into your new place of work a bit easier.

It highlights the available sustainable travel options and the benefits for you and others of travelling sustainably.

We want to make travelling sustainably as simple as possible. If you need help planning your journey, Louise, the Travel Plan Co-ordinator, is available to offer travel advice.

Contact Louise at:
louise.mahaffey@bruntwood.co.uk.





Why travel sustainably?

Choosing sustainable ways to travel can benefit you and your community:

- Save money – walking, wheeling and cycling are the cheapest ways to travel, and regular commuters can save on monthly and annual public transport passes. Your employer may be part of a cycle to work scheme, which allows you to save on buying a bike and accessories;
- Feel healthier – walking or cycling as part of your day helps you stay active, supporting your physical and mental wellbeing, without needing extra time, effort or expense to meet NHS recommended daily activity guidelines;
- Be reliable – cycling offers predictable journey times and can be quicker than driving in busy areas;
- Protect the environment – fewer car journeys mean cleaner air and lower carbon emissions;
- Reduce congestion – helping make journeys easier for everyone; and
- No need to find a parking space.

Your sustainable travel options

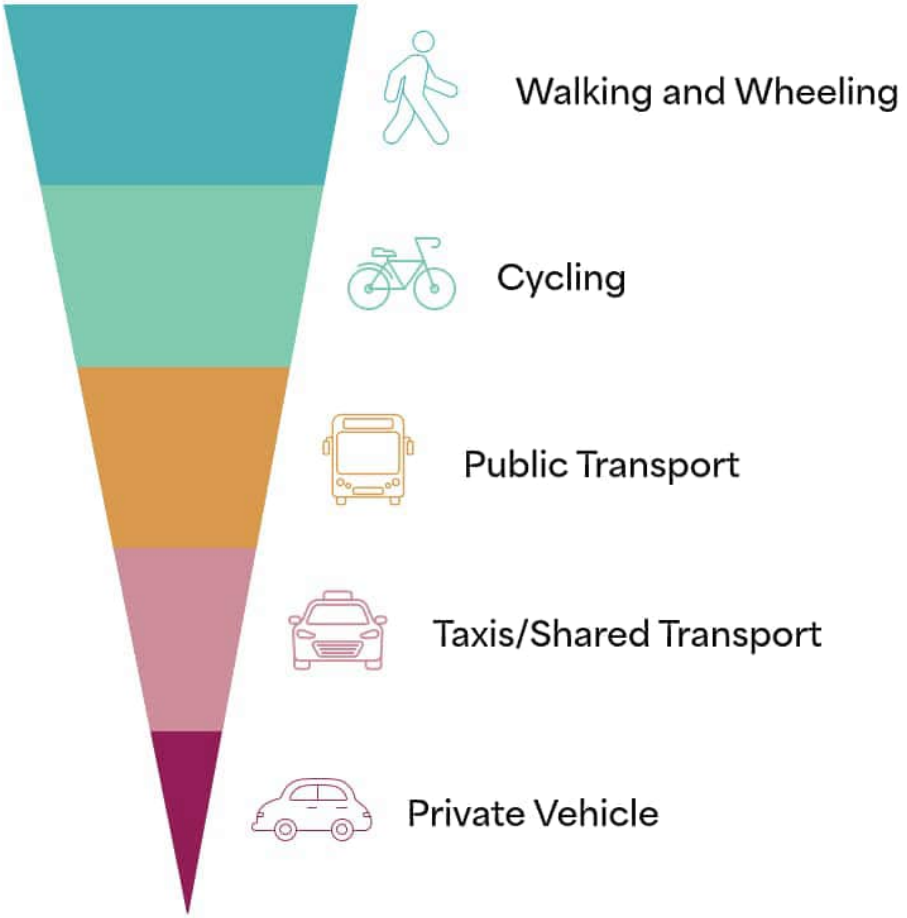
Manchester city centre is a great area to travel to by sustainable modes, whether by walking, wheeling, cycling or public transport.

The TfGM journey planner tool can get you started on planning your journey to work, available at: https://tfgm.com/plan-a-journey/

You can also use the Bee Network app to get live departure times for local bus, Metrolink and train stops, see live location for buses near you, and buy Metrolink and Bee Bus tickets.

There are several transport hubs within Manchester city centre, within walkable distance from No. 3 Circle Square, including:

- The Princess Street and Oxford Road bus stops are just a short walk from No. 3 Circle Square;
- Manchester Oxford Road rail station is a 7-minute walk; and
- Manchester Central Coach Station is a 10-minute walk; and
- St. Peter's Square Metrolink stop is a 12-minute walk;
- Piccadilly rail station and Metrolink stop is a 15-minute walk;
- Piccadilly Gardens bus stop and Metrolink stop is a 15-minute walk;
- Deansgate rail station and Metrolink stop is a 16-minute walk.
- Shudehill bus station and Metrolink stop is a 23-minute walk;
- Salford Central rail station is a 24-minute walk; and
- Victoria rail station and Metrolink stop is a 26-minute walk.



The sustainable transport heirarchy

Walking or Wheeling

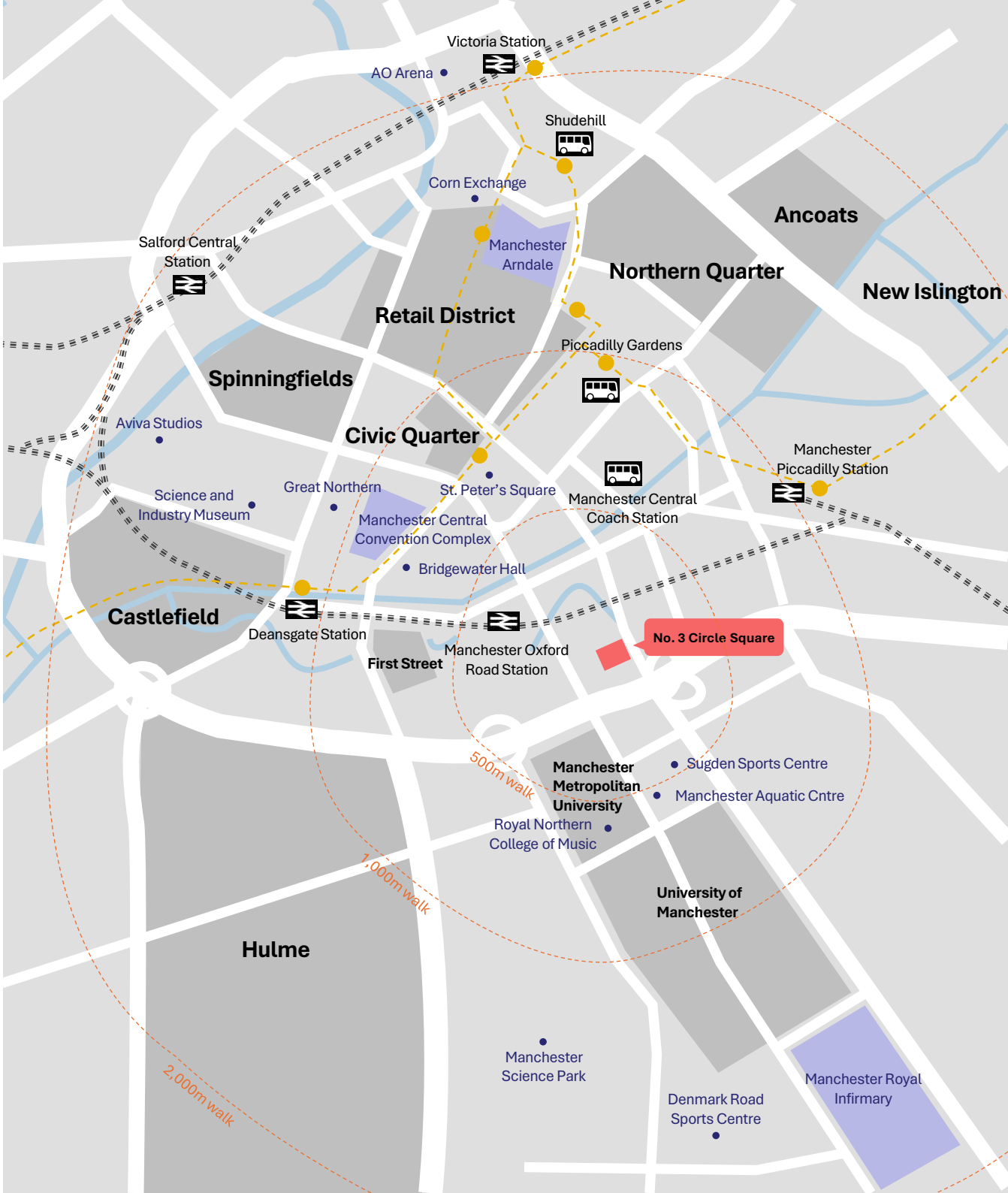
Walking and wheeling is free, flexible, and great for your health. Have you thought about walking to work?

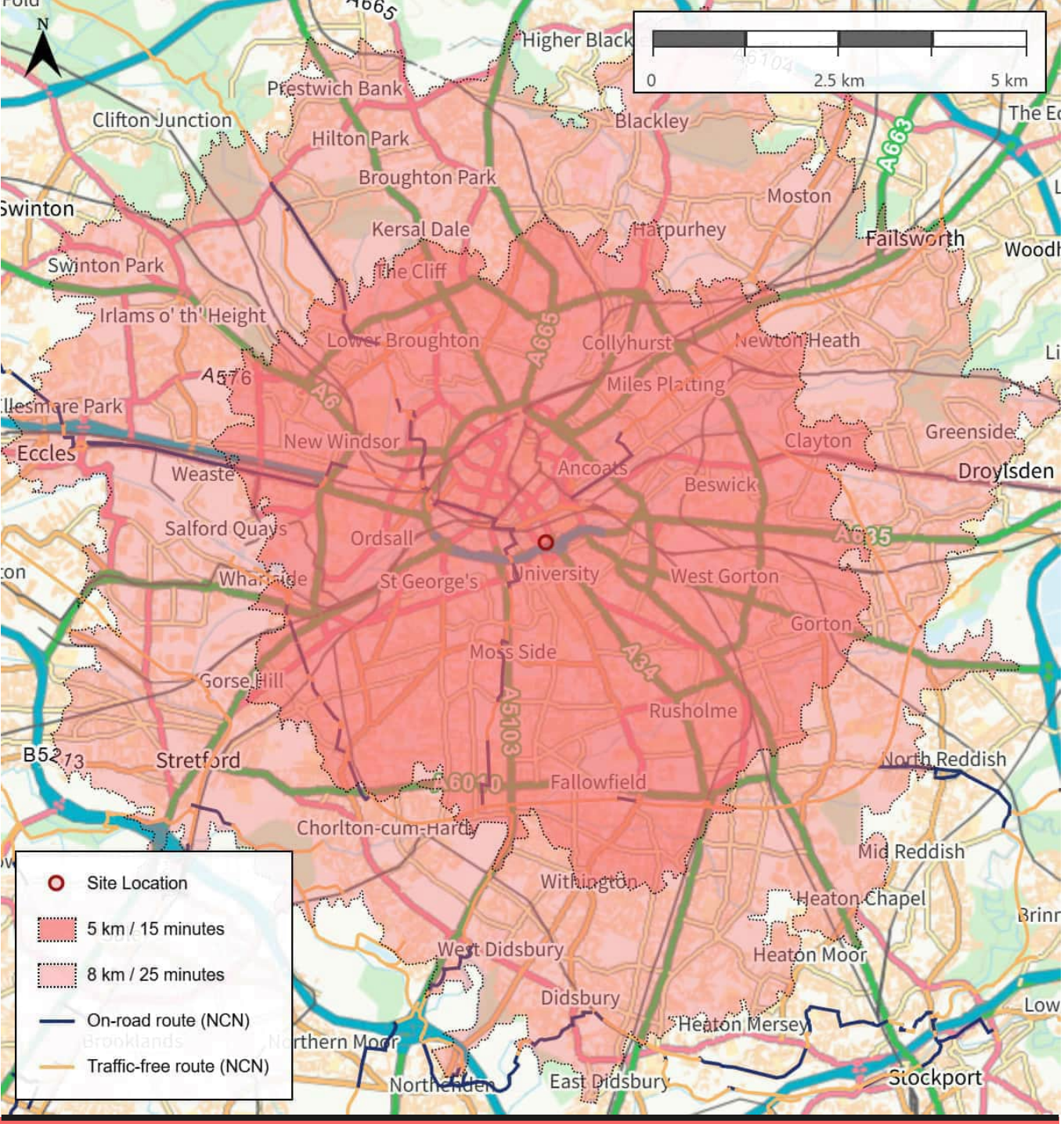
The TfGM journey planner tool can help you find routes to places within walking distance of No. 3 Circle Square.

There are also the Greater Manchester Walking website at https://gmwalking.co.uk/ and the TfGM walking website at https://beeactive.tfgm.com/walking/ which provide resources on walking routes and tips on getting started with walking as a form of commute.

No. 3 Circle Square is located close to many attractive areas within Manchester. Examples include:

- Castlefield;
- Spinningfields;
- Civic Quarter and St. Peter's Square;
- Great Northern and Bridgewater Hall;
- Manchester Central Convention Complex;
- Retail District, Corn Exchange and Arndale Centre;
- Northern Quarter;
- Ancoats and New Islington;
- First Street;
- Manchester Metropolitan University; and
- University of Manchester.





Cycling

Cycling is a fast and affordable way to travel and is great for your health.

No.3 Circle Square supports your commute on your bike by:

- 126 secure spaces on the ground floor;
- Repair station and pump within cycle store; and
- Lockers, shower and changing rooms located at the mezzanine level.

The TfGM journey planner tool can help plan your cycle routes within Greater Manchester.

Don't own a bike? The closest Starling Bank bike stands are located on Oxford Road, only 100m from No.3 Circle Square. Details on how to hire a Starling Bank bike are available at: https://beeactive.tfgm.com/cycle-hire/

https://www.cyclestreets.net/ can help you plan plan journeys with variable route options available for all levels of cyclists.

Did you know you can get free cycle training before you even purchase a bike? Visit https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/ for more details and to book your session.

Public Transport

Manchester city centre is a great area to travel to by public transport.

If you travel by more than one public transport modes, TfGM provides multi-mode tickets for a mixture of bus, rail and Metrolink journeys to save money than paying individually, details can be found at: https://tfgm.com/tickets-and-passes/find-a-ticket/

There are several transport hubs within Manchester city centre, within walkable distance from No. 3 Circle Square, including:



Rail

The nearest rail station from No. 3 Circle Square is Manchester Oxford Road station by a 7-minute walk. Rail information can be found at: https://https://www.nationalrail.co.uk/

If you are qualified for a Railcard, you can enjoy 1/3 off rail travel at a cost of £20-35 per year, depending on discount types. You can apply for a Railcard at: https://www.railcard.co.uk/



Metrolink

St. Peter's Square Metrolink stop is a 12-minute walk from No. 3 Circle Square. Tram services run every 12-15 minutes daily. For up-to-date tram times, a map of the Metrolink network and other information, visit the TfGM website at: https://tfgm.com/ways-to-travel/tram



Bus

Bus stops can be found on Princess Street (by a 2-minute walk), Oxford Road (by a 3-minute walk) and Whitworth Street West (by a 7-minute walk). You can buy a single hopper ticket at £2, on paper or using contactless, to travel on multiple buses within 60 minutes. 1-day, 7-day, 28-day and Annual Bee Bus tickets are also available to save on multiple bus journeys.

TfGM offers free bus services to access areas within Manchester city centre. You can get free bus 1 on Whitworth Street West bus stop, towards Deansgate, Spinningfields, China Town and Manchester Piccadilly rail station.

Details of bus information including Free Bus services can be found at: https://tfgm.com/ways-to-travel/bus/

Manchester Central Coach Station is a 10-minute walk from No. 3 Circle Square for long distance bus journeys.

Greener Car Travel

Sharing a car with someone travelling the same or similar journeys can reduce costs and emissions. Use https://liftshare.com/uk to provide potential matches, or talk to your colleagues.

If you are considering buying a new car, why not go electric? It is significantly cheaper to run an electric car and better for the environment – a win-win!

https://www.moneysavingexpert.com/utilities/electric-vehicles/#need-4 provides financial advice for those considering an electric car purchase.

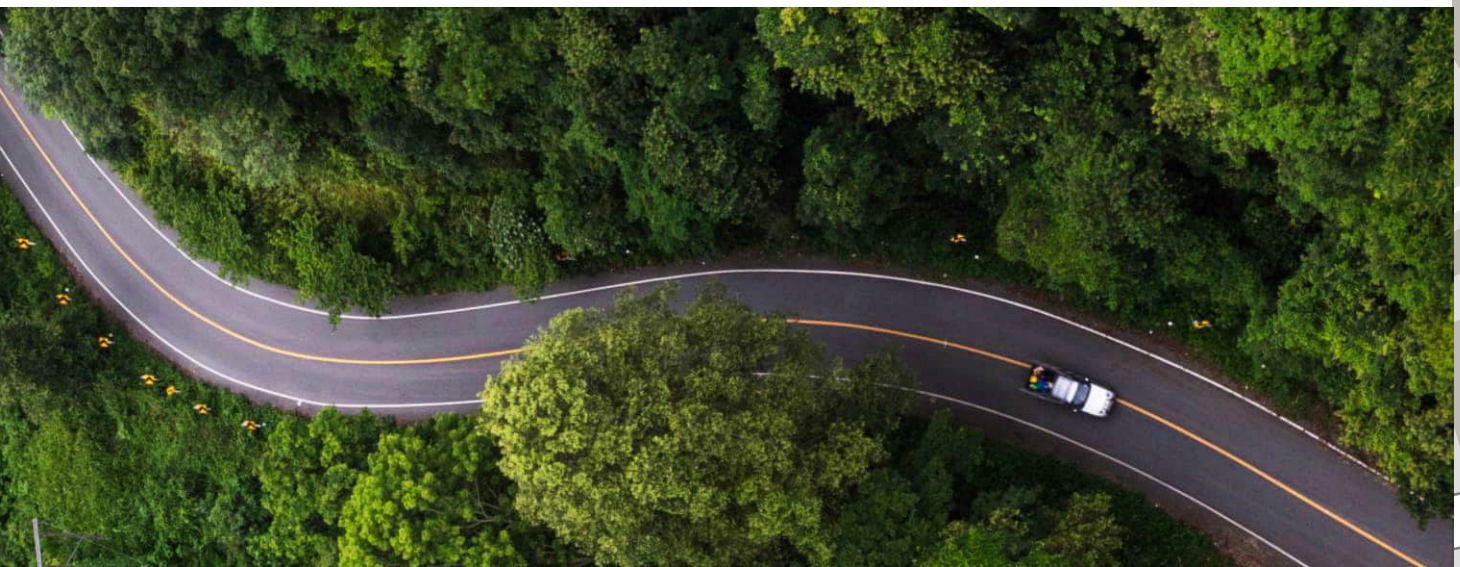
You can visit https://www.transportenvironment.org/discover/how-clean-are-electric-cars/ to find out the carbon impact of various cars.

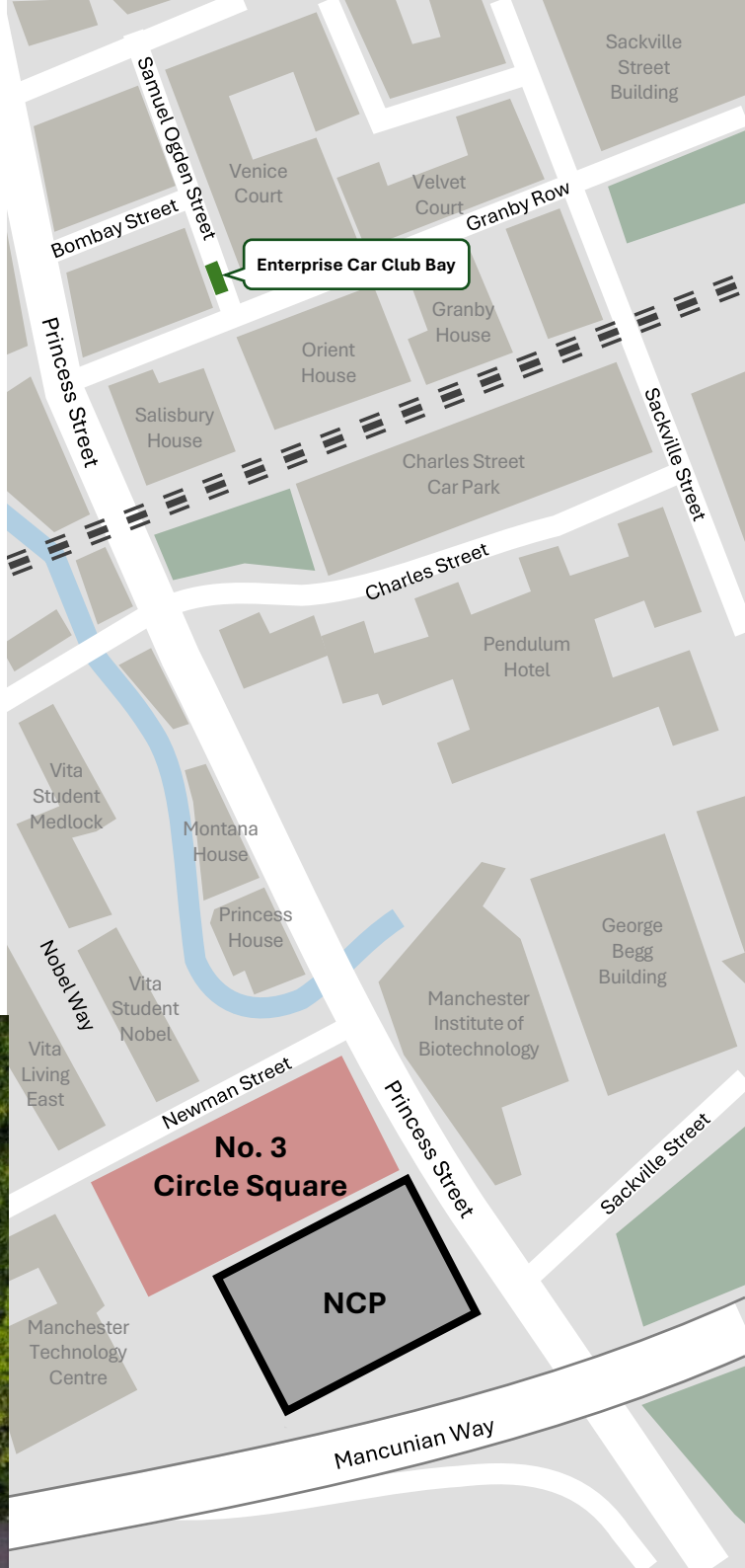
Car Club

If you travel by car, the nearest car park is NCP Manchester Circle Square, to the south of No. 3 Circle Square.

An alternative is the Enterprise Car Club, which offers a cost-effective and greener alternative to car ownership and traditional vehicle rental. The nearest Car Club bay is located a 5-minute walk from No. 3 Circle Square at Samuel Ogden Street, M1 7AX. Details can be found here:

https://www.enterprisecarclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html





Our commitment to supporting your journey

We know that everyone's circumstances are different. Whether you live nearby or travel from further away, we are committed to helping you find a travel option that works for you.

We will:

- Provide clear information to help you plan your journey;
- Support active, healthy and sustainable choices; and
- Listen to feedback and improve travel options over time.

If you ever need advice, reassurance, or help exploring alternatives, please get in touch. We're here to support you in getting about safely, confidently and on time.

Need help?

For any travel enquiries, contact:

Louise Mahaffey, Travel Plan Co-Ordinator
louise.mahaffey@bruntwood.co.uk.

Travel smart, save money and help the environment.

This Travel Information Pack has been prepared by Curtins on behalf of Bruntwood SciTech.







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