



Transport for  
Greater Manchester

# City Centre Transport Strategy (CCTS) Conversation

## Presentation Report

December 2018

## Methodology and sample

Conversation survey was launched on 8<sup>th</sup> August 2018 and closed on the 17<sup>th</sup> October 2018. **3715** respondents completed and submitted their responses.



40% of responses were from women and 60% from men.



Respondents aged 25-54 were overrepresented. Respondents over 65 were underrepresented.



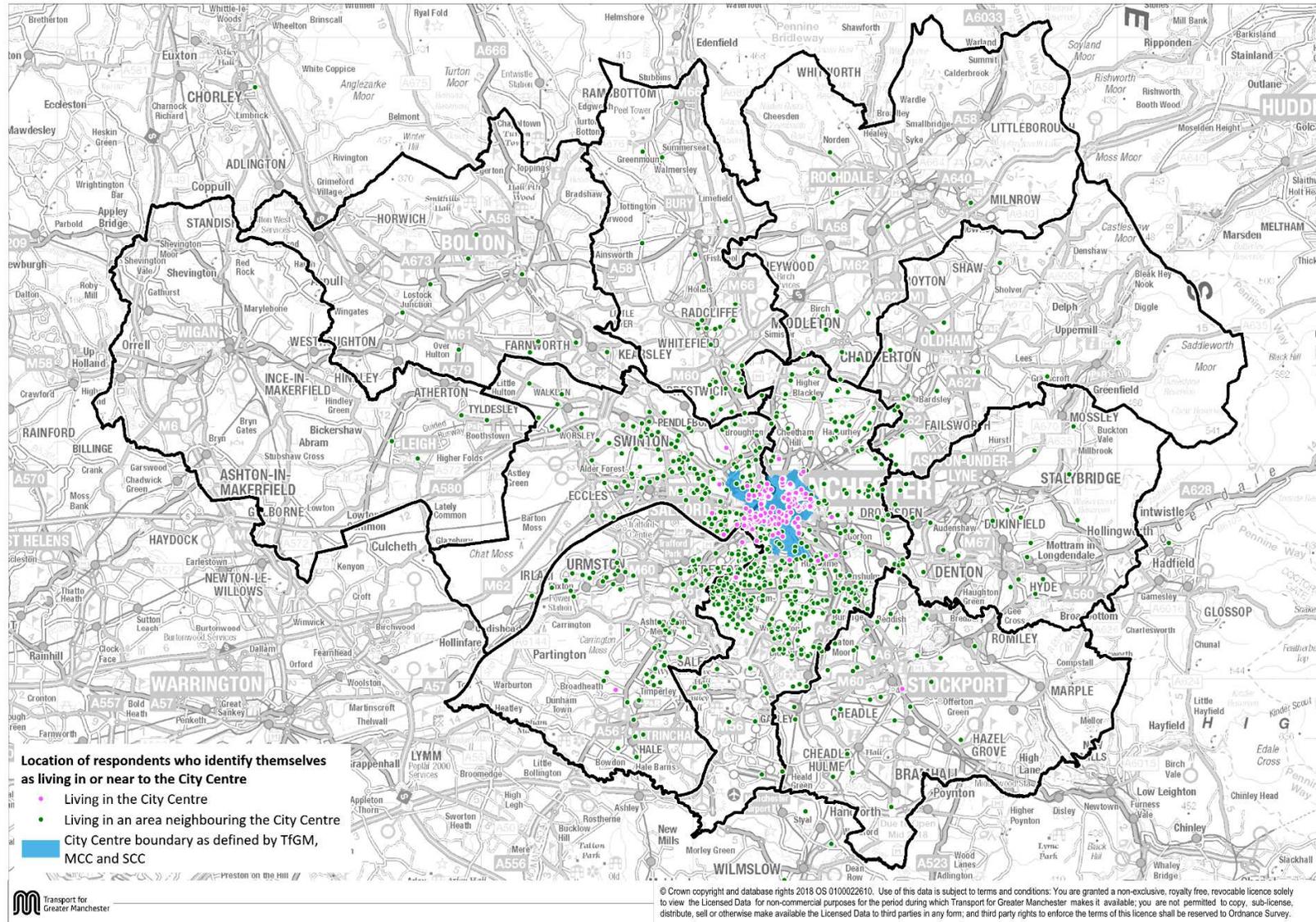
The highest response was from Manchester (35%), Salford (13%), or Trafford (12%). Within Manchester the highest number of respondents came from Chorlton, Piccadilly, Chorlton Park, Hulme and Deansgate.



Transport

High number of metrolink users and cyclists provided responses







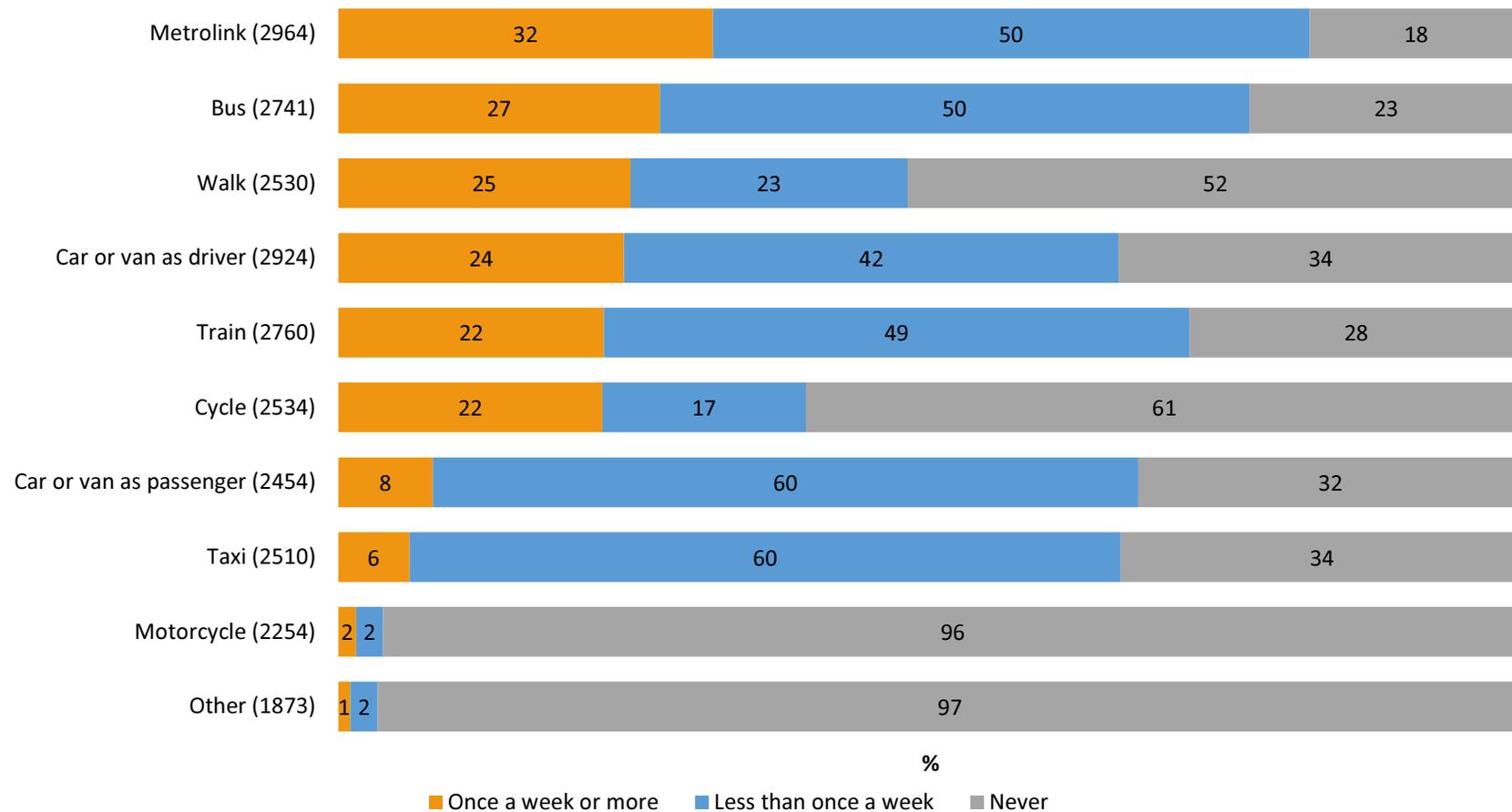
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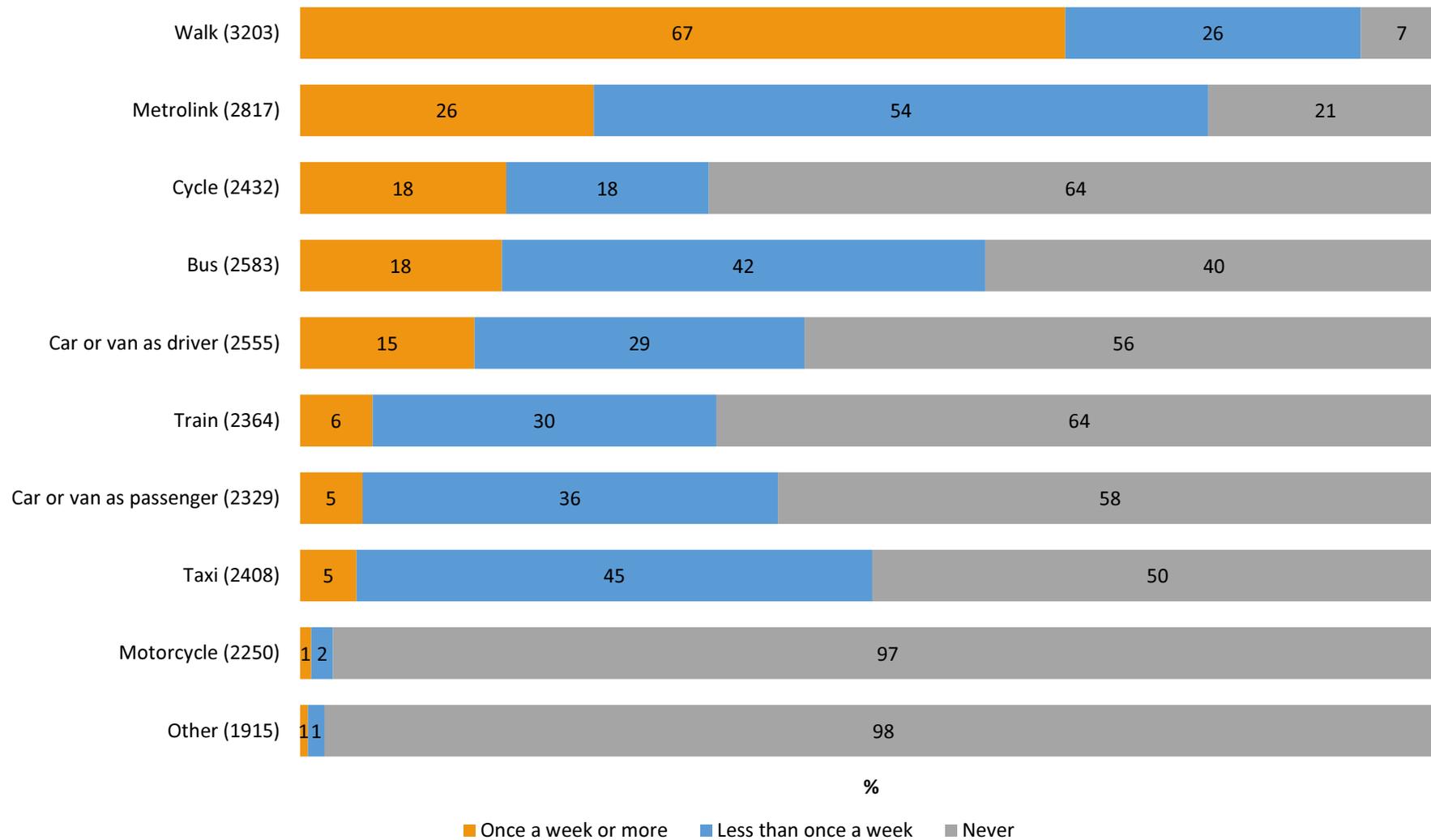
# City Centre Transport Strategy (CCTS) Conversation

## Getting into and around the city centre



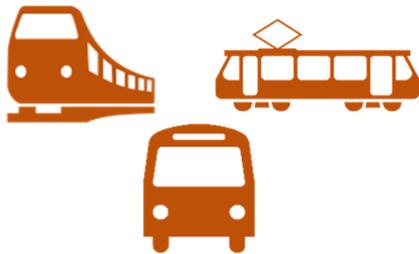
A higher percentage of respondents were using public transport to regularly travel into the city centre than were driving. Respondents were most likely to have used Metrolink, bus or train at least once. Cyclists were particularly likely to respond.







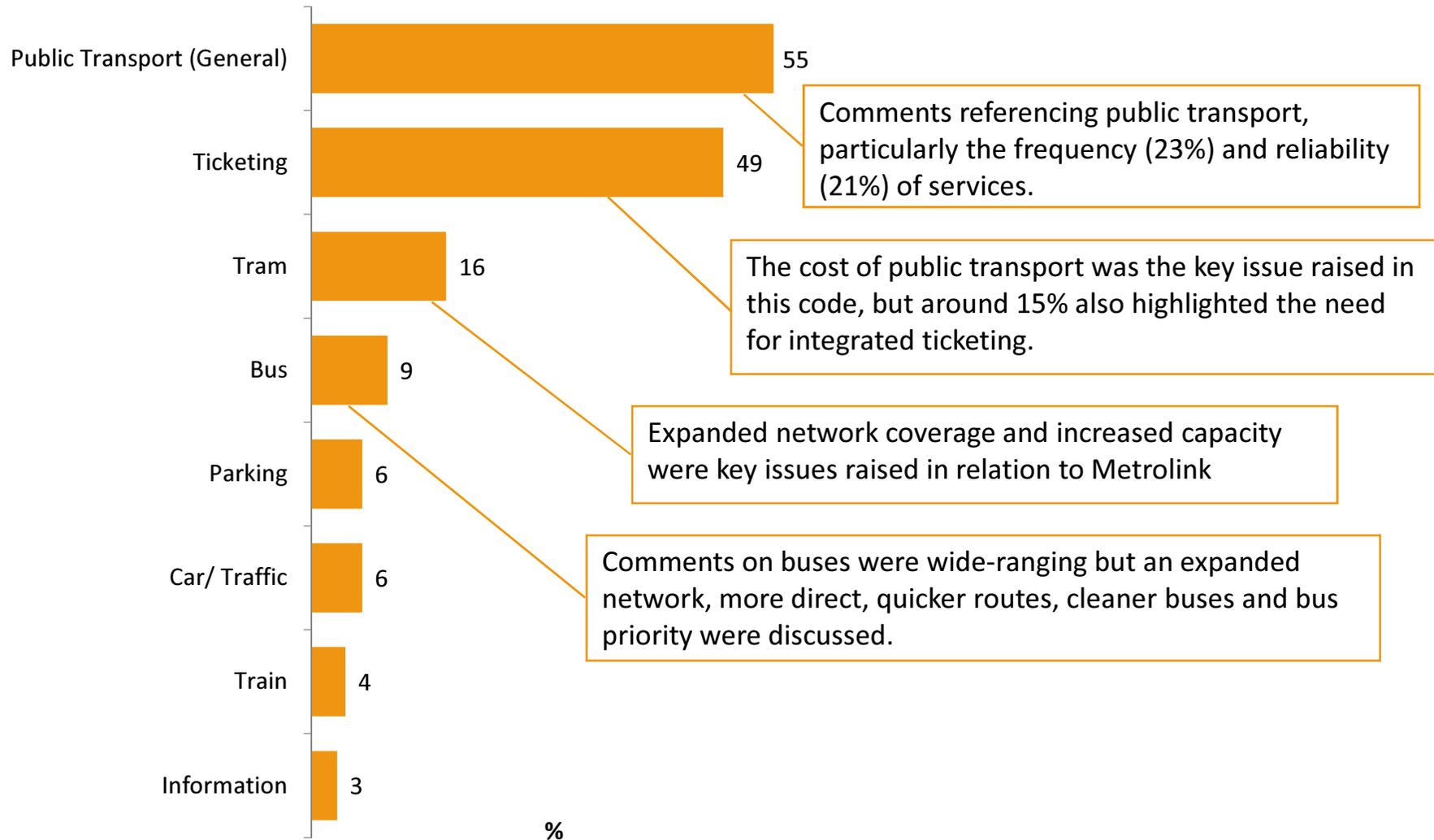
74% of respondents who had used a car to get into the City Centre stated that they always or sometimes had an alternative.



Improvements to public transport, in particular the expanded public transport networks and frequency of services, was the most frequently cited factor that would reduce car travel in verbatim comments. The same theme was most popular in the congestion conversation....



Cheaper tickets on public transport was the second most popular factor that would discourage car use (also the second most popular factor in the congestion conversation...)



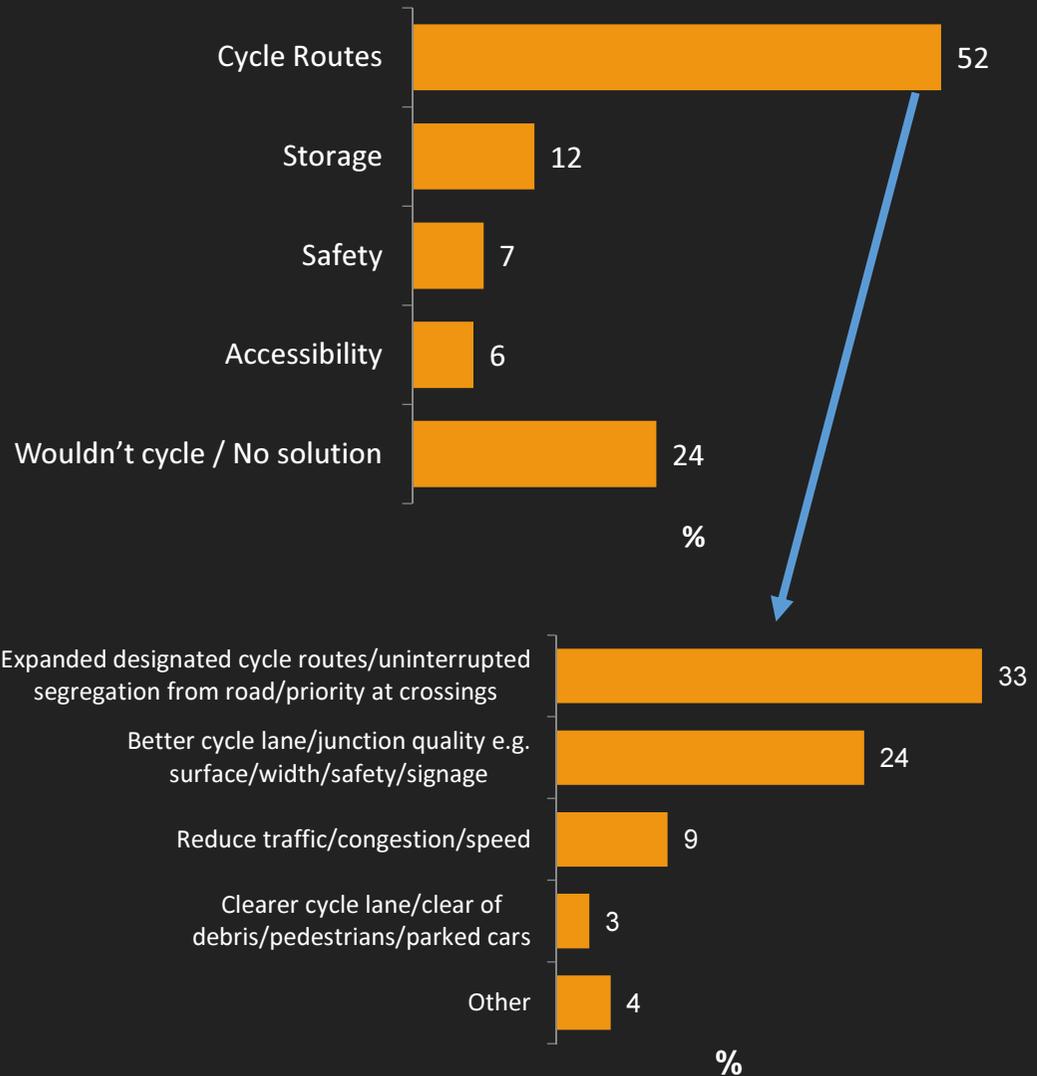


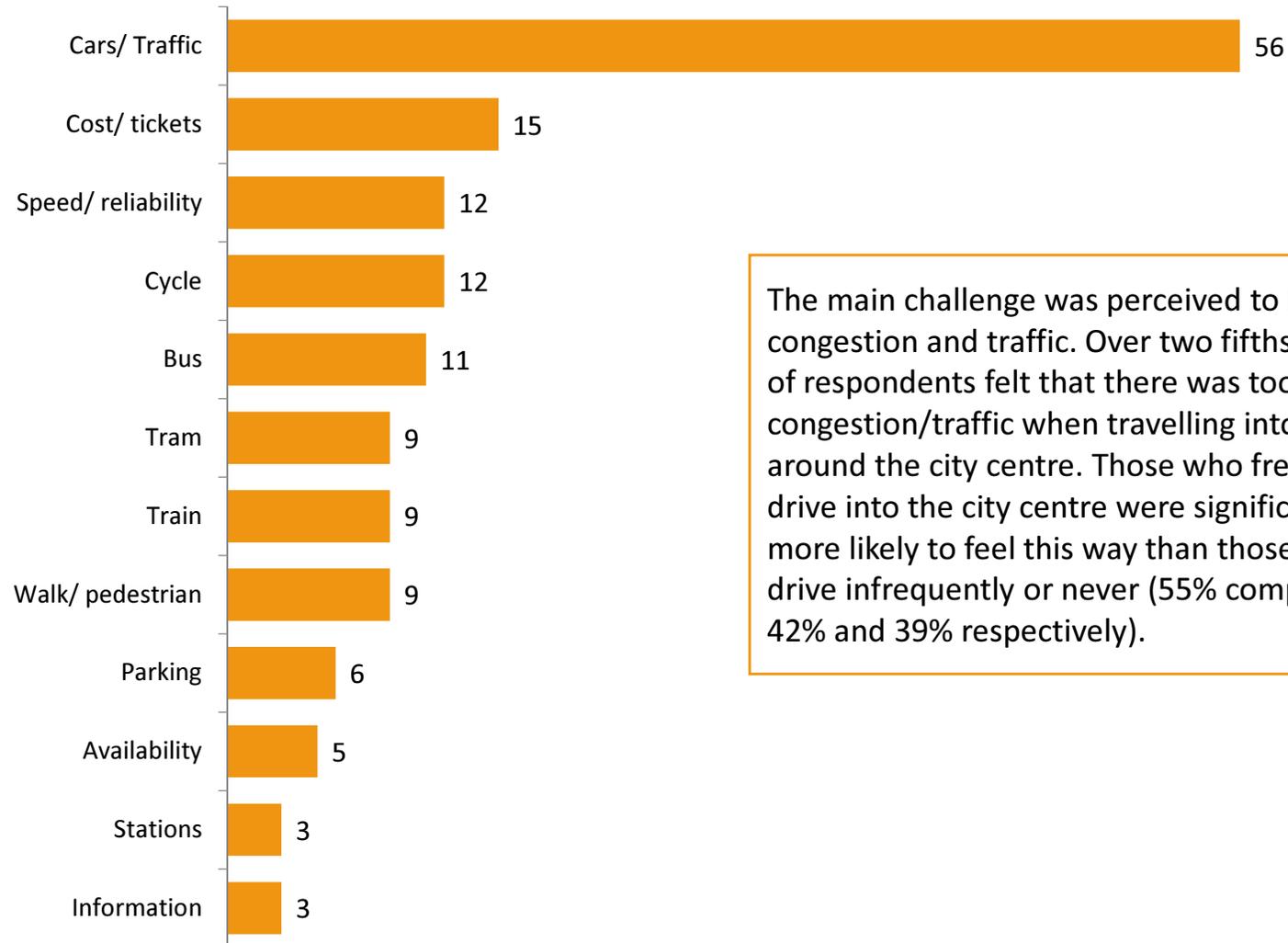
## What would it take to encourage you to cycle more frequently?

The availability and upkeep of cycle routes was the main factor that would encourage more cycling into the City Centre.

A third of respondents (33%) claimed EXPANDED cycle routes, would encourage them to cycle more frequently into the city centre. Amongst non-cyclists, 26% suggested that if these were improved they would be encouraged to cycle more frequently.

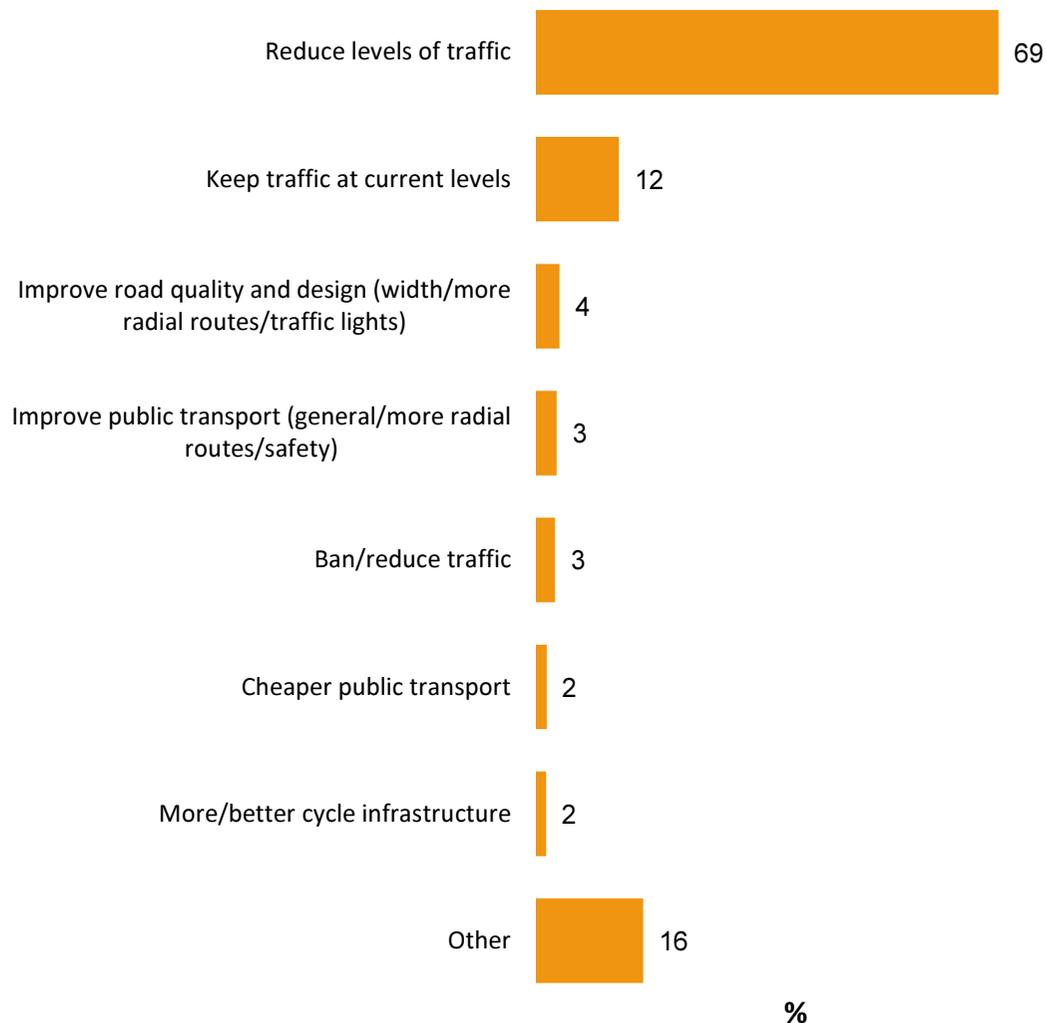
A quarter (24%) of respondents would be encouraged to cycle more frequently if cycle lanes were IMPROVED. Younger respondents aged 16-34 were significantly more likely to suggest this.





The main challenge was perceived to be congestion and traffic. Over two fifths (42%) of respondents felt that there was too much congestion/traffic when travelling into and around the city centre. Those who frequently drive into the city centre were significantly more likely to feel this way than those who drive infrequently or never (55% compared to 42% and 39% respectively).

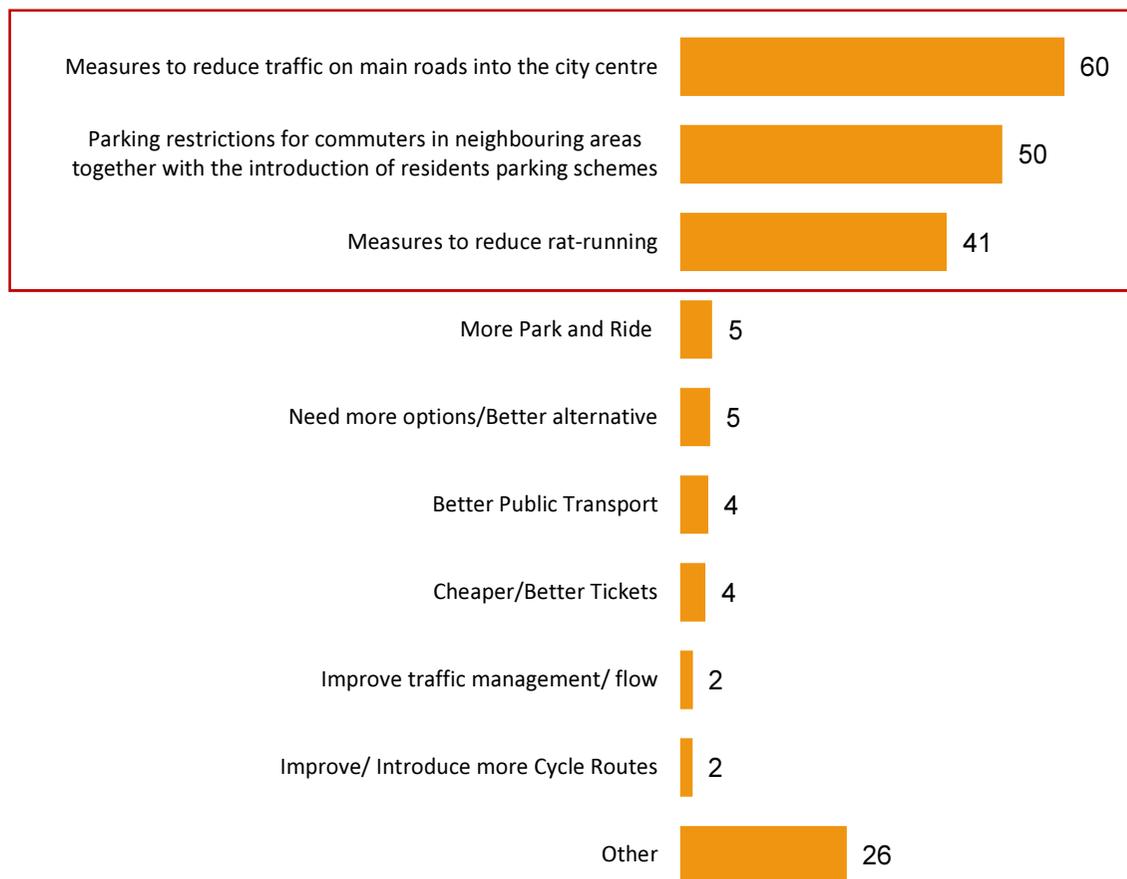
%



Respondents were asked how best to create a high quality city centre. Within the survey, respondents were given three initial options, 'Reduce levels of traffic', 'Keep traffic at current levels' or 'Something else'. Following recoding of the 'Something else' responses, the results were as follows.

Frequent users of bus, train, tram and cycling to get into the city centre were all significantly more likely than those who don't use those modes to think levels of traffic should be reduced, whilst frequent car drivers were significantly more likely than non-drivers to think traffic should be kept at current levels (21% compared to 8%).

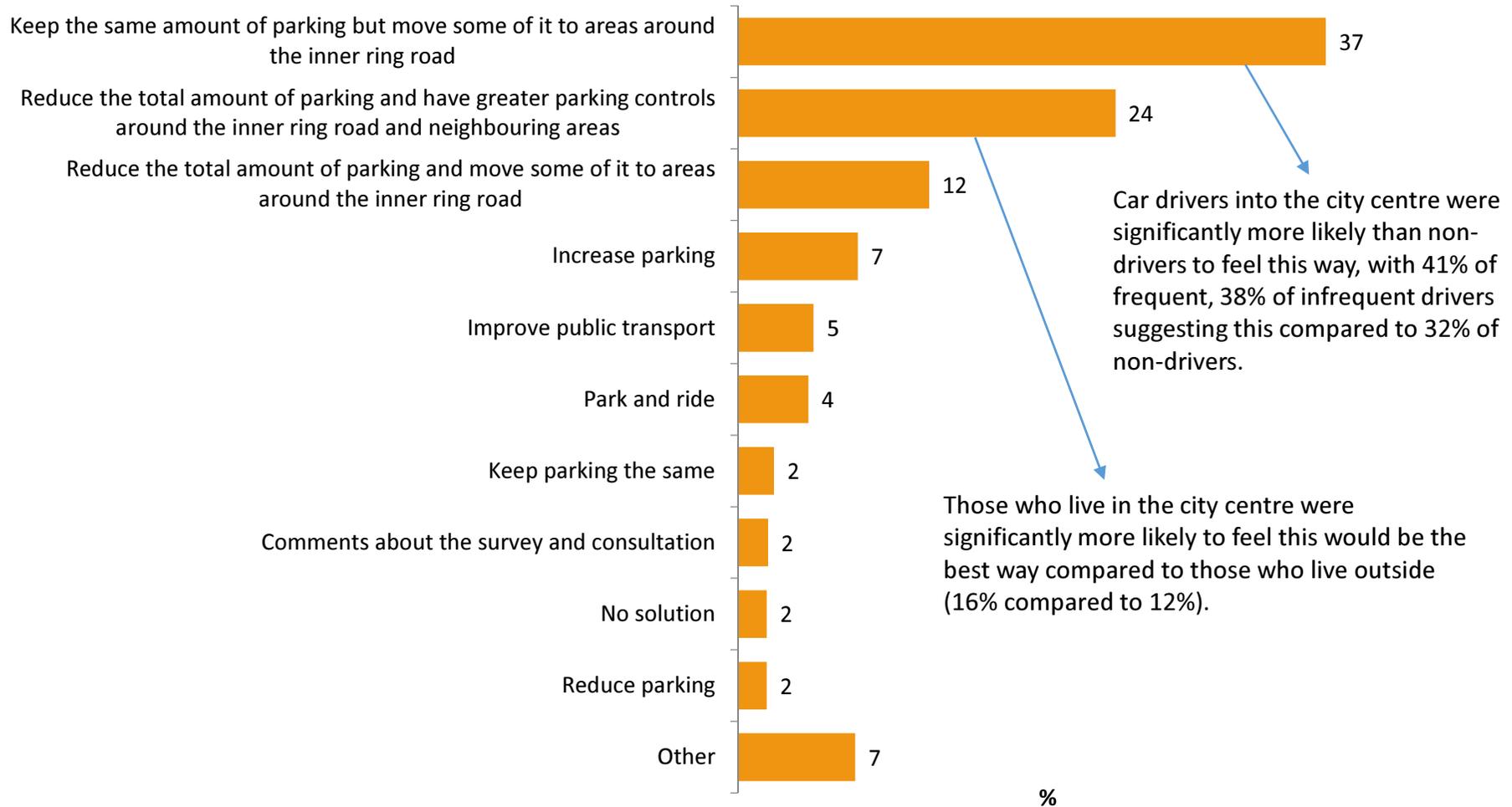
Respondents were given three main options to reduce the impact of travel into the city centre on neighbouring areas. Open responses were also allowed and have been coded in the response below.



Those with a car in the household were significantly less likely to feel the three options would help reduce the impact than those without a car in the household. (55% compared to 74%, 47% compared to 60%, and 39% compared to 48% respectively).



Open responses have been recoded show the main themes emerging under 'something else'.





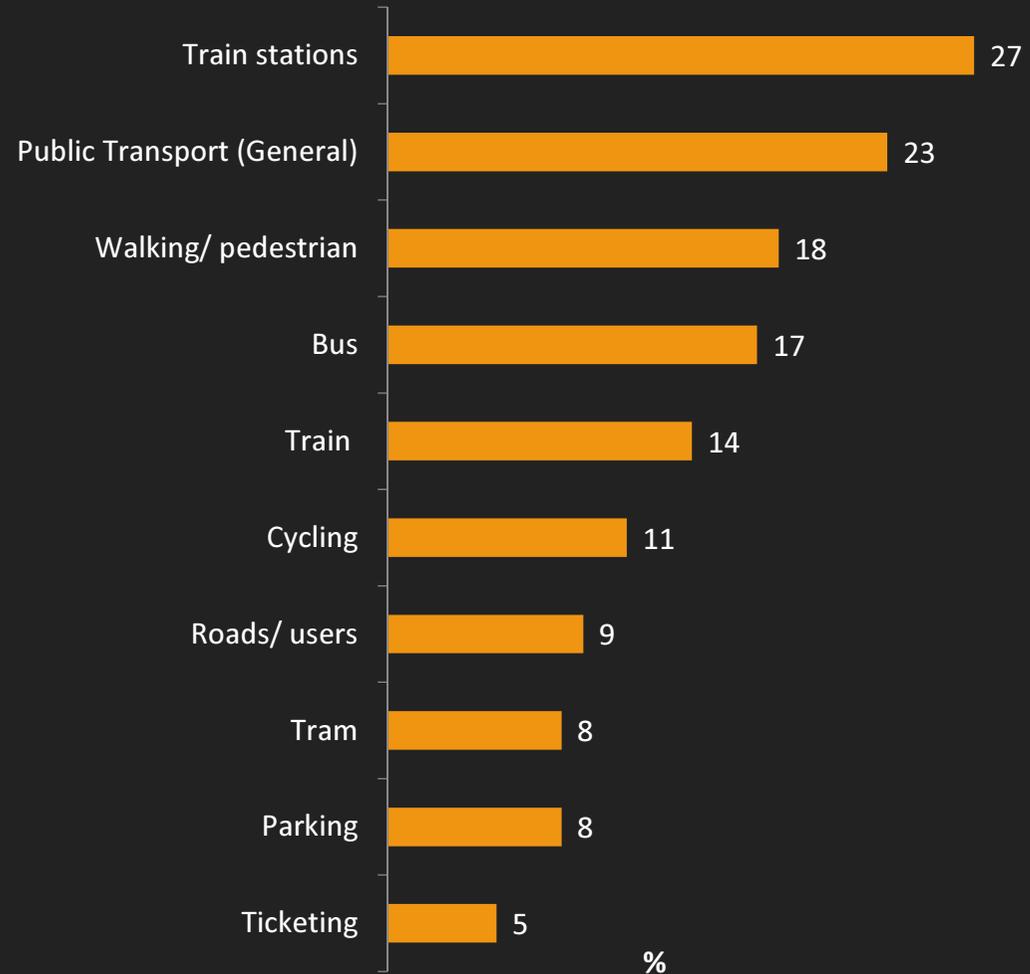
Over a quarter (27%) of all comments referred to train stations and 14% to trains.

Nearly a fifth of comments (17%) stated that access to train stations was already good and no improvements were needed.

Comments on public transport referred to integration, as well as more general concerns such as cost.

Walking comments particularly mentioned pedestrian priority in the city centre and wayfaring.

Comments on buses were most likely to refer to the frequency of the 'Free bus' service.



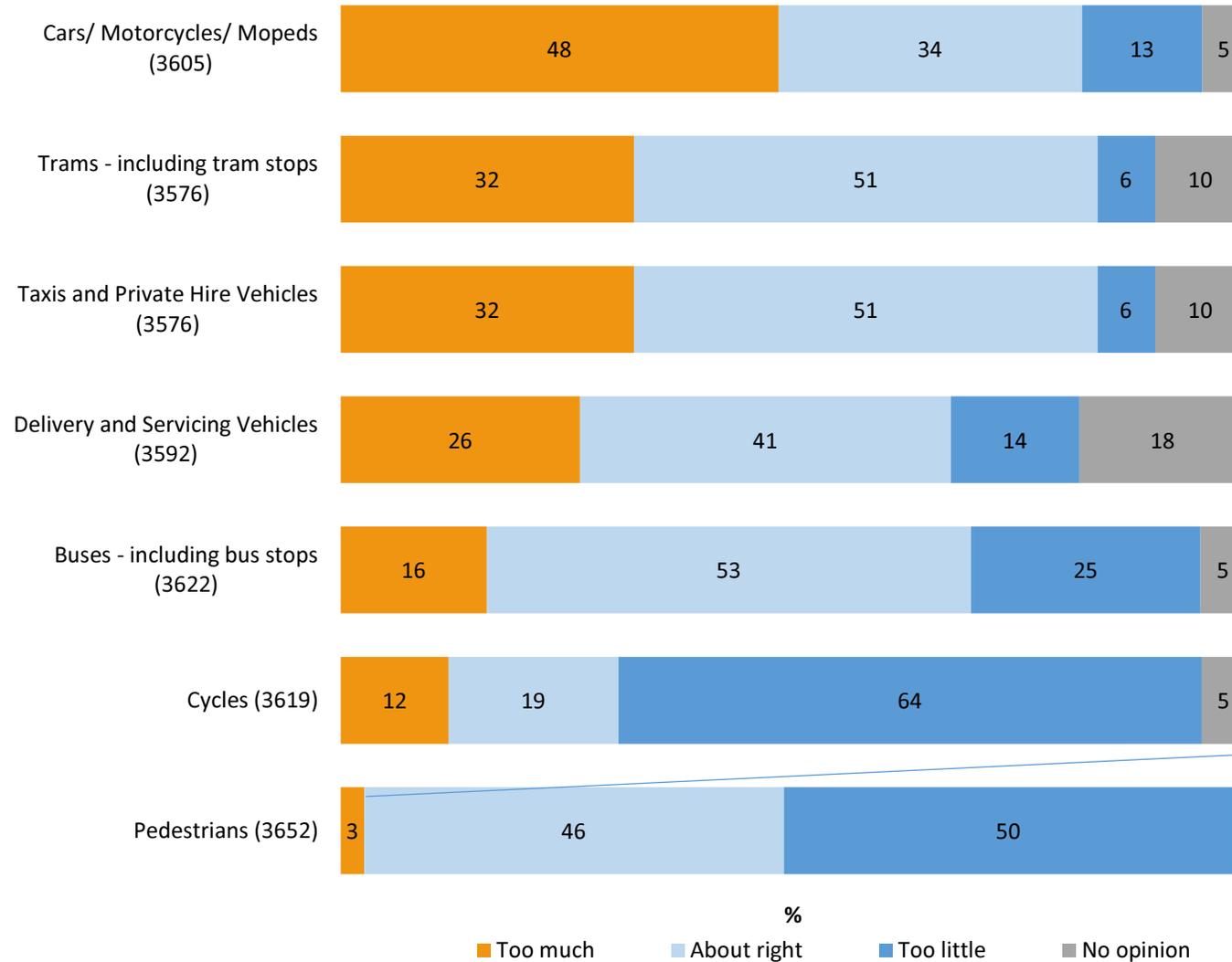


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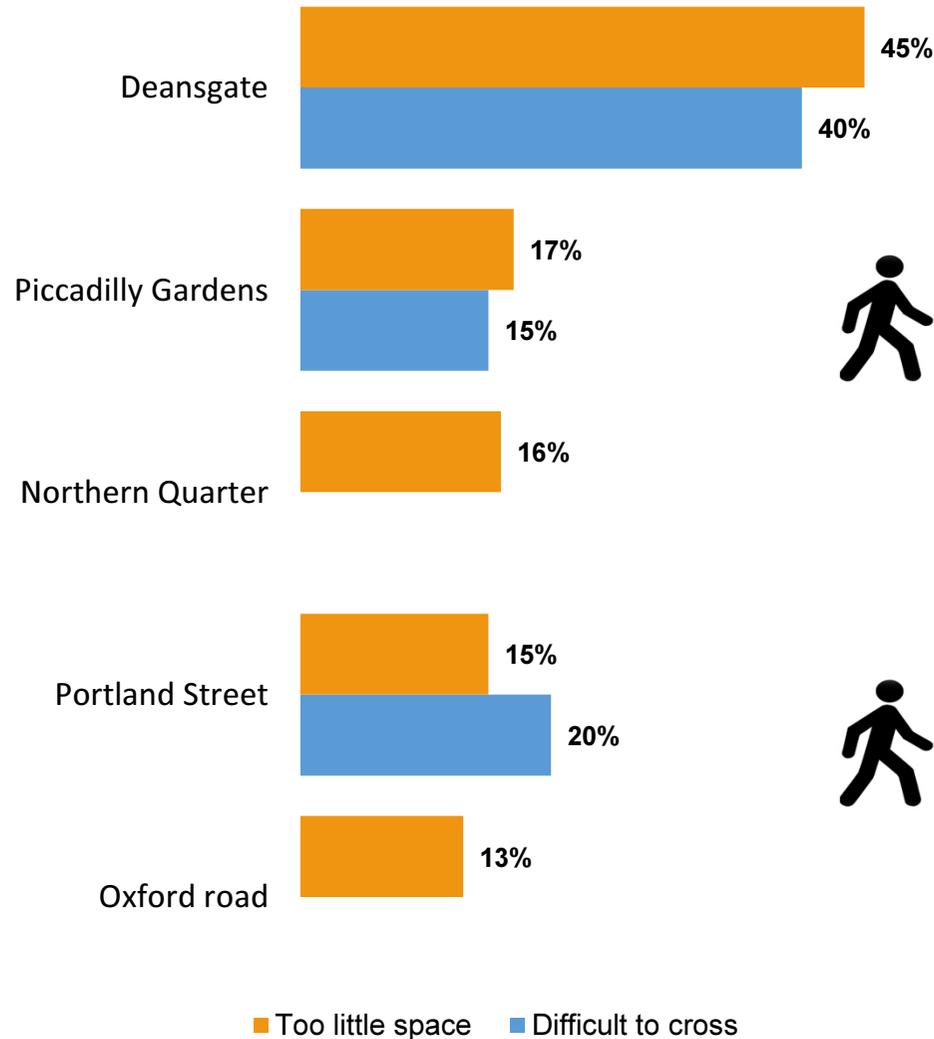
Your streets, your space





Frequent drivers around the city centre were significantly more likely to think pedestrians had too much space than infrequent drivers or non-drivers (9% compared to 3% and 1% respectively).

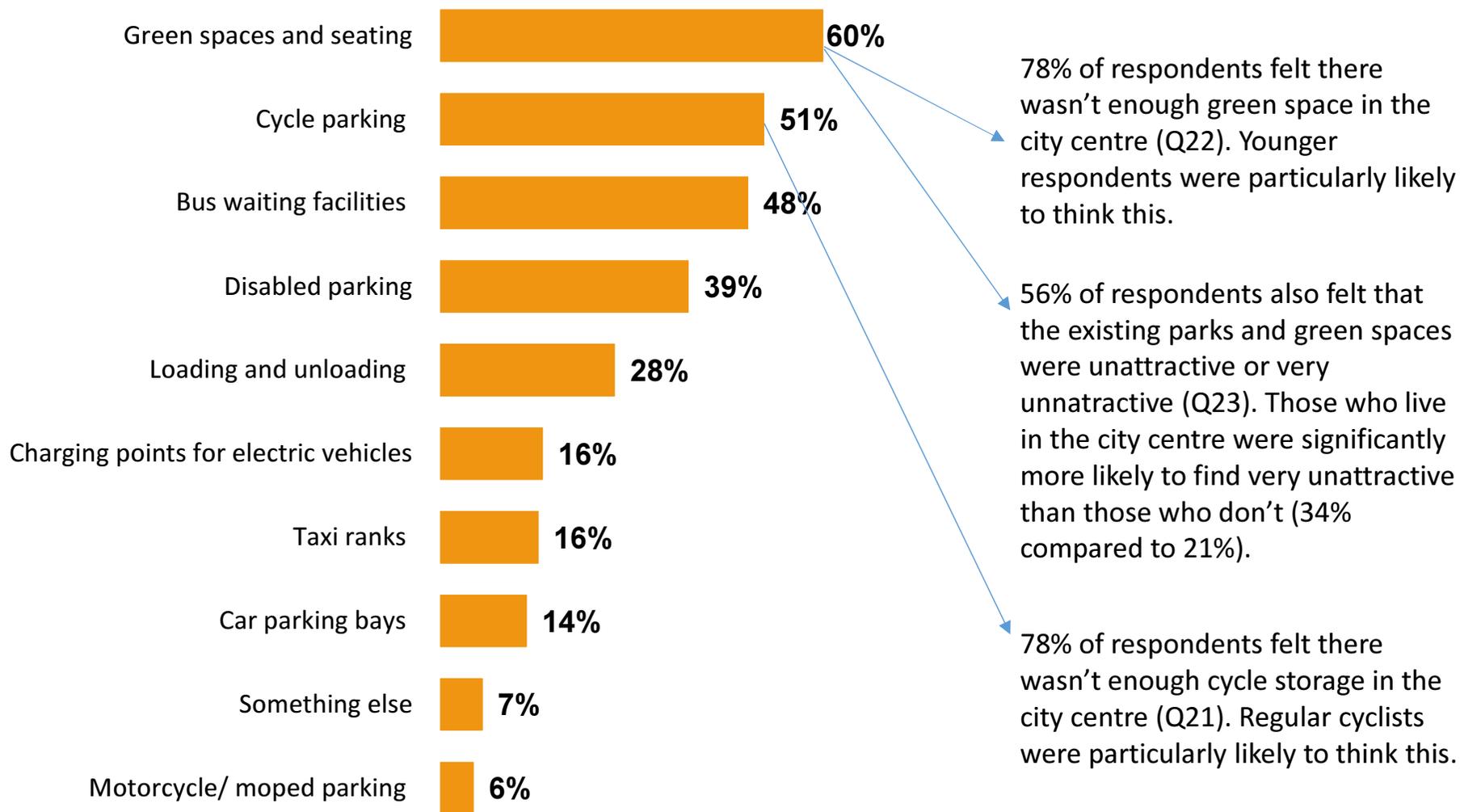
## Particular streets in the city centre that have too little space for pedestrians or are difficult to cross.

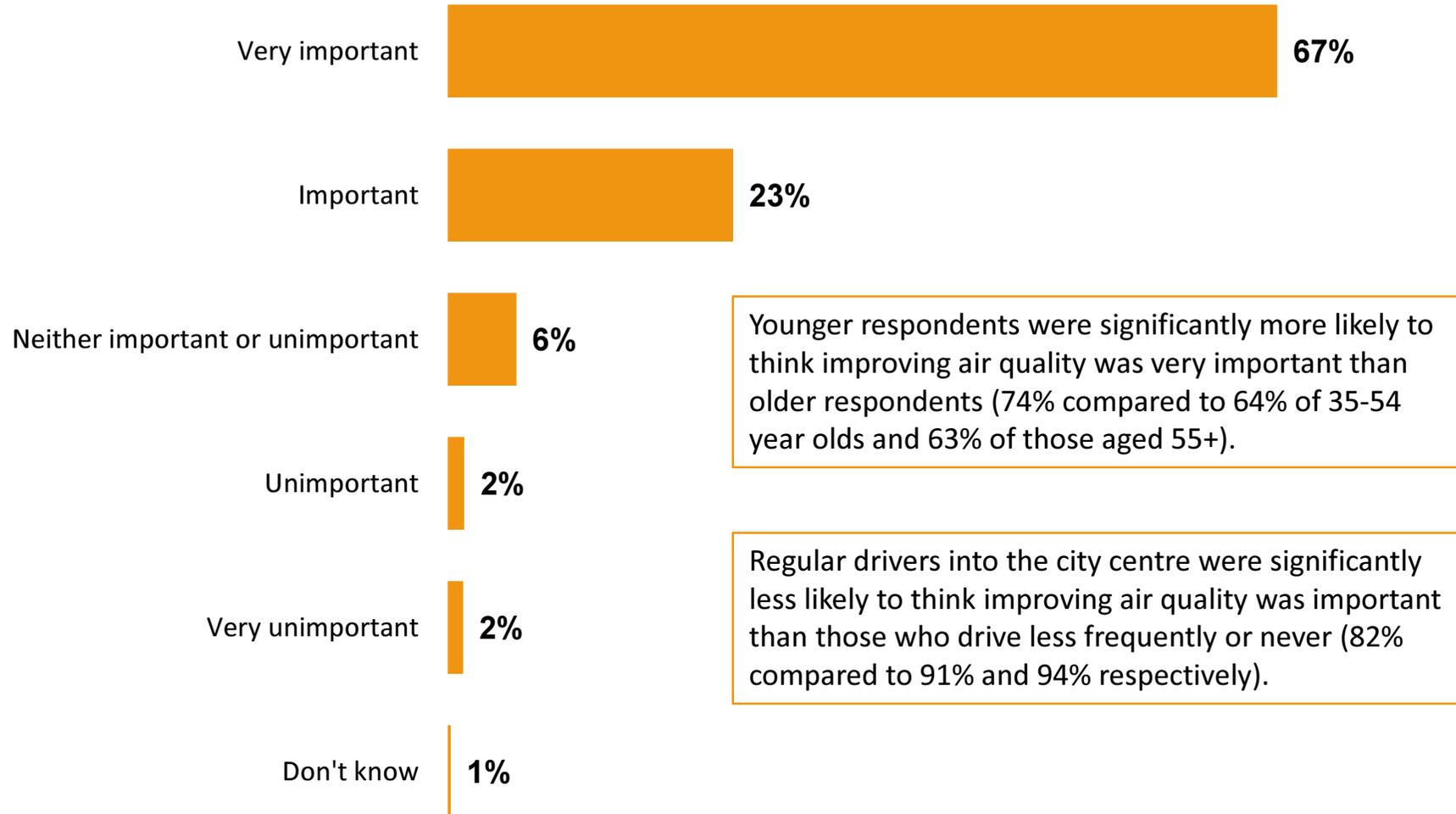


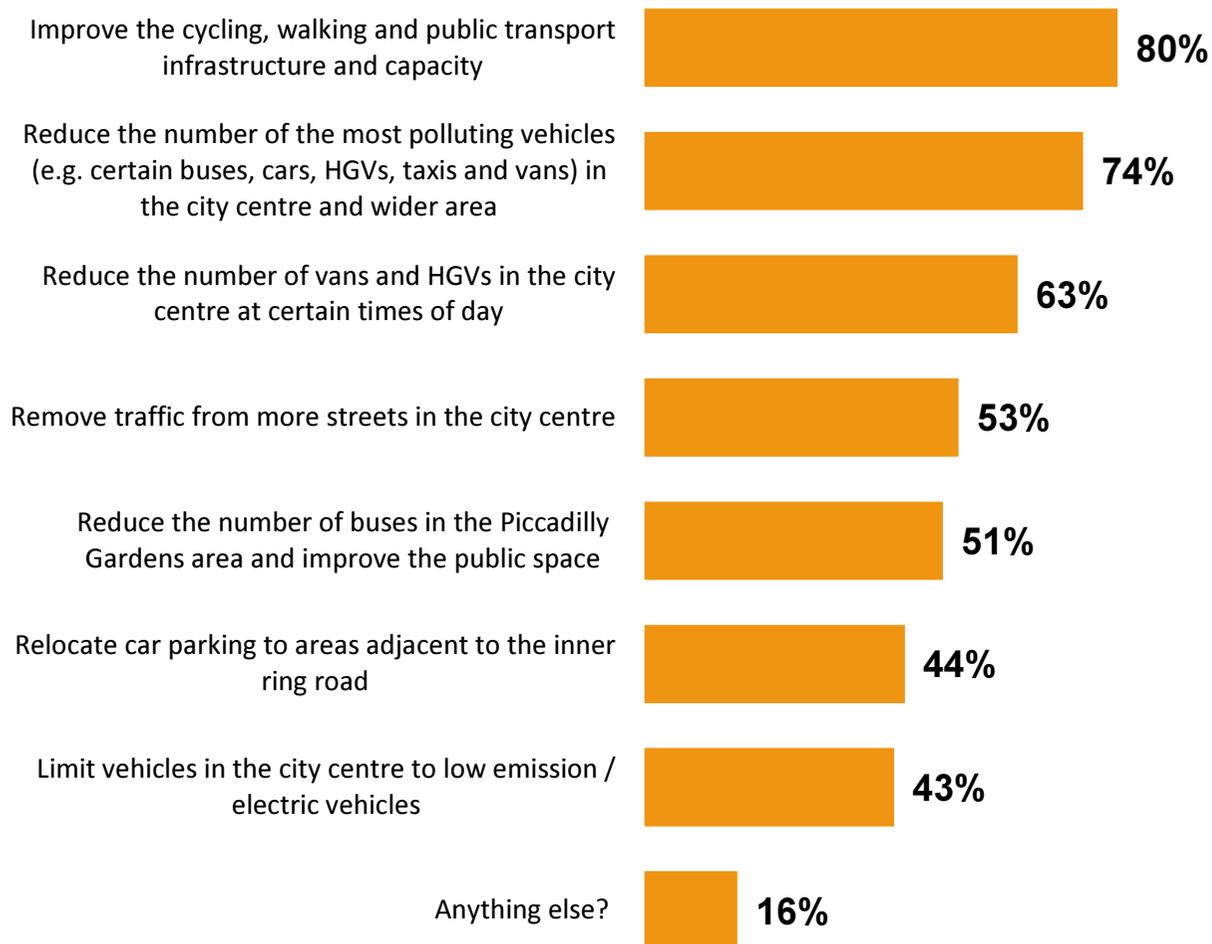
50% of respondents felt that pedestrians had too little space, whilst 30% found it difficult or very difficult to cross the street. Three of the five streets identified as having the least space, were also rated the most difficult to cross.



Sixty four percent of respondents felt the amount of time given to cross streets at pedestrian crossings is about right (Q20). Those with a limiting health issue were significantly more likely to feel that there wasn't enough time to cross the road than those without a health issue (35% compared to 23%).







The most popular option amongst regular drivers was to improve the cycling, walking and public transport infrastructure and capacity (68%), whilst those who never drive were significantly more likely to prefer removing traffic from more streets in the city centre (64%), relocating car parking to adjacent areas to the inner ring road (50%), and limiting vehicles in the city centre to low emission / electric vehicles (52%) than those who drive.



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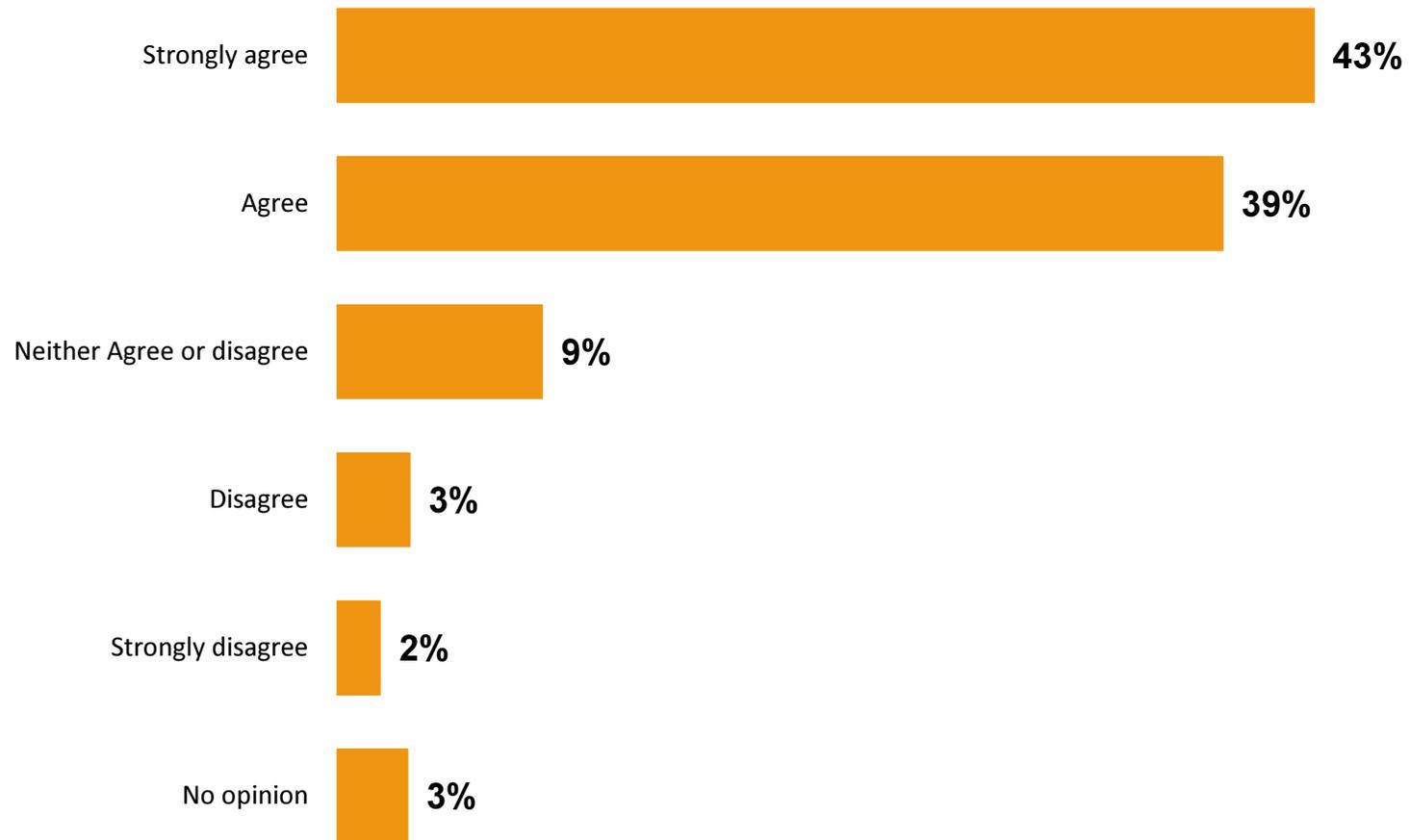
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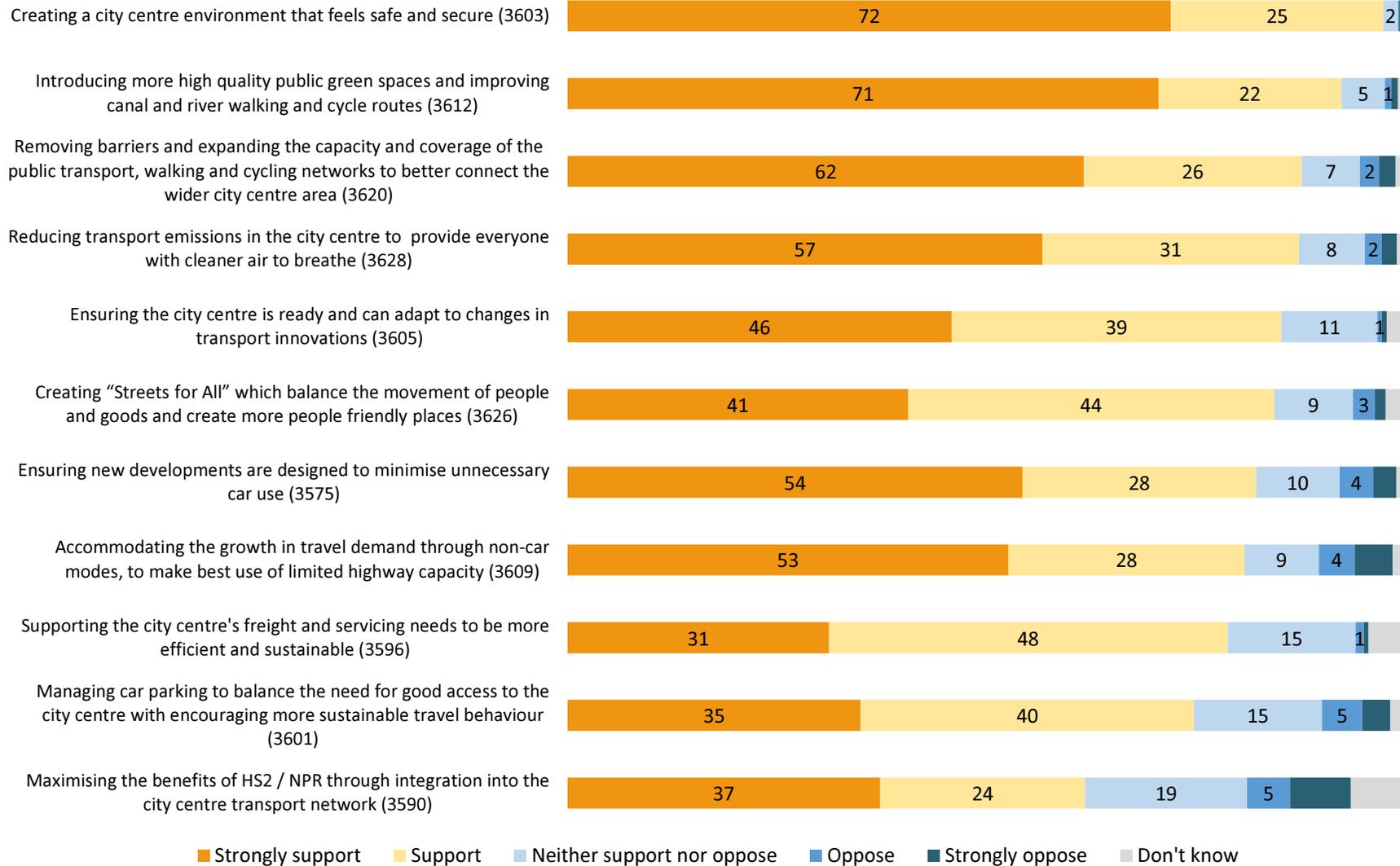
Our vision





'Our vision is for a well-connected city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit.'







### City Centre Traffic

- Respondents identified issues relating to cars and traffic as the biggest problems whilst travelling into and around the city centre.
- Over two thirds (69%) of respondents felt reducing levels of traffic would be the best way to create a high quality city centre.
- Half (48%) of respondents felt cars/motorcycles/mopeds had too much space in the city centre, whilst two thirds (64%) felt cyclists had too little.
- Over a third (37%) felt the amount of parking in the city centre should be kept the same, but some should be moved to areas around the inner ring road.

### Access to City Centre

- Public transport issues and ticketing issues were repeatedly mentioned as barriers to people using alternatives to the car for travelling into the city centre.
- It was frequently suggested that greater integration between modes would improve access to rail stations and make public transport more accessible.

### Cycling

- Improving/ providing more cycle routes into the city centre was the most popular suggestion to encourage cycling into the city centre.
- Over three quarters (80%) felt unsafe whilst cycling around the city centre.
- The vast majority (78%) of respondents felt there was not enough bicycle parking available in the city centre.

### Public Space and Streets

- Respondents were divided on whether they found it easy to cross streets in the city centre or not, whilst the majority of respondents (64%) felt the amount of time given to cross at crossings was about right.
- The majority of respondents (60%) felt green spaces and seating should be prioritised when considering spaces next to kerbs.
- Over three quarters of respondents felt there was not enough public space in the city centre, and over half (56%) felt the current public space was unattractive.

### TfGM Vision

- There was agreement amongst the majority of respondents (90%) that air quality was an important issue, with most (80%) suggesting improving cycling, walking and public transport infrastructure and capacity would be the best way to improve air quality in the city centre.
- There was widespread support for TfGM's vision, with the vast majority of respondents (82%) in support of it. Respondents were particularly supported of creating a city centre environment that feels safe and secure.

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