

Date: 26 July 2019

Subject: GM Night Time Economy Blueprint

Report of: Andy Burnham, Mayor of Greater Manchester and Alison McKenzie-Folan,
Portfolio Lead Chief Executive for Culture

PURPOSE OF REPORT

This report outlines the draft GM Night Time Economy Blueprint, developed by the Greater Manchester Night Time Economy Adviser, Sacha Lord, and the draft Night Time Transport Survey, co-developed with TfGM, and a priority under the connectivity section of the Blueprint.

This report seeks to inform Leaders of the activity outlined in the Blueprint.

The Blueprint outlines the focus of the night time economy adviser, and night time economy panel’s work for the next twelve months, across five priorities: safety; connectivity; diversity; skills, careers and wellbeing; and regeneration and international reputation.

This report includes the Blueprint document and the draft Night Time Transport Survey.

RECOMMENDATIONS:

The GMCA is requested :

1. Agree the content of the Night Time Economy Blueprint.
2. To note the content of the Night Time Transport Survey

CONTACT OFFICERS:

GARETH WILLIAMS, GMCA

JENNIFER HOLDEN, TFGM

1. BACKGROUND

- 1.1 In June 2017, the Mayor of Greater Manchester appointed Sacha Lord as the Greater Manchester Night Time Economy Adviser.
- 1.2 The Night Time Economy adviser is supported by a Night Time Economy Panel, consisting of night time economy operators, Local Authority representatives, VCSE sector representatives and GM-wide organisations such as TfGM and GMCA.
- 1.3 The night time economy is a major part of Greater Manchester's economy, with 414,000 people working in jobs or businesses that are significantly active at night, accounting for around 33% of the Greater Mancunian workforce, and with a growth rate 45% faster than the rest of the Greater Manchester economy since 2001. In addition, it is estimated that over 150,000 people visit the city centre alone each weekend to enjoy the nightlife.
- 1.4 Sacha has met with Leaders, Chief Executives and Senior officers from across Greater Manchester to explain his role, and understand the night time economy in each district, and how his role may add value.
- 1.5 In addition, to meeting with Local Authorities, Sacha has held a series of consultation events with businesses operating in the night time economy, and night time economy workers.
- 1.6 The Night Time Economy work is already closely aligned to a number of policy areas including culture, creative and digital and the Town Centre Challenge.

2. NIGHT TIME ECONOMY BLUEPRINT

- 2.1 Sacha Lord has developed this Blueprint since January 2019, based on feedback and conversations he has had since his appointment (Appendix A). The Blueprint outlines the focus of the night time economy adviser, and night time economy panel's work for the next twelve months.
- 2.2 The Blueprint is divided in to five key priorities: safety; connectivity; diversity; skills, careers and wellbeing; and regeneration and international reputation.
- 2.3 There are key actions for each of the five priority areas within the Blueprint.
- 2.4 It is recognised that there are already well established arrangements for managing the night time economy in Manchester City Centre, where different solutions are needed compared with other parts of the conurbation. The Blueprint is not intended to alter or influence those arrangements. Instead the Blueprint offers the most value to the districts beyond the traditional urban core, where the night time economy might not be as developed or diverse.

- 2.5 The night time economy work will focus strongly on strengthening and developing thriving night time economies in the region's town centres; where partnership working is already underway in some boroughs, including Purple Flag applications, and a night time economy taskforce.

3. NIGHT TIME TRANSPORT SURVEY

- 3.1 As identified in the Blueprint, and following engagement with the stakeholders listed above, the NTE Adviser has commissioned a listening exercise to engage with the Greater Manchester public in exploring this area. TfGM and GMCA officers are working collaboratively on this piece of work.
- 3.2 Much of the current data around how people are travelling at night time across the city region is anecdotal, therefore the purpose of the survey is to create an evidence base of current travel behaviours and barriers, to explore how people currently move around at night, the purpose of their journey, and where they are travelling between.
- 3.3 The survey is designed as an information gathering exercise, and there is no formal commitment for any immediate interventions as a result of this survey. Conveying the objective of the survey to the public will be important to avoid raising expectations that major transport interventions will follow.
- 3.4 The data collected as a result of the survey will be vital in understanding patterns of movement across the conurbation, both in and around towns, as well as to and from the urban core. The survey will cover all aspects of transport, including trains, buses, private hire, taxis, private vehicles and the Metrolink; but the data gathered will also be essential in supporting both the bus reform, and walking and cycling agendas.
- 3.5 In developing the survey, a workshop was held in December last year to consider the scope and develop the broad research areas for inclusion. The workshop was attended by the NTE Adviser, GMCA, and TfGM.
- 3.6 The NTE Adviser is clear that the survey focuses not just on the entertainment sector, but also on the breadth of employees working during night time hours, including NHS staff, and those working in logistics. In terms of geography, the survey will explore travel patterns and barriers across Greater Manchester – not just to and from the regional centre.
- 3.7 Following the workshop, TfGM officers have continued to work closely with the GMCA to develop a draft survey (Appendix B).
- 3.8 The Survey has been jointly developed and subsequently designed by TfGM. Evaluation of the survey will be conducted by the Greater Manchester Combined Authority Research Team.

- 3.9 The survey will be promoted through various channels, including social media, and the communications will be led by the GMCA Communications team.
- 3.10 In addition to the online survey, consideration is being given to engaging with employers in a focus group to drill down into some of the wider issues, such as whether transport impacts upon staff retention and effects on the local economy. The NTE Adviser has access to a network of business owners who could be targeted for this engagement.

4. RECOMMENDATIONS

- 4.1 The recommendations can be found at the front of this report.

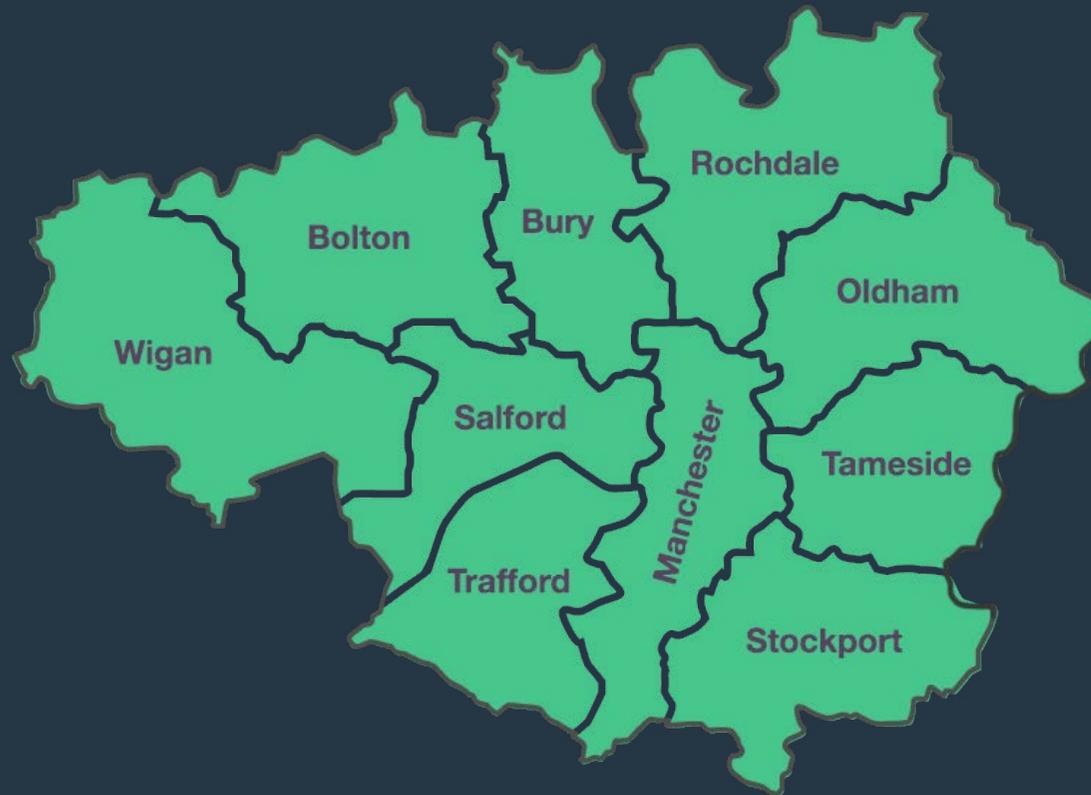
ANDY BURNHAM

MAYOR OF
GREATER
MANCHESTER

NIGHT TIME ECONOMY BLUEPRINT

SACHA LORD

Greater Manchester's Night Time Economy Adviser



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FOREWORD



Greater Manchester is known across the country and beyond for its thriving nightlife. We are nationally and internationally synonymous with live music, and around one third of our workforce work in jobs or businesses that are significantly active at night - from our NHS to Manchester Airport to our cultural and leisure sector.

When I appointed Sacha Lord as Greater Manchester's first ever Night Time Economy Adviser, I said I wanted us to build on this strong reputation and make our night life even better - for residents, visitors, and those who work in the sector.

I can think of no one better than Sacha to do this job. He brings with him a wealth of experience, and is a real Greater Manchester success story.

Sacha also understands that a thriving night time economy is not just about pubs and clubs. It is about ensuring our towns and cities offer something for everyone, whether they are working, shopping, celebrating or just catching up with friends.

I have asked Sacha to develop a series of priorities, recommendations and suggestions for the next 12 months on how we can diversify, strengthen and grow our Night Time Economy, ensuring it is accessible for all our residents and visitors.

These proposals are based on a series of meetings Sacha has held across Greater Manchester with workers, customers, operators, local authorities and other key stakeholders.

I want Greater Manchester to be one of the best places in the world to go out, stay out, work and run a business between the hours of 6pm and 6am.

Let us work together to make it happen.

Andy Burnham, Mayor of Greater Manchester

INTRODUCTION



We are presently at a defining moment in UK history.

With uncertainty in the economy and the traditional High Street as we know it changing, in my opinion, the Night Time Economy plays a more important role than ever before. It's already proven that during unsettling times, times of austerity and uncertainty, the one area that thrives, is that of the Night Time Economy.

The leisure industry especially, bucks the trend during periods like this. Across Greater Manchester, theatre admissions are at an all time high and we are seeing more restaurant openings than ever before, including the biggest UK restaurant opening of 2018 with The Ivy.

The Night Time Economy is the fifth biggest industry in the whole of the UK employing nearly 10% of the whole of the UK work force. Greater Manchester alone has 414,000 employees working between the hours of 6pm and 6am.

If you ask anyone in the world what they associate with Manchester, the answer will almost definitely be football and music. The teams are doing the talking on the pitch, whilst our rich tapestry of music and culture is referenced time and time again.

The Greater Manchester is made up of ten districts, each with their own strengths and successes. By building on those strengths and putting people together to create the correct conditions, we can improve the Night Time Economy and celebrate, develop and promote a diverse and inclusive offering.

I think Greater Manchester is the best place in the world. Our history, creativity, inventiveness and resilience have made us what we are. While we always need to give a respectful nod to the past, we now have to look towards the future and build on what we have already achieved.

Sacha Lord, Night Time Adviser, Greater Manchester

VISION & CONTEXT



GREATER MANCHESTER WILL BE ONE OF THE BEST PLACES IN THE WORLD TO GO OUT, STAY OUT, WORK AND RUN A BUSINESS BETWEEN THE HOURS OF 6PM AND 6AM.

We will celebrate the unique offer of each of our ten districts, recognising the importance of the night time economy to the vibrancy of our towns, cities and high streets. Our restaurants, bars, clubs and cultural organisations will be high quality, distinctive, safe, enjoyable and accessible. Businesses will be supported to start and grow and workers will be supported to develop skills and have good careers. We will work with employers to mitigate the pressures of working through the night, from staff safety and reduced transport options, to poor physical and mental health. Businesses operating in the evening, night time and early morning will work closely with our public and emergency services to deliver a night time economy that works for everyone.



We define the night time economy as operating between the hours of 18:00 and 06:00. The night time economy encompasses all activity taking place between those hours, from shift workers in Trafford Park, and nurses in North Manchester General Hospital, to bar staff in Stockport, taxi drivers in Bury and those attending live music or cultural venues across the city region.

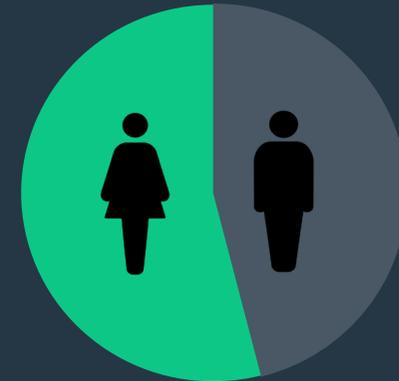
A wide range of different industries and occupations work nights; as well as Greater Manchester's core culture and leisure offer; this includes retail, transport, accommodation, security, health and social care, logistics, and manufacturing. Culture and leisure businesses tend to be concentrated in the city centre and town centres. We recognise that there are already well established arrangements in place in some parts of the city-region, such as the city centre, and will work with local partners where appropriate to support and add value.

However, Greater Manchester's 24-hour health and social care, and manufacturing and logistics sectors are more widely spread across Greater Manchester. The Night Time economy has been more resilient to the recession than the rest of the economy.

STATISTICS

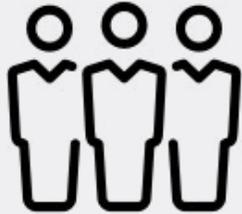
414,000

People work in jobs or businesses that are significantly active at night. This is around 33% of the Greater Manchester workforce.



Greater Manchester's culture and leisure offer (as well as the retail sector and infrastructure that supports it) accounts for 44% of employment in the Night time economy (181,000 jobs). 24-hour health and social care accounts for 32% (132,000), and other night-time economic activity (e.g. manufacturing and logistics) account for 24% (101,000).

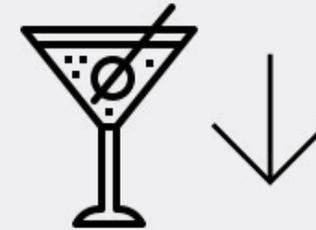
Employment in the Night time economy in Greater Manchester is approximately 46% male and 54% female. In the rest of the Greater Manchester economy, employment is approximately 52% male and 48% female, explained by a predominance for female employment in 24-hour health and social care. All other Night time economy sub-sectors are more male than female. A higher proportion of female workers across all sections of the Night time economy work part-time compared to male workers, particularly in core nightlife & culture, and retail, transport, accommodation.



84% of businesses in Greater Manchester are micro-sized, employing 0-9 people

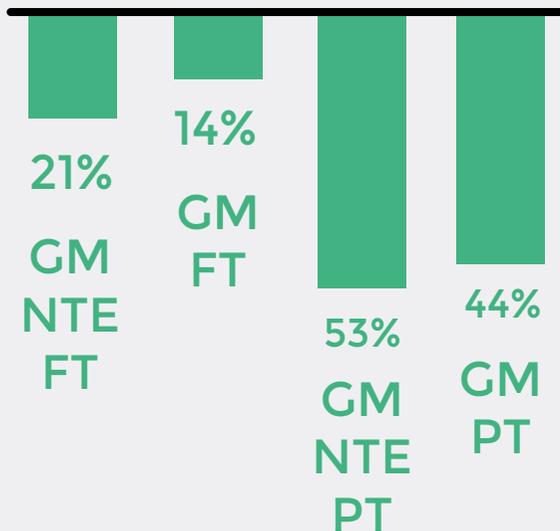


There were 132 business births per 10,000 resident working age population in Greater Manchester in 2017, compared to 92 in the UK.



Between 2010-17, there was a 27% drop in the number of nightclubs (-115) and 14% drop in the number of pubs and bars (-250) in Greater Manchester. The number of food establishments is rising.

Real Living Wage £9



Around 21% full-time Night time economy workers earn less than the living wage, compared to 14% across all Greater Manchester full-time workers. For part-time workers it's even more striking, around 53% of part-time Night time economy workers earn less than the living wage (compared to 44% of all part-time employees in Greater Manchester).



Since 2001, Employment in the Night-Time Economy has grown 45% faster than the rest of the Greater Manchester economy.



PRIORITIES



1

SAFETY

2

CONNECTIVITY

3

DIVERSITY

4

SKILLS, CAREERS AND WELLBEING

5

REGENERATION AND INTERNATIONAL REPUTATION

SAFETY

Consultation events and conversations with workers, residents and partners have revealed the importance of safety to everyone involved in the night time economy. Concerns raised are particularly acute in the context of ongoing public sector reductions. In Greater Manchester, there are 2000 fewer police officers than there were in 2010, and 1000 fewer police staff. Over this period, Greater Manchester Police has also seen a reduction in its budget of £215m. We have had a number of high profile tragedies and have heard too many stories about customers and artists not feeling safe, welcome or supported in venues. We all have a duty to look after each other on a night out and to ensure those who are there to keep us safe, from security staff to volunteers, are appropriately trained and supported to do their job, as they are often the first respondents when an incident occurs.

Key Partners:

- Village Angels
- Street Pastors
- Safety Haven Providers
- Greater Manchester Health and Social Care Partnership
- Local Authorities
- Security Industries Association
- Operators
- Greater Manchester Police

Case Study: The Village Angels

The Village Angels are a team of volunteers who have been providing support and assistance to people in need in the Village since 2011. Every Friday and Saturday night, the volunteers patrol the Village from 9pm to 3am, keeping vulnerable people safe. The support provided by the Village Angels is incredibly diverse in its nature. At times, the Village Angels will act as a mobile tourist information bureau, offering directions and information to people who have come out to enjoy the LGBT space. The Angels will also respond to serious incidents. These range from helping people to report crimes to responding to mental health crises and helping people who are alone and vulnerable to get home safely.

By April 2020 we will have:

- Completed at least two Safety Haven pilots across Greater Manchester
- Commitment to, and funding for, at least one permanent Safety Haven (subject to the results of the pilot projects)
- Drink-aware operating across Greater Manchester



CONNECTIVITY

Connectivity is essential for a thriving, vibrant and growing night time economy. Between the hours of 6pm and 6am, people must be able to move around Greater Manchester for work and leisure. To be successful and sustainable, our communities, town centres and high streets need to be accessible and our night time economy businesses need to be supported to maintain high standards and share information and best practice. Any successful, truly 24-hour city-region is served by a good quality, transport offer. We need to make sure that our residents and visitors can reach all of the opportunities available to them, regardless of the time of day.

We have been working with Transport for Greater Manchester to understand the current night time transport offer; why people move around, where they go, and what mode they use. If we are to ensure night time transport works for our residents, we first need to understand what travel at night looks like.

Where possible and necessary, we will partner with public and private providers to better align provision and need. We will draw on national examples, such as TfL's recent development of the 'night tube' and international examples of 24-hour cities, such as Berlin, Milan and Munich to ensure that connectivity is not a barrier to the growth of the night time economy.

Key Partners:

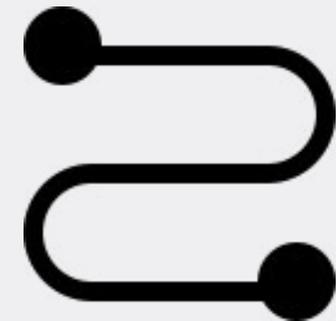
- Bus Operators
- Train Operators
- Transport for Greater Manchester
- Businesses across Greater Manchester
- Local Authorities
- Pub and club networks
- Best Bar None

Case Study: Munich

With an urban area population of 2.6M, Munich's population is comparable to that of Greater Manchester, and the third largest city in Germany by population. Home of the internationally renowned Oktoberfest, Munich welcomes more foreign visitors annually than any other German city. In 1994, Munich introduced a night tram service. Currently, trams run hourly between 01:30 and 04:30 during the week, and every 30 minutes at the weekend on four of Munich's 13 tram lines. Night buses also run regularly too.

By April 2020 we will have:

- Developed a better understanding of the demand for night time transport
- Learning from the results of the survey, developed the business case and potential pilots for increased coverage, and innovative solutions to night time transport.
- Created a connection to all of the existing pub and club networks across Greater Manchester, supporting the establishment of networks where appropriate and sharing best practice.



DIVERSITY

We want our night time economy to be diverse, reflective of, and accessible to, all of our residents, regardless of age, gender, sexual orientation, ability, ethnic background or religious belief; namely, a night time economy where there is something for everyone, because diversifying the offer will diversify the customers. We must diversify our offer across Greater Manchester, drawing on the individuality of our places, to ensure that none of our diverse communities or residents feel excluded from our night time economy.

Greater Manchester has an incredible cultural offer, from theatres and music venues to galleries, museums and large-scale public events. In other major European cities, such as Stockholm or Tallinn, residents and visitors can access high quality culture and leisure organisations late into the evening, and still be in a position to have a coffee or meal afterwards. If Greater Manchester is to develop a world-leading night time economy we need to understand, expand and better promote the night time offer across our city region.

Key Partners:

- Cultural organisations
- Greater Manchester businesses
- Visit Manchester
- Marketing Manchester
- Greater Manchester Ageing Hub

Case Study: Nuit Blanche

A diverse offer that appeals to the widest possible range of residents will be key to success of Greater Manchester's night time economy. A thriving club scene is one thing, but without an offer for families, under 18s or people who don't drink, that offer can become one dimensional and exclusive. In 2002, Paris first staged its first ever Nuit Blanche, a festival of the arts with a programme of specially programmed events and free entry to the city's museums and galleries, between 6pm and 6am. The event has run every year since and acts as a way to highlight the very best of the city.

By April 2020 we will have:

- Engaged with a number of cultural organisations across Greater Manchester who will test the viability and pilot the potential for a series of 'later night openings'
- Engagement with a number of cafes, shops and restaurants to test the viability of staying open later.
- Started to map businesses and cultural organisations that stay open later, using MappingGreater Manchester, with a view to this becoming an online resource to connect tourists, visitors and residents with the later offering opportunities across Greater Manchester.



SKILLS, CAREERS & WELLBEING

One of the greatest challenges for the night time economy is an often fluid workforce. Whether working in a night club while at college or university, working a zero hours contract on night shifts at a factory, or a food delivery driver, the night time economy is typified by unstable work, the gig economy, and a lack of in-work progression. This can lead to the night time economy being perceived as a non-viable or desirable career choice. Even for those with more stable employment, such as public sector employees in hospital settings, the mental health and well-being implications of working anti-social hours can be significant.

Despite this, there are excellent examples of careers and businesses being forged in the night time economy. We want to support those entrepreneurs and innovators to start, scale or relocate a night time business to Greater Manchester, ensuring that businesses maintain high standards for both staff and customers, and that workers are supported to have good, healthy jobs, with positive mental health and well-being. Ultimately, we want Greater Manchester to be the best place to have a career, not just a job, in the night time economy.

Key Partners:

- Night Time Operators
- Greater Manchester Health and Social Care Partnership
- Entrepreneurs and innovators
- The Growth Hub
- Promoters
- Greater Manchester's Businesses
- VCSE Sector
- Colleges, training providers and networks

Case Study: Refuge

Restaurants and bars have been criticised recently for a lack of transparency in how tips are taken and distributed to staff, with a number of high-profile cases of less than best practice. There is no one-size fits all approach that will work for every restaurant, pub, bar or club across Greater Manchester, but we do know that transparency, with staff and customers, is key. In June, 2018, The Refuge held a staff vote to establish the fairest way of distributing tips between staff. Staff decided that tips should be pooled and that 50% should go directly to the person who served the table/guest and 50% should be evenly split across the bar, kitchen, hosts; runners, based on the number of hours worked per person.

By April 2020 we will have:

- A voluntary Operators Standard, developed and supported by the best night time operators in Greater Manchester who are committed to ensuring their employees have a safe, supportive and fair working environment with a great workplace culture.
- A business advisory service for those wanting expert advice on starting, scaling or relocating a night time business to Greater Manchester, including workforce planning and development activity.
- Facilitated the connection between night time businesses and mental health and well-being support providers, supporting businesses to access excellent provision where appropriate.
- Conducted research into the skills issues facing individuals and employers in Greater Manchester's night time economy.



REGENERATION & INTERNATIONAL REPUTATION

Greater Manchester has a good reputation for night time events, from grassroots venues such as the Old Courts in Wigan, to sold out concerts at the Manchester Arena and a variety of sporting events at our football stadia. Combined with our musical heritage, and ongoing clubbing culture, Greater Manchester is nationally and internationally significant, but not world leading, and there is undoubtedly a concentration of night time industries in the urban core. We want to ensure that there is a thriving night time offer across all of our communities, towns, city centres and high streets in Greater Manchester; an offer that is distinctive and reflective of our place, driving a unique visitor experience for international tourists, national visitors and residents.

As the traditional model of a retail-driven high street is failing, the night time economy is a powerful tool for the revitalisation of our places. A mixed high street of retail, culture, music, leisure and residential is essential to reinvigorate our high streets; all underpinned by a thriving night time economy, and we must work to ensure that these different priorities (most notably residential and music) can exist in harmony.

Key Partners:

- Local Authorities
- Marketing Manchester
- Night time Operators and businesses
- TfGM
- DCMS

Case Study: Altrincham, Trafford; & Oldham Town Centre

In 1998, when the Trafford Centre opened, the impact was felt in town centres across Greater Manchester, with high streets suffering to compete with the one-stop shop where rain wouldn't ruin your retail or leisure experience. Closures happened, people went into town centres less and incidents of anti social behaviour increased. Nowhere was this more apparent than Altrincham which had one of the worst shop vacancy rates in the country. In eight years, the Trafford town has managed to reduce the percentage of empty shops, from 30% to 9.7%. This is in no small part thanks to Altrincham Market, a renovation of the town's Market Hall, bringing a variety of local producers and makers together under one roof to create a distinctive offer, unlike anything else available in Greater Manchester. On the back of the success of the market, many high quality, independent restaurants and bars have sprouted up and at the end of 2018, Altrincham won Best High St in the UK.

In Oldham, this approach is already having impact with the development of a Night Time Economy Taskforce. Co-chaired by the Council Leader and GM Night Time Economy Adviser, the taskforce brings a large number of partners together; from taxi drivers and the Local Authority licensing and economic growth teams, to operators and cultural organisations, to take a hollistic approach to developing Oldham's night time economy.

By April 2020 we will have:

- Harnessed public sector assets and levers, research and international best practice, creatives and night time entrepreneurs to develop a model for regeneration that is driven by the night time industries.
- Developed campaigns and approaches that celebrate our distinctiveness and excellent night time assets in Greater Manchester, to our residents, and national and international visitors.
- Support the proper implementation of the 'Agent of Change' principle, ensuring that residents and the night time economies can co-exist.
- Highlight the opportunities across Greater Manchester to engage with the night time economy, including beginning to establish a celebration or festival based on the night time industries and driven by our vision for a truly 24-hour city region.



CONCLUSION

This blueprint sets out how we will capitalise on existing strengths and develop new initiatives, approaches, relationships and ways of working over the next twelve months to make Greater Manchester one of the best places in the world to go out, stay out, work and run a business between the hours of 6pm and 6am.

ANDY BURNHAM
MAYOR OF
GREATER
MANCHESTER

GREATER MANCHESTER
NIGHT TIME ECONOMY BLUEPRINT



SACHA LORD
Greater Manchester's Night Time Economy Adviser

APPENDIX B: NIGHT TIME TRANSPORT SURVEY

'Night time' for the purposes of the survey is to be defined as 6pm-6am. This is consistent with other surveys conducted by GMCA and TfGM.

Q1 For what purpose do you travel at night?

Code all that apply

1. Work
2. Leisure
3. Both
4. I don't & Q travel at night

Traveling at night for work [If code 1@ Q2]

Q2 How frequently do you travel at night for work?

Code one only

1. 5-7 times a week
2. 1-4 times a week
3. Fortnightly
4. Monthly
5. Less frequently
- 6.

Q3 What industry do you work in?

Code one only

1. Culture and leisure
2. Emergency services (police and fire)
3. Health
4. Logistics/distribution
5. Maintenance
6. Manufacturing
7. Retail/hospitality
8. Security
9. Sport
10. Tourism
11. Transport
12. Other (please specify in the box below)

Q4 Where do you normally travel from and to work?

Please provide a postcode for your place of work and where you travel from to get to work (eg home or other location) (UK Postcodes only). This will be used for analysis purposes and to understand which areas in Greater Manchester people travel from and to. Be assured that this will not be used to identify or contact you. These details will never be shared beyond the remit of this research.

From: _____ (postcode)

To: _____ (postcode)

Q5 What time do you normally travel to, and return from, work at night?

Code one for each

	To work:	From work:
12:00-13:00	1	1
13:00-14:00	2	2
14:00-15:00	3	3
15:00-16:00	4	4
16:00-17:00	5	5
17:00-18:00	6	6
18:00-19:00	7	7
19:00-20:00	8	8
20:00-21:00	9	9
21:00-22:00	10	10
22:00-23:00	11	11
23:00-00:00	12	12
00:00-01:00	13	13
01:00-02:00	14	14
02:00-03:00	15	15
03:00-04:00	16	16
04:00-05:00	17	17
05:00-06:00	18	18

Q6 Which modes of transport do you use the most for travelling to work?

Code all that apply

1. Bus
2. Cycle
3. Walk
4. Taxi (Black cab)
5. Private hire vehicle
6. Uber
7. Motorcycle
8. Private car
9. Scooter
10. Train
11. Tram
12. Local Link
13. Other (please specify)

Q7 Why do you use these modes to travel to work?

_____ (open text box)

Q8 Which modes of transport do you use the most for travelling from work?

Code all that apply

1. Bus
2. Cycle
3. Walk

4. Taxi (Black cab)
5. Private hire vehicle
6. Uber
7. Motorcycle
8. Private car
9. Scooter
10. Train
11. Tram
12. Local Link
13. Other (please specify)

Q9 Why do you use these modes to travel from work?

_____ (open text box)

Q10 Which modes do you not currently use to travel to and from work, but are available to you?

Code all that apply

1. Bus
2. Cycle
3. Walk
4. Taxi (Black cab)
5. Private hire vehicle
6. Uber
7. Motorcycle
8. Private car
9. Scooter
10. Train
11. Tram
12. Local Link
13. Other (please specify)

Q11 Why do you not use these modes to travel to and from work?

_____ (open text box)

Q12 Do you currently feel restricted when travelling at night for work?

Code one only

1. Yes
2. No

If yes – code 1 @Q13

Q13 If yes, why do you feel restricted when travelling at night for work?

Code all that apply

1. Frequency of service
2. Lack of service
3. Lack of cycling/walking infrastructure
4. Safety

5. Cost
6. Other (please specify)

Q14 Overall, how satisfied are you with your transport options when travelling at night for work?

Code one only

1. Very dissatisfied
2. Dissatisfied
3. Neither satisfied nor dissatisfied
4. Satisfied
5. Very satisfied

Q15 What improvements in night time transport would you like to see?

_____ (open text box)

Travelling at night for leisure [If code 2 @Q2]

Q16 How frequently do you travel at night for leisure activities?

Code one only

1. 5-7 times per week
2. 3-4 times per week
3. 1-2 times per week
4. Fortnightly
5. Monthly
6. Less frequently

Q17 For what purpose do you most frequently travel at night for leisure?

Code all that apply

1. Bar/pub
2. Restaurant
3. Cinema
4. Live music
5. Visiting family and friends
6. Theatre
7. Watching sport
8. Gym/playing sport

Q18 Where do you most frequently travel from and to, when travelling at night for leisure activities?

Please provide a location for your most frequently visited leisure destination and where you travel from to get to there (eg home or other location) (UK Postcodes only). This will be used for analysis purposes and to understand which areas in Greater Manchester people travel from and to. Be assured that this will not be used to identify or contact you. These details will never be shared beyond the remit of this research.

From: _____ (postcode)

To: _____ (drop down boxes for each of the ten districts in GM, then further drop down box for the main townships in that district)

Q19 When travelling to and from the leisure activities mentioned above, when is the most frequent time you travel?

Code one for each

	To leisure:	From leisure:
12:00-13:00	1	1
13:00-14:00	2	2
14:00-15:00	3	3
15:00-16:00	4	4
16:00-17:00	5	5
17:00-18:00	6	6
18:00-19:00	7	7
19:00-20:00	8	8
20:00-21:00	9	9
21:00-22:00	10	10
22:00-23:00	11	11
23:00-00:00	12	12
00:00-01:00	13	13
01:00-02:00	14	14
02:00-03:00	15	15
03:00-04:00	16	16
04:00-05:00	17	17
05:00-06:00	18	18

Q20 Which modes of transport do you use the most for travelling to leisure activities at night?

Code all that apply

1. Bus
2. Cycle
3. Walk
4. Taxi (Black cab)
5. Private hire vehicle
6. Uber
7. Motorcycle
8. Private car
9. Scooter
10. Train
11. Tram
12. Local Link
13. Other (please specify)

Q21. Why do you use these modes to travel to leisure activities?

_____ (open text box)

Q22. Which modes of transport do you use the most for travelling from leisure activities?

Code all that apply

1. Bus
2. Cycle
3. Walk
4. Taxi (Black cab)
5. Private hire vehicle
6. Uber
7. Motorcycle
8. Private car
9. Scooter
10. Train
11. Tram
12. Local Link
13. Other (please specify)

Q23. Why do you use these modes to travel from leisure activities?

_____ (open text box)

Q24. Which modes do you not currently use to travel to and from leisure activities, but are available to you?

Code all that apply

1. Bus
2. Cycle
3. Walk
4. Taxi (Black cab)
5. Private hire vehicle
6. Uber
7. Motorcycle
8. Private car
9. Scooter
10. Train
11. Tram
12. Local Link
13. Other (please specify)

Q25. Do you currently feel restricted when travelling at night for leisure activities?

Code one only

1. Yes
2. No

If yes – code 1 @ Q27

Q26. If yes, why do you feel restricted when travelling at night for leisure activities?

Code all that apply

1. Frequency of service
2. Lack of service
3. Lack of cycling/walking infrastructure
4. Safety
5. Cost
6. Other (please specify)

Q27. Overall, how satisfied are you with your transport options when travelling at night for leisure activities?

Code one only

1. Very dissatisfied
2. Dissatisfied
3. Neither satisfied nor dissatisfied
4. Satisfied
5. Very satisfied

Q28. What improvements in night time transport would you like to see?

_____ (open text box)

Don't currently travel at night [code 4 @ Q1]

Q29 Why do you not currently travel at night?

1. No need to travel at night (Go to Q33)
2. Lack of service
3. Lack of cycling/walking infrastructure
4. Frequency of service
5. Safety
6. Cost
7. Other (please specify)

Q30. Is there anything that would encourage you to travel at night?

_____ (open textbox)

Demographics

The Greater Manchester Combined Authority must consider how different people will be affected by our strategies and policies, and we also want to make sure we hear from people from all of Greater Manchester's diverse backgrounds. Therefore the last few questions are about you, to help us ensure we hear from a range of voices, and to help identify any possible discrimination or barriers for particular groups of people. The personal information you give us will remain strictly confidential and we will not use it in a way that could identify you. If there are questions you would prefer not to answer please choose the 'prefer not to say' option.

Q31. Which local authority area do you live in?

Code one only

1. Bolton

2. Bury
3. Manchester
4. Oldham
5. Rochdale
6. Salford
7. Stockport
8. Tameside
9. Trafford
10. Wigan
11. A Greater Manchester organisation
12. A North West organisation
13. A national organisation
14. Prefer not to say

Q32. How old are you?

Code one only

1. Under 18
2. 18-24
3. 25-34
4. 35-44
5. 45-54
6. 55-64
7. 65-74
8. 75+
9. Prefer not to say

Q33. What is your ethnic group?

Code one only

1. Asian or Asian British – Indian
2. Asian or Asian British – Pakistani
3. Asian or Asian British – Bangladeshi
4. Asian or Asian British – Chinese
5. Asian or Asian British - Any other Asian background
6. Black or Black British – Caribbean
7. Black or Black British – African
8. Black or Black British - Any other Black background
9. Mixed - White and Black Caribbean
10. Mixed - White and Black African
11. Mixed - White and Asian
12. Mixed - Any other mixed background
13. White – English/Welsh/Scottish/Northern Irish/British
14. White – Irish
15. White - Gypsy or Irish Traveller
16. White - Eastern European
17. White - Any other White Background
18. Other ethnic group – Arab
19. Other ethnic group – Other
20. Prefer not to say

Q34. What is your religion?

Code one only

1. Buddhist
2. Christian
3. Hindu
4. Jewish
5. Muslim
6. Sikh
7. Other religion
8. No religion
9. Prefer not to say

Q35. How do you describe your gender?

Code one only

1. A man
2. A woman
3. Non-binary
4. In another way
5. Prefer not to say

Q36. Do you identify as trans/transgender?

Code one only

- 1 Yes
- 2 No
- 3 In some ways
- 4 Prefer not to say

Q37. Which of the following best describes how you think of yourself?

Code one only

1. Bisexual
2. Gay or lesbian
3. Heterosexual or straight
4. Other sexual orientation, please specify
5. Prefer not to say

Q38. Do you consider yourself to have a disability?

Code all that apply

1. No
2. Yes - learning disability
3. Yes - mental ill health
4. Yes - mobility disability
5. Yes - sensory disability
6. Yes – other disability, please specify:
7. Prefer not to say