

Hough End Sports Village

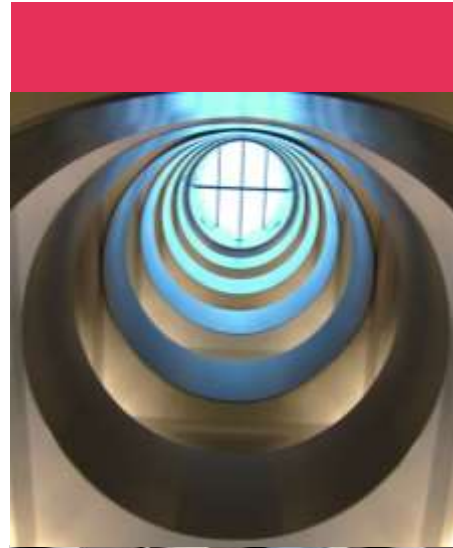
Interim Travel Plan

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by ISG Ltd, on behalf of Manchester City Council (MCC), to provide highways and transport advice in relation to the extension of the existing Hough End Leisure Centre and upgrade to existing sports pitches.
- 1.1.2 The site is located to the west of the A5103 Princess Road in the Withington area of south Manchester. The existing Leisure Centre is accessed directly from Princess Road via a priority-controlled T-junction approximately 100m south of Whitchurch Road.
- 1.1.3 The existing Leisure Centre opened in 2015, with the Planning Application Reference 104518/VO/2013/S1 submitted in 2013. As part of the application, a Transport Assessment (TA) was prepared by SK Transport Planning to consider the traffic and transportation impacts of the development proposals. The 2013 TA noted that the now existing Leisure Centre would comprise a gross floor area (GFA) of 2,920m² and 21no. full-size grass pitches with associated parking. It is also noted that there are 4no. small/5-a-side pitches in use, in addition to a further 7no. sports pitches accessed from Mauldeth Road West as part of the Greater Manchester Police Sports and Social Club.
- 1.1.4 A Framework Travel Plan (FTP) was also prepared as part of the application and included within Appendix H of the 2013 TA. The FTP outlines site management and policy measures that build upon the good accessibility level of the site and will assist future staff and visitors to make informed active travel choices.

1.2 Proposed Development

- 1.2.1 The proposed development comprises an extension to the existing Leisure Centre, which would encompass an additional 1,464m² GFA. This would include supplementary public facilities such as a café, changing rooms, additional fitness suite/gym space, club room and training room, as well as new staff facilities, a store room and plant.
- 1.2.2 In addition to the Leisure Centre expansion, the adjacent football pitches will be improved and reconfigured. The proposals will result in a total of 12no. grass football pitches, 2no. five-a-side grass pitches, 3no. grass small junior pitches and 2no. standard 3G pitches. Each standard 3G pitch can operate as 4no. small junior pitches.
- 1.2.3 The existing Leisure Centre would be known as Hough End Sports Village following the implementation of the development proposals.

- 1.2.4 There are emerging plans for the future intensification of use of the sports pitches at Hough End Sports Village as a local community facility. This could include more regularised use of the sports pitches by local community groups, sports clubs and employers within Manchester. Whilst these plans have not yet been formalised, the intensification of use is likely to occur in the future.
- 1.2.5 The proposed site layout is detailed in **Appendix A** to the rear of the report.

1.3 What is a Travel Plan?

- 1.3.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) 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*, DCLG, 2019.

- 1.3.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel. Such a plan should include a range of measures designed to achieve this goal.

1.4 Purpose of the Report

- 1.4.1 This Interim Travel Plan (ITP) has been prepared to promote active and sustainable travel behaviour to and from the site. It builds on the FTP that was submitted with the 2013 TA.
- 1.4.2 This ITP should be read alongside the accompanying Transport Assessment (TA) (**Document Reference: 076910-CUR-00-XX-RP-TP-002**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.
- 1.4.3 An ITP is the first stage of the TP process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

- 1.4.4 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage active travel, which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

Source: *Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013*

- 1.4.5 This document has been written with reference to the above statement and the following core policy and guidance documents:

- National Planning Policy Framework, DCLG, 2019;
- National Planning Practice Guidance, DCLG, 2014; and
- BREEAM UK New Construction – Non-Domestic Buildings (United Kingdom) Technical Manual, BREEAM, 2018.

1.5 BREEAM

- 1.5.1 The development would also be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards, and would seek to demonstrate compliance by obtaining a number of credits.

- 1.5.2 The assessment categories pertaining to traffic and transport, the relevant sections where they are provided (or a justification if they are not provided), together with credits they obtain, are summarised in **Table 1.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u> 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. 2. The site-specific travel assessment (or statement) shall cover as a minimum:	Transport Assessment (TA) provided in 076910-CUR-00-XX-RP-TP-002	2

BREEAM Category	Description	Signposts	No. of Credits
	- If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities; - Predicted travel patterns and transport impact of future building or site users; - Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors; - Reporting of the number and type of existing accessible amenities within 500m of the site; - Disabled access accounting for varying levels and types of disability, including visual impairment; - Calculation of the existing public transport Accessibility Index (AI); and - Current facilities for cyclists. 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. 4. If the occupier is known, involve them in the development of the travel plan. 5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	N/A (see para 1.5.4) Section 5 of TA Section 3 of ITP Section 5 of ITP Section 3 of TA Section 5 of ITP Section 2 of TA This document ITP has been reviewed by MCC/GLL Section 9 of ITP	
Tra 02	<u>Sustainable Transport Measures:</u> 1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit. 2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance. - The existing AI calculated in Tra 01 ≥ 8; - 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. - 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;	TA provided in 076910-CUR-00-XX-RP-TP-002 Not achieved, AI is 7.35 Not achieved, not required considering existing site's excellent accessibility Section 6 of ITP	<i>Points:</i> 0 0 1

BREEAM Category	Description	Signposts	No. of Credits
	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Section 3 of TA	1
	- 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.	Section 6 of the ITP	1
	- 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.	Section 3 of TA	1
	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (1 space per 10 staff and 1 space per 10 visitors);	Section 3 of TA	1
	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 TA	1
	Existing amenities: At least three existing accessible amenities are present;	Section 5 of ITP	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 a more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided. - 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.	New café	2
	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.	Section 6 of ITP, pending BRE review	
		Site AI: 7.35 Points achieved under criteria 2: 8	9
Total Transport Credits Obtained			11

Table 1.1 – BREEAM Credits Targeted

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

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – This infrastructure will be delivered within the site as part of proposed development. There are no proposals for such infrastructure off-site due to the existing road configuration and infrastructure that is already available;
- **Restrictions or charging for car parking** – Car parking will be provided in line with standards, whilst also allowing for overspill parking during periods of maximum occupancy only;
- **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** – Safe crossing points, direct routes, appropriate surfaces, lighting and signposting will be delivered within the site as part of proposed development. Cycle lanes are not proposed off-site due to the existing road configuration and infrastructure that is already available. Section 3 of the TA (**Document Reference: 076910-CUR-00-XX-RP-TP-002**) provides details of potential off-site highway improvements that would enhance pedestrian and cycle amenity;
- **Provision of suitable taxi drop-off or waiting areas** – This will be provided as part of the proposed site layout; additional information is provided in Section 3 of the TA; 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 the development is situated in an existing urban area.

1.5.4 A key part of the ITP will be monitoring, whereby travel surveys will be distributed to staff and visitors at the development, in order to understand travel habits. Recipients will be 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.

1.6 Structure of the Report

- 1.6.1 Following this introductory section, **Section 2** of the report provides background information on the benefits that can be derived from a successful TP. It also sets out key aims and objectives for the TP process.
- 1.6.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** provides a summary of the development proposals.
- 1.6.3 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.

- 1.6.4 **Section 6** outlines various initiatives that will be considered to encourage uptake in sustainable modes of travel, whilst **Section 7** outlines the strategy for the Travel Plan targets.
- 1.6.5 **Section 8** 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 TP progresses. **Section 9** concludes the report by providing an Action Plan to support the implementation of the TP.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

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

2.1.2 This section explores just some of the improvements which can be made during a successful travel planning process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport (DfT) show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda.

2.2.2 The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"A net-zero greenhouse gas emissions (GHG) target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990."

Source: *Net Zero: The UK's contribution to stopping global warming*, Committee on Climate Change, 2019.

2.2.3 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses and the economy. These include:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, HGVs, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);
- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and
- Trebling the number of **electric vehicle public charging points**.

2.2.4 In 2015, TfGM began consulting on a 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlined that transport is responsible for a third of carbon emissions, and that Greater Manchester would incur a £20 billion economic cost if climate change is not tackled.

2.2.5 Under Policies 8, 9, and 10 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *“work with partners to reduce, as far as possible, the emissions from transport, particularly CO₂, NO₂, particulates and noise;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment, (including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

2.2.6 ‘Green infrastructure’ refers to parks and roadside trees which would help to create pleasant living spaces and bring important environmental benefits such as reducing surrounding temperatures, noise, pollution, and absorbing run-off; whereas, ‘blue infrastructure’ refers to canals and rivers which contribute to quality of life and provide attractive, traffic-free routes for walking and cycling.

2.2.7 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). The framework details MCC’s commitments to limiting the impacts of climate change by adopting and meeting objectives such as:

1. *“Carbon Reduction and Contributing to the Paris Agreement*
2. *Improving (our) residents’ health, wellbeing and quality of life*
3. *Creating good jobs, supporting successful businesses and attracting investment.”*

Source: Draft Manchester Zero Carbon Framework, MCC, 2019.

2.2.8 Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can significantly 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, yet activity levels are generally low across the UK:

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: Health Survey for England, DoH, 2016.

- 2.3.2 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.

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:

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: Start active, stay active: report on physical inactivity in the UK, DoH, 2011.

- 2.4.2 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.
- 2.4.3 An effective TP can help encourage staff and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

- 2.5.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this ITP will have a positive effect on the future staff and visitors of the proposed development. They must be communicated correctly:

"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."

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

2.6 Travel Plan Aims and Objectives

2.6.1 Considering the above benefits and the end users, this ITP aims to promote active and sustainable travel behaviour by staff and visitors to minimise the number of car trips generated by the development.

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

- **Objective 1** – To increase the level of walking and cycling to and from the site;
- **Objective 2** – To promote the environmental, health and financial benefits of walking and cycling;
- **Objective 3** – To increase the level of public transport use to and from the site;
- **Objective 4** – Providing clear and accurate information to staff and visitors of the modes available;
- **Objective 5** – To increase the number of people car sharing to and from the site; and in turn,
- **Objective 6** – To reduce single occupancy car travel to and from the site;

3.0 Site Location and Highway Layout

3.1 Site Location

3.1.1 The site is situated in West Didsbury, Manchester and located to the west of the A5103 Princess Road; a key arterial road running from Manchester city centre in the north to the M60 Motorway in the south.

3.1.2 **Figure 3.1** below shows the location of the site in relation to the surrounding local highway network. The site is bound to the north by Mauldeth Road West, to the east by the A5103 Princess Road, to the south by Metrolink lines, and to the west by the neighbouring Broughton Park FC (Rugby Union) and St Peters GAA Club grounds.



Figure 3.1 – Site Location in Relation to Local Highway Network

(Source: OS Maps)

3.1.3 Although the existing site covers a large area, the Leisure Centre is only located along the east of the site, opposite the A5103 Princess Road/Whitchurch Road junction. The remainder of the site comprises parking, grass pitches and woodland.

3.2 Existing Use and Access Arrangements

3.2.1 The existing Leisure Centre opened in 2015 and has and 21 full-size grass pitches. Both the Leisure Centre and pitches are accessed off the A5103 Princess Road. Other pitches are accessed from Houghend Crescent off Mauldeth Road West as part of the Greater Manchester Police Sports and Social Club.

3.2.2 There is a total of 173 car parking spaces (comprising six disabled spaces and three parent and child spaces) and 25 overspill parking spaces.

3.2.3 It has also been noted that the existing parking provision is at capacity on weekends during the busiest football periods (pre COVID-19 pandemic). This has resulted in parking taking place on-street on nearby residential areas.

3.2.4 Furthermore, 32 covered cycle spaces are provided adjacent to the existing Leisure Centre entrance.

3.3 Local Highway Network

A5103 Princess Road

3.3.1 The A5103 Princess Road is a strategic route connecting with the M60/M56 Motorways to the south and Manchester city centre to the north. The Princess Road corridor regulates traffic flow along its length by traffic signals.

3.3.2 In the vicinity of the site, the road comprises a dual carriageway, extending along a north-south alignment with an average of two lanes in either direction, and additional flared lanes at junction stoplines. The total carriageway width adjacent to the site is approximately 20m, including the central reservation and central hatching, although the road widens to accommodate various turning lanes.

3.3.3 There are wide footways of varying width on either side of the carriageway. At the site access junction, the footways comprise dropped kerbs, tactile paving, and zebra crossing markings. At other junctions along the road, there is additional infrastructure such as controlled (green man) crossing points, guard railings, and pedestrian refuge areas within the central reservation. These facilities enable pedestrians to cross the road in a safe manner.

3.3.4 In the vicinity of the site, the section of footway on the western side of the A5103 Princess Road between the Withington Metrolink station and the Mauldeth Road West junction is a shared footway/cycleway, with a cycle access point to the Fallowfield Loop further to the north. This cycleway is part of Route 85 on the National Cycle Network (NCN). There is also a painted advisory cycle lane across the site access junction.

3.3.5 Princess Road is subject to a 30mph speed limit in the vicinity of the site, with street lighting provided along both sides of the carriageway. There are varied Traffic Regulation Orders (TROs) along Princess Road in the form of single (no waiting during certain times) and double (no waiting at any time) yellow lines, as there are many residential dwellings with driveways fronting the eastern side of the carriageway. Due to the level of vehicular activity along Princess Road, it is observed that parking does not occur on the carriageway, although some parking does occur on the wide eastern footway.

3.3.6 It is noted that the speed limit on Princess Road was formerly 40mph up until 5th July 2017, when a Suspension of Speed Limit Order (Manchester City Council reference: MCC00001780) was introduced.

- 3.3.7** There are a number of bus stops located along Princess Road hosting services to various destinations in Manchester city centre and across Greater Manchester, the closest to the site being a northbound bus stop directly outside the Leisure Centre. There is also a Pelican crossing on the site frontage for pedestrians to access the southbound bus stop. These bus stops have a good level of infrastructure, including a shelter, seating, flag pole, and timetable information.

Mauldeth Road West

- 3.3.8** Further to the north of the site, Mauldeth Road West extends for c. 3.5km between Chorlton to the west and Fallowfield to the east. Mauldeth Road West is bisected by the A5103 Princess Road in the vicinity of the site, where the road comprises a dual carriageway to the west and a single carriageway to the east. The average width of the carriageways is c. 22m and 12m respectively, with the dual carriageway section separated by a wide central reserve with tree planting.
- 3.3.9** The footways on Mauldeth Road West are generally wide and comprise dropped kerbs with some tactile paving, with controlled crossing points at major junctions, and street lighting at regular intervals. Mauldeth Road West to the west of Princess Road is subject to a speed limit of 30mph, whereas the section to the east of Princess Road has a lower speed limit of 20mph. Both sections do not have TROs; however, on-street parking does not occur on the western section due to the level of vehicular activity, whereas on-street parking is more commonplace on the eastern section due to the more densely populated residential character of the road.
- 3.3.10** At the Mauldeth Road West/A5103 Princess Road junction, there are uncontrolled (cross when clear) crossing points and dropped kerbs at all arms of the junctions, except for the A5103 Princess Road (North) arm which comprises controlled (green man) crossing facilities, additional tactile paving, and guard railings.
- 3.3.11** There are also bus stops located in pairs along Mauldeth Road West which host additional bus services to the Trafford Centre, Stockport, and Wythenshawe Hospital. These bus stops also have a shelter, seating, flag pole, and timetable information.

Framley Road / Fallowfield Loop

- 3.3.12** To the north-west of the site, Framley Road is a traffic-free pedestrian and cycle path which extends for c. 400m between Mauldeth Road West and the Hough End Leisure Centre. To the north of the road lies a cycle access point to the Fallowfield Loop via a path adjacent to 254 Mauldeth Road West. Pedestrians and cyclists can cross Mauldeth Road West at the existing crossing points at the A5103 Princess Road/Mauldeth Road West signalised junction.

- 3.3.13 The Fallowfield Loop (also known as Manchester Cycleway) is a 14km-long off-road path used by pedestrians, cyclists and horse riders running from Chorlton-cum-Hardy in the west through Fallowfield and Levenshulme to Gorton and Fairfield in the east of Manchester.



Figure 3.2 – Fallowfield Loop Map
(Source: Manchester City Council)

- 3.3.14 In August 2020, Manchester City Council (MCC) concluded a public consultation on the Fallowfield Loop to identify how to improve the route in the future. In light of the findings, MCC have set out to review all existing access points to improve accessibility, visibility and connectivity to other infrastructure, along with lighting specific sections of the route and potentially introducing CCTV for added safety. It is envisaged that the proximity of the Fallowfield Loop and upcoming improvements present a good opportunity for cycling as a form of sustainable travel to the site.

Highway Network Infrastructure

- 3.3.15 **Table 3.1** below presents a high-level review of the existing infrastructure in the immediate vicinity of the site.

Road	Pedestrian	Cycle	Public Transport
A5103 Princess Road	• Wide footways and street lighting • Controlled pedestrian crossings at regular intervals • Well maintained	• Shared footway / cycleway on western side of the carriageway	• Covered waiting facilities in close proximity to the site
Mauldeth Road West	• Wide footways • Street lighting • Well maintained	• No cycle lanes	• Covered waiting facilities
Framley Road / Fallowfield Loop	• Wide traffic-free paths • Well maintained • Lack of lighting	• Wide traffic-free paths	• N/A

Table 3.1 – Highway Network Infrastructure Summary

4.0 Development Proposals

4.1 Introduction

- 4.1.1 The proposed development comprises an extension to the existing leisure centre, which would encompass an additional 1,464m² GFA. This would include supplementary public facilities such as a café, changing rooms, additional fitness suite/gym space, club room and training room, as well as new staff facilities, a store room and plant.
- 4.1.2 In addition to the Leisure Centre expansion, the adjacent football pitches will be improved and reconfigured. The proposals will result in a total of 12no. grass football pitches, 2no. five-a-side grass pitches, 3no. grass small junior pitches and 2no. standard 3G pitches. Each standard 3G pitch can operate as 4no. small junior pitches.
- 4.1.3 The existing leisure centre would be known as Hough End Sports Village following the implementation of the development proposals.
- 4.1.4 There are emerging plans for the future intensification of use of the sports pitches at Hough End Sports Village as a local community facility. This could include more regularised use of the sports pitches by local community groups, sports clubs and employers within Manchester. Whilst these plans have not yet been formalised, the intensification of use is likely to occur in the future.
- 4.1.5 The proposed site layout is detailed in **Appendix A** to the rear of the report.

4.2 Proposed Access

- 4.2.1 It is proposed that the existing vehicular access to the Hough End Leisure Centre car park from the A5103 Princess Road will be retained. This access will be utilised by all vehicles attending the site, including buses, which will be used for school visits and groups.
- 4.2.2 The 12m coach movement would not hinder any movements into the site from Princess Road and there is sufficient space within the site to allow circulation.
- 4.2.3 Furthermore, the existing segregated pedestrian/cycle access from Princess Road (to the south of the signalised pedestrian crossing) will be retained.
- 4.2.4 Level access will be provided for pedestrians and cyclists (all types of users regardless of the level of mobility or visual impairment) across all areas within the site in the form of ramps and lifts where necessary.

4.3 Proposed Parking

Car Parking

- 4.3.1 As stated in **Section 3.2** above, the existing car park provides 173 spaces (comprising six disabled spaces and three parent and child spaces) and 25 overspill spaces. The 198 total spaces will be retained, albeit some spaces displaced to other locations within the site due to the footprint of the Leisure Centre extension and reorganisation of the car park layout.
- 4.3.2 The development proposals include additional parking to serve the Leisure Centre extension and uplift in football players associated with the reconfiguration of pitches. The following car parking provision would result at the site following the implementation of the proposals:
- 240 spaces in main car park (173 existing plus 67 proposed)
 - 85 spaces in overspill car park (25 existing plus 60 proposed)
 - 325 total parking available during peak times
- 4.3.3 The maximum permitted level of parking is proposed at this site, with 67 additional car parking spaces in the main car park. Of these spaces, 7 spaces would be accessible (comprising 4 disabled bays and 3 parent and child bays).
- 4.3.4 Following discussions with MCC Highways, it has been requested that 10% of all bays are to be fitted with electric vehicle charging points (EVCP). Based on the 240 spaces, 24 EVCP spaces will be installed; the EV infrastructure will be implemented across standard bays, car share bays and disabled bays to encourage electric vehicles to all users. These spaces will be fully active and ready for use for site users.
- 4.3.5 A total of 4 spaces will be provided as priority bays for car-sharers to incentivise this a mode choice; these will be located in close proximity to the Leisure Centre entrances. A further 2 additional motorcycle spaces will be provided, adding to the 2 existing spaces, providing 4 spaces in total.
- 4.3.6 This level of parking is considered reasonable, which is consistent with pre-application discussions with Highways Officers at MCC and TfGM.
- 4.3.7 Further details on the demand for and management of car parking at the site are provided in Section 3.3 of the accompanying TA.

Cycle Parking

- 4.3.8 A total of 56 covered cycle spaces (an increase of 24 spaces from the existing situation) will be provided as part of the development proposals.

- 4.3.9 This increase of 24 spaces exceeds the BREEAM requirements of 1 space per 10 staff, as it is noted that there would be an additional 6 full-time equivalent staff, therefore requiring one additional cycle parking space. The additional 23 spaces would be provided for any additional visitors to the Leisure Centre and the pitch uses.
- 4.3.10 This is also above the required MCC Parking Standards to promote cycling as a mode of choice for users of the Leisure Centre and sports pitches.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

5.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

5.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

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

5.2 Pedestrian Accessibility

5.2.1 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. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 5.1**.

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

Table 5.1 – CIHT Suggested Acceptable Walking Distances

5.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips have been considered; these are a good approximation for the majority of trips associated with the development.

5.2.3 Moreover, 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 are summarised in **Table 5.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Nisa Local Convenience Store, Chicken Ranch Fusion, Aroma Masaa	Appropriate food outlet	500
2	Cohens Chemist	Over the counter services associated with a pharmacy	500
3	Princess Road Surgery, Withington Dental Care	Public sector GP surgery or general medical centre	500

Table 5.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 5.2.4 As part of the development proposals, the expansion of the Leisure Centre would provide supplementary public facilities such as a café. This is a new amenity under the ‘appropriate food outlet’ criteria and would reduce the need for visitors and staff to travel out of the site to obtain refreshments, if required.
- 5.2.5 In addition to those facilities in **Table 5.2** above, residential streets to the east of the site can be accessed. Most notably, the Withington Metrolink stop is located c. 500m to the south of the site, and there are bus stops located directly outside the Leisure Centre.
- 5.2.6 These public transport options can be accessed by utilising the existing pedestrian linkages within the site which connects to the wide pedestrian footway on Princess Road. For northbound bus services, pedestrians would walk c.50m north to the existing bus stop, and for southbound services, pedestrians would utilise the existing signalised pedestrian crossing facility adjacent to the pedestrian access to Hough End and walk c.50m in a northerly direction.
- 5.2.7 The Withington Metrolink stop can be accessed by travelling south on the footway on the eastern side of Princess Road, utilising the existing crossing facility at the junction for the Hough End car park (inclusive of road markings, tactile paving and dropped kerbs) and continuing south on the c.2m wide footway. At the tram stop, there is step free access to all platforms including the provision of lifts and ramps.
- 5.2.8 Within a 1,000m walk, areas that can be accessed include Old Moat Primary School and Borchardt Medical Centre to the east, Whalley Range High School, and Hough End Outdoor Gym to the north.
- 5.2.9 Additional residential areas and associated facilities/amenities can be accessed within 1,000m – 2,000m of the site, as the site is located within a wider residential area of south Manchester, with Withington situated to the immediate east, Fallowfield to the north-east, Whalley Range to the north-west, and Chorlton-cum-Hardy further to the west. Local amenities and facilities associated with residential areas in the vicinity of the site include supermarkets, convenience stores, hospitals, places

of worship, places of education, parks, local shops, hot food takeaways and restaurants that future staff and visitors could utilise.

5.2.10 As outlined in **Section 3.3**, footways in the area are of good quality, well-lit and at least 2m wide. There are dropped kerbs, tactile paving and pedestrian guard railings at key crossing points, such as those on the A5103 Princess Road. The walking environment is enhanced by the fact that 20-30mph speed restrictions are in operation along adjacent roads.

5.2.11 Overall, it is considered that the site is situated within an accessible area, with a number of complementary land uses within walking distance.

5.3 Cycle Accessibility

5.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.

5.3.2 The 8km catchment encompasses all of West Didsbury and Chorltonville including key transport links, convenience stores, bars, restaurants, and leisure centres. The catchment also extends as far as Manchester City Centre to the north, Heaton Chapel to the east, Wythenshawe to the south, and Sale and Stretford to the west.

5.3.3 The site is well situated to benefit from existing cycle provision, with the wider local highway network in the vicinity of the site comprising on-road cycle facilities such as cycle lanes for ease of cycling on the carriageway, and traffic-free cycle paths along the A5103 Princess Road. The local cycle network in the vicinity of the site is shown in **Figure 5.1**.

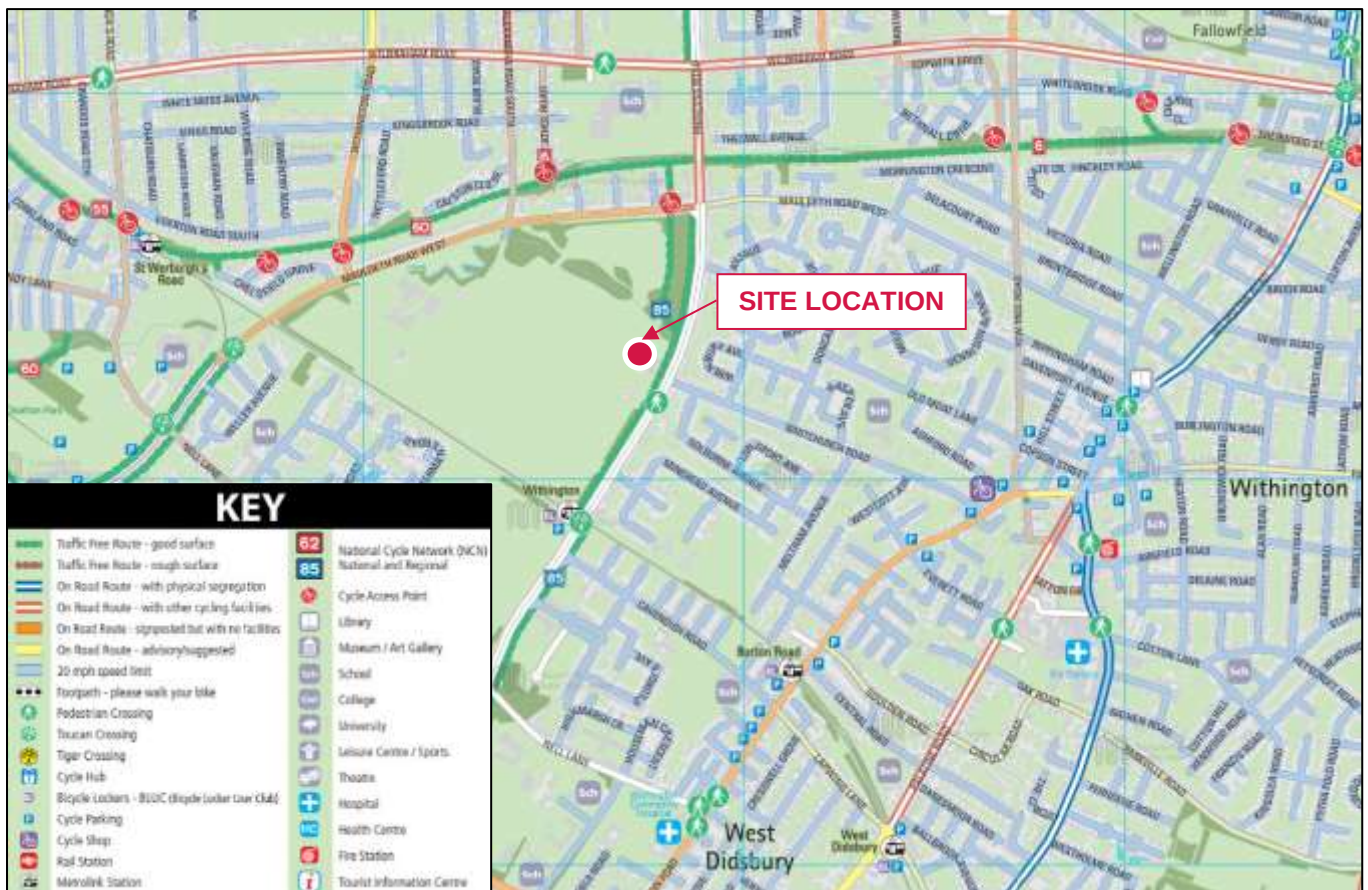


Figure 5.1 – Local Cycle Network
(Source: TfGM)

5.3.4 Route 85 on the National Cycle Network (NCN) runs along the eastern boundary of the site, which takes the form of a 3m wide shared footway/cycleway running along the western side of the A5103 Princess Road. To the south, this route extends to the Southern Cemetery Bus Station and connects to existing cycle lane provision on Barlow Moor Road. To the north, the route connects to Route 6 in Whalley Range, which continues via on and off-road routes towards Manchester city centre and Radcliffe further beyond. Cyclists can utilise the existing local roads to gain access to the site; it is considered that local roads are of sufficient width and low speeds to encourage staff and visitors to cycle.

5.3.5 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The proposal is a vision for Greater Manchester to become the very first city-region in the UK to have a fully joined-up cycling and walking network.

5.3.6 Bee Network improvements in Chorlton include the Manchester to Chorlton Cycle Way. This section is known as 'Area 4 – Barlow Moor Road between Sandy Lane and Mauldeth Road West', where the works are due to start in Winter 2020 for completion in Spring 2021, involving:

- Creating segregated cycle lanes along both sides of the route;
- Maintaining access to off-street parking;
- Introducing cycle bypasses at existing bus stops where possible;
- Improved cycle track beside Chorlton Park;
- Tightening side-road junctions to reduce speeds;
- Introducing traffic-calming speed tables at existing traffic island locations;
- Providing cycle lanes at the rear of existing parking bays; and
- Introducing new parking restrictions to keep cycle lanes clear of parked vehicles.

5.3.7 When complete, the route would connect Chorlton District Centre to the Routes 6 and 60 on the NCN, The Manchester Cycle Way (Fallowfield Loop), and Regional Route 62 (The Trans Pennine Trail). It will also improve links between the district centre, Mersey Valley, Chorlton Park and Sale and Chorlton water parks. Princess Road, which runs along the western boundary of the site, is designated as a 'Busy Beeway' with branches to the east via Whitchurch Road and Golborne Avenue. **Figure 5.2** shows the Beeways in the vicinity of the site which allow future staff and visitors to benefit from better safety and quality of commute.

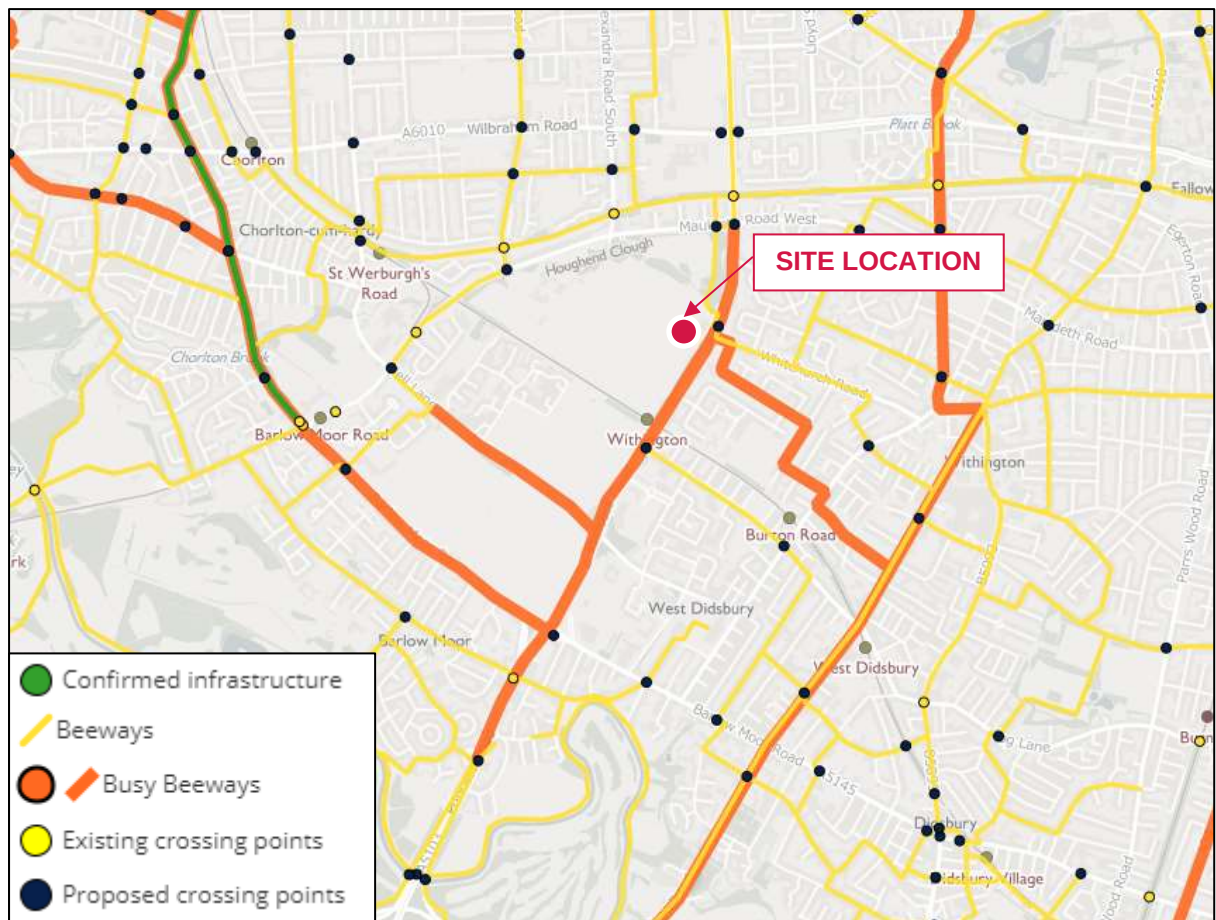


Figure 5.2 – Bee Network Map

(Source: MappingGM)

- 5.3.8 The site is therefore ideally placed to take advantage of the cycle connections around West Didsbury and Chorlton. Furthermore, the development will provide 24 additional secure cycle parking spaces for both staff and visitors (located near the entrance to the building) to encourage cycling. In summary, it is considered that cycling is a realistic mode of travel to and from the site.

5.4 Public Transport Accessibility

- 5.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 5.4.2 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').

- 5.4.3 The site is located in an area with a GMAL rating of 5. This demonstrates that the site offers good levels of multi-modal accessibility to Manchester city centre and across Greater Manchester.
- 5.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 5.3**.



Figure 5.3 – Public Transport Network in the vicinity of the Site
(Source: TfGM)

Bus Accessibility

- 5.4.5 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 5.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 5.4.6 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.
- 5.4.7 The nearest bus stop to the site is located directly outside the Leisure Centre, along Princess Road, which is located within the walking distances stated in **Table 5.3**, c.50m to the north of the pedestrian access into Hough End. In addition, the southbound services can be accessed by utilising the pedestrian crossing on Princess Road, also located c.50m north of the pedestrian access.
- 5.4.8 This is followed by the bus stops along Mauldeth Road West (c. 500m from the site). **Table 5.4** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From A5103 Princess Road:				
101	Wythenshawe – Wythenshawe Hospital – Baguley – Northenden – Moss Side – Manchester	15 mins	15 mins	20 mins
103	Manchester Airport – Peel Hall – Wythenshawe – Moss Side – Manchester	30 mins	30 mins	Hourly
108	Timperley – Brooklands – Northern Moor – Northenden – Moss Side – Manchester	3 in the AM	-	-
From Mauldeth Road West:				
25	Stockport – Burnage – Chorlton – Stretford – The Trafford Centre	30 mins	30 mins	30 mins
217	Ashton – Droylsden – Clayton – Manchester – Wythenshawe Hospital	Hourly	Hourly	Hourly

Table 5.4 – Summary of Bus Service Frequencies in the vicinity of the Site

- 5.4.9 These stops provide frequent access to and from residential areas, as well as larger public transport interchanges (such as Manchester City Centre) all 7 days of the week. It is considered that the site is accessible by bus.

- 5.4.10 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: tfgm.com/public-transport/bus.

Rail Accessibility

- 5.4.11 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.
- 5.4.12 The Mauldeth Road rail station is located c. 2.8km to the east of the site. This lies outside the CIHT recommended distance; however, the station is also served by the no. 25 bus service and can be accessible by cycle. There is step-free access across the whole station in the form of ramps to the platforms, along with a concourse at the northbound platform (Platform 2), and shelter and seating on both platforms. There is also a station car park adjacent to the southbound platform (Platform 1) with 20 spaces, operating 24 hours a day with no charge for parking, however the station car park is not CCTV-secured.
- 5.4.13 Northern Rail offers space for up to two bikes on all trains for no extra charge, however these are allocated on a first-come, first-serve basis. A summary of rail services from the rail station is outlined in

Table 5.5:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester to Manchester Airport local stopping services and Manchester to Crewe Calling at but not limited to: Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, East Didsbury, Manchester Airport, Wilmslow, Alderley Edge, Crewe. Change at Manchester Piccadilly or Wilmslow for additional destinations	Hourly	Hourly	Hourly

Table 5.5 – Summary of Rail Services calling at Mauldeth Road

- 5.4.14 The trains that service Mauldeth Road rail station operate regularly, 7 days a week to a number of different locations and residential areas within Greater Manchester and the North West; this provides frequent access for users of the site and is a viable alternative to private car use.
- 5.4.1 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 on Northern Rail's website: northernrailway.co.uk/travel/timetables.

Metrolink (Light Rail) Accessibility

5.4.2 The nearest Metrolink station is Withington, located c. 500m to the south of the site. There is step-free access to both platforms in the form of lifts and ramps. The **Pink Line** between East Didsbury and Rochdale calls at this station:

5.4.3 All lines run at a frequency as follows:

- **Monday to Friday** – Every 10 minutes between 06:00 – 19:00, every 20 minutes between 19:00 to 00:00;
- **Saturday** – Every 20 minutes between 06:00 – 08:00 and 20:00 – 00:00, every 10 minutes between 08:00 – 20:00; and
- **Sunday** – Every 15 minutes between 07:00 – 23:00.

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

5.4.5 It is considered the site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

5.4.6 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.

5.4.7 Based on Tra 01 standards, a compliant transport node is defined as any bus service with a stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies'). The bus stop ("node") located within this distance and their respective service frequencies per hour are as follows in **Table 5.6**. For the purposes of this assessment, multiple services (i.e. services that operate from more than one node within proximity of the site / the same bus/rail serving two separate stops/stations) have been considered only once at the node in closest proximity to the site.

Service and Hourly Frequencies		Node and Distance to Node (m)		
		Princess Road (50m)	Mauldeth Road West (500m)	Withington (500m)
Bus	101	4	-	-
	103	2	-	-
	25	-	2	-
	217	-	1	-

Service and Hourly Frequencies		Node and Distance to Node (m)		
		Princess Road (50m)	Mauldeth Road West (500m)	Withington (500m)
Metrolink	East Didsbury to Rochdale	-	-	6
Accessibility Index (AI)		<u>7.35</u>		

Table 5.6 – BREEAM Public Transport Accessibility Index (AI) Calculator

5.4.8 It can be observed that the site's AI of 7.35 demonstrates that the site has a lower level of public transport accessibility in relation to BREEAM. However, as illustrated in **Table 1.1**, a range of measures are being implemented to encourage sustainable travel. The preceding summary of multi-modal accessibility also demonstrates that public transport services would be available for staff and visitors at the site in accordance with guidance.

5.5 Summary

5.5.1 It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are public transport opportunities within acceptable walking distance of the site.

6.0 Travel Plan Initiatives

6.1 Introduction

- 6.1.1 Taking into account the location of the proposed 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.
- 6.1.2 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan at the site. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.

6.2 Appointment of Travel Plan Coordinator

- 6.2.1 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. It is likely that the TPC role will be allocated to a senior member of staff at the Leisure Centre. The name and contact details of the TPC will be supplied to MCC following their appointment.
- 6.2.2 The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 8** of this report.

6.3 Production of Welcome Packs

- 6.3.1 Welcome Packs and the provision of travel information can be important in influencing travel patterns. All staff will be issued with a Welcome Pack then they are first employed at the site. The contents of the Welcome Packs will include:
- Introduction to the TP concept detailing aims, objectives and aspirations;
 - Literature on the health benefits of walking, cycling and the environmental benefits of sustainable modes of transport;
 - Maps showing local walking/cycling routes and places of interest;
 - Details of public transport services, including timetables and routes;
 - Details of the Travel Plan Co-ordinator (TPC);
 - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey; and
 - Provide local taxi company numbers to encourage shared transport.
- 6.3.2 The information above could also be displayed on a staff notice board.
- 6.3.3 Travel information will also be supplied to visitors at the Leisure Centre. For example, new members will be issued with a Travel Sheet with summary information, similar to that outlined above. The Travel

Sheets could also be distributed to visitors throughout the year and displayed on a visitor notice board in a communal area within the Leisure Centre.

6.4 Measures to Encourage Walking

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

6.4.2 It has been demonstrated throughout **Section 5** of this ITP that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The following measures will be provided in order to encourage staff and visitors to walk:

- Raise awareness of the health benefits of walking;
- Promotions within the site for national events such as “National Walking Month”;
- Adequate lighting, landscaping and shelter to create pleasant pedestrian waiting areas;
- Information provided within the Welcome Packs on the local pedestrian routes, including public footpaths and walking routes; and
- Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot.

6.4.3 The following off-site improvements are also outlined in **Section 3.5** of the TA, that would benefit pedestrians:

- New fingerpost signage on Princess Road and Mauldeth Road West to highlight the existing pedestrian and cycle route via Framley Road;
- Upgrade of the existing Pelican crossing to a Puffin crossing with new signal equipment, tactile paving and revised zig-zag markings on Princess Road; and
- Proposed crossing point on Whitchurch Road, with dropped kerbs and tactile paving, to enhance access to the site for pedestrians.

6.4.4 Additional measures such as marketing campaigns in line with “Walk to Work Week” and schemes incorporating free-issue pedometers and alarms for staff, and the implementation of a “walking buddy” scheme could also be considered.

6.5 Measures to Encourage Cycling

6.5.1 It has been demonstrated throughout **Section 5** of this ITP that there is an existing good level of cycle infrastructure in the surrounding area. There will also be 56 secure cycle parking spaces (an increase of 24 spaces from the existing situation) and shower/changing facilities provided in the Leisure Centre.

6.5.2 To encourage staff and visitors to cycle, the following measures will be provided:

- Information on the local cycle network routes made available through the previously discussed Welcome Packs;
- Promoting the Cycle2Work scheme;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
- Encouraging local cycle clubs/forums to be invited to take part in TP promotional events to raise awareness; and
- Promotion of events such as “National Bike Week”.

6.5.3 The following off-site improvements are also outlined in **Section 3.5** of the TA, that would benefit cyclists:

- New fingerpost signage on Princess Road and Mauldeth Road West to highlight the existing pedestrian and cycle route via Framley Road;

6.5.4 Additional measures such as hosting ‘bike doctor’ sessions at the Leisure Centre, the delivery of cycle training on-site, and the implementation of a “cycling buddy” scheme could also be considered.

6.6 Measures to Encourage Public Transport

6.6.1 It has been demonstrated throughout **Section 5** of this ITP that the site is accessible by public transport, and that there are further opportunities for wider public transport travel throughout Greater Manchester. The following measures will be provided in order to encourage staff and visitors to travel by public transport:

- Distribute details of TfGM’s online journey planning resources: tfgm.com/plan-a-journey;
- Distribute details of the Traveline Journey Planning tool. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at <http://www.traveline.co.uk>;
- Provide up-to-date bus details including timetables/contact information in the Welcome Packs; and
- Advertise any promotions/discounts offered by public transport operators.

6.6.2 Additional measures such as the TPC assisting staff and visitors with their journey planning to the site could also be considered.

6.7 Car Sharing

6.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day.

6.7.2 A total of 4 spaces will be provided as priority bays for car-sharers to incentivise this a mode choice; these will be located in close proximity to the Leisure Centre entrances.

6.7.3 There are car sharing organisations which offer a matching service, such as www.liftshare.com and www.carsharegm.com; the latter of which has been developed by TfGM, to organise car shares. CarshareGM is an employer-based car sharing scheme and therefore the Leisure Centre would need to sign up to the scheme for staff to benefit from this.

6.7.4 It is considered that car sharing would be an attractive facility for staff and visitors who do not own a car, but require occasional use. This would be promoted to football pitch users during weekend periods to minimise the impact of single-occupancy vehicle trips.

6.7.5 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. This would be led by the TPC.

6.8 Travel by Environmentally Friendly Modes

6.8.1 In addition to the measures above, there would be 24 bays fitted with EV charging infrastructure near the entrance to the Leisure Centre.

6.8.2 It is envisaged that the provision of EV charge points would encourage staff and visitors to consider switching to EVs should they still need to travel by car, but wish to reduce their carbon footprint.

7.0 Targets

7.1 Introduction

- 7.1.1 Target setting is an important part of any TP, providing a focus for the overall process and a measure against which the initiatives can be judged. This section sets out the strategy for the TP targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

7.2 Data Collection and Analysis

Travel Surveys

- 7.2.1 Due to the ongoing COVID-19 pandemic and closure of leisure centres, it is not possible to undertake any travel surveys for existing staff or visitors. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 7.2.2 In order to understand travel habits, travel surveys will be distributed to staff and visitors within three months of operation at the expanded leisure centre. Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of residence;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various active and sustainable modes;
 - Any barriers to walking, cycling and public transport; and
 - Initiatives that would encourage staff and visitors to travel more sustainably.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

Parking Surveys

- 7.2.4 The occupancy of the main and overspill car parks will be monitored as part of the TP for the site. This will help inform the hours of operation of the overspill car park to prevent overspill onto residential streets.

Modal Split Analysis

- 7.2.5 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that the 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.

7.2.6 To provide an indication of potential targets, an example is provided in **Table 7.1** below:

Example of Potential Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	TBC following surveys	-3%	-3%	-4%	-10%
Car Share		+2%	+2%	+2%	+6%
Public Transport		-	-	+1%	+1%
Cycle		-	-	+1%	+1%
Foot		+1%	+1%	-	+2%

Table 7.1 – Example of Potential Targets

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

7.2.8 The above targets are indicative only, and final targets will be decided following the receipt of the baseline travel surveys. For example, if uptake for car sharing is found to be low through the modal split analysis, a marketing initiative could be carried out to further incentivise car sharing. For example, 'Liftshare Week' is an annual event in October which promotes the financial and environmental benefits of car sharing, where members who form a car sharing team would be entered into a prize draw to win vouchers. Modal split targets could then be set in future Travel Plan updates if deemed appropriate.

7.3 SMART Targets

7.3.1 The potential modal split targets are considered to be suitable interim measures before baseline travel surveys are undertaken at the site.

7.3.2 At this point, final targets will be set through consultation with MCC and TfGM. All targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

8.0 Monitoring and Review

8.1 Introduction

8.1.1 This section of the report sets out the proposed management arrangements associated with the TP. It also sets out the next steps with regards to converting this ITP into a full Travel Plan.

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

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

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

8.1.3 It is clear from the above that a TP document should be considered as the starting point of the process. The implementation of a TP is an ongoing requirement and will require support and leadership in achieving its objectives.

8.2 Responsibility and Management

8.2.1 Overall responsibility for the ITP will lie with ISG Ltd. Following construction and full occupation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

8.2.2 The survey information will enable analysis to be undertaken to establish mode share targets in consultation with MCC. It will also provide information on the reasons for the modal splits and identify measures that may encourage a modal shift.

8.2.3 At this point, the day-to-day responsibility will shift from ISG Ltd to the appointed TPC, such as a senior member of staff at Hough End Sports Village.

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

- Maintenance of on-site walking and cycling facilities, lighting and any CCTV installations in collaboration with MCC;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

8.3 Travel Plan Coordinator

8.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigating a marketing campaign upon first occupation of the site;
- Liaising with public transport operators;
- Working with the Leisure Centre operator to promote efficient timetables to manage demand for parking at the site;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties, including MCC; and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

8.3.2 A TPC will be nominated in due course, at least one month prior to operation of the expanded Leisure Centre.

8.4 Monitoring and Evaluation

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

- 8.4.2 The results of each survey will 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.
- 8.4.3 The targets will additionally take account of car and cycle parking occupancy at the site to ensure the robustness of the information provided.
- 8.4.4 Monitoring reports will be provided to officers at MCC annually following the receipt of the baseline travel surveys. Monitoring will be carried out for a minimum period of three years, comprising the baseline survey then two follow-up surveys.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Indicator	Target Date	Responsibility
Appoint TPC	Development build nearing completion	At least one month prior to operation of the expanded Leisure Centre	ISG Ltd
Produce Welcome Pack	TPC appointed	Within three months of operation at the expanded Leisure Centre	TPC
Undertake Baseline Travel Surveys	Operation of the development	Within three months of operation at the expanded Leisure Centre	TPC
Decide Targets	Receipt of the baseline travel surveys	Within one month of undertaking the baseline surveys	TPC in conjunction with MCC
Update ITP to a full Travel Plan	Once final modal split targets are agreed with MCC	Within three months of agreeing modal split targets with MCC	TPC
Implement TP Initiatives	TPC appointed	During occupation of the development	TPC
Undertake Annual Travel Surveys	Once full TP is approved by MCC	Annually following the baseline travel survey for a minimum period of three years (i.e. baseline survey then two follow-up surveys)	TPC
Present Annual Monitoring Report	Once full Travel Plan is approved by MCC	Annually following the baseline travel survey for a minimum period of three years (i.e. full TP then two follow-up reports)	TPC

Table 9.1 – Action Plan

Appendix A – Proposed Site Layout

NOTES

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Rev	Date	Description	By	CHK
P1	11.03.21	Issued for public consultation, 2nd Category B, material has been removed	RP	NA
P2	11.03.21	Site plan and landscaping to align with 11.03.21 material	RP	NA
P3	20.02.21	Further changes to site plan - ASHP enclosure left the site location	RP	NA
P4	21.02.21	Design team	RP	NA
P5	11.02.21	Public consultation amendments	RP	NA
P6	18.02.21	Final design amendments 11.03.21	NA	NA
P7	26.02.21	Amendments to 6th Public Consultation (26.02.21)	RP	NA
P8	26.02.21	Issued for public consultation 26.02.21	RP	NA
P9	17.03.21	Issued for public consultation 17.03.21	RP	NA
P10	17.03.21	Issued for public consultation 17.03.21	RP	NA
P11	17.03.21	Issued for public consultation 17.03.21	RP	NA
P12	17.03.21	Issued for public consultation 17.03.21	RP	NA
P13	17.03.21	Issued for public consultation 17.03.21	RP	NA
P14	17.03.21	Issued for public consultation 17.03.21	RP	NA
P15	17.03.21	Issued for public consultation 17.03.21	RP	NA
P16	17.03.21	Issued for public consultation 17.03.21	RP	NA
P17	17.03.21	Issued for public consultation 17.03.21	RP	NA
P18	17.03.21	Issued for public consultation 17.03.21	RP	NA
P19	17.03.21	Issued for public consultation 17.03.21	RP	NA
P20	17.03.21	Issued for public consultation 17.03.21	RP	NA
P21	17.03.21	Issued for public consultation 17.03.21	RP	NA
P22	17.03.21	Issued for public consultation 17.03.21	RP	NA
P23	17.03.21	Issued for public consultation 17.03.21	RP	NA
P24	17.03.21	Issued for public consultation 17.03.21	RP	NA
P25	17.03.21	Issued for public consultation 17.03.21	RP	NA
P26	17.03.21	Issued for public consultation 17.03.21	RP	NA
P27	17.03.21	Issued for public consultation 17.03.21	RP	NA
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P99	17.03.21	Issued for public consultation 17.03.21	RP	NA
P100	17.03.21	Issued for public consultation 17.03.21	RP	NA



1. ENTRANCE TO PROPOSED EXTENSION TO LEISURE CENTRE BUILDING

2. EXISTING CHANGING PAVILION TO BE DEMOLISHED

3. EXISTING PARKING BAYS REMOVED

4. EXISTING TREES OR GROUPS OF TREES PROPOSED AS REMOVED

5. EXISTING COACH SET-DOWN/PICK-UP RELOCATED

6. PROPOSED NEW CAR PARKING, CONCRETE ASPHALT SURFACE

7. EXISTING OVERSPILL PARKING REPLACED WITH NEW CONCRETE ASPHALT SURFACE AND NEW PERIMETER KERBS & END TURNING SPACE

8. PROPOSED OVERSPILL PARKING, SURFACED IN REINFORCED GRASS SYSTEM: FOR NEW AND EXISTING

9. RE-POSITIONED AND NEW ACCESSIBLE & ENLARGED PARKING BAYS

10. PROPOSED NEW CYCLE STORAGE CANOPY; FOR NEW & EXISTING

11. PROPOSED MOTORCYCLE PARKING: FOR NEW AND EXISTING

12. PROPOSED LOUVRED ENCLOSURES FOR NEW ASHP PLANT

13. PROPOSED NEW AMENITY SEATING AREA OUTSIDE CAFE

14. PROPOSED NEW EXTERNAL CAFE SERVING HATCH

15. ONE-WAY CIRCULATION MARKINGS AROUND CAR PARK

16. EXISTING PEDESTRIAN PAVING TO ENTRANCE PLAZA RETAINED

17. NEW PEDESTRIAN PAVING T.M.E. SERVING ENLARGED PARKING BAYS

18. PROPOSED ELECTRIC VEHICLE CHARGING POINT

19. PROPOSED DROP DOWN OR SWING BARRIER AT ENTRANCE TO OVERSPILL

20. EXISTING SUB-STATION REPLACED WITH ENLARGED ENCLOSURE

21. PROPOSED CHANGING ROOM ENTRANCE FOR 3G FTP FACILITIES

22. PROPOSED CHANGING ROOM ENTRANCE FOR GRASS PITCHES

23. REMODELLED/ENLARGED REFUSE & RECYCLING STORE COMPOUND

24. PROPOSED NEW CONCRETE ASPHALT PEDESTRIAN FOOTWAYS

25. PROPOSED DROPPED BOLLARD MAINTENANCE ACCESS TO PITCHES

26. NEW ALL-WEATHER 3G FOOTBALL PITCH, LIGHTING & PERIMETER FENCE

27. EXISTING WOODLAND RETAINED

28. FEATURE TREE, GRASSES & SHRUB PLANTING

29. PROPOSED SEMI-MATURE TREE PLANTING

30. EXISTING MATURE CATEGORY A TREE RETAINED

31. PROPOSED CENTRAL DRAINAGE SWALE WITH AQUATIC PLANTING

32. AUTO VERTICAL SWING ENTRY & EXIT BARRIER, VARIABLE HEIGHT

33. MOUNDING/BERM OR BARRIER RAIL AS VEHICULAR DETERRENT

34. 4.5m HIGH BALL-STOP FENCING

35. DESIGNATED CAR SHARE BAYS

36. POSSIBLE ADDITIONAL TREE PLANTING AREA

37. PVs BATTERY STORAGE CONTAINER BY OTHERS

38. MINIMUM KERB RADIUS OF 3m (SWEEP PATH)

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