



Manchester City Council

WYTHENSHAW PARK - CYCLE HUB

Car Park Management Plan





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Car Park Management Plan

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1 INTRODUCTION

1.1 OVERVIEW

1.1.1. WSP have been appointed by Manchester City Council (MCC) to prepare a Car Park Management Plan (CPMP) for the Wythenshawe Park Cycle Hub. This development has been granted planning permission in October 2021 (application reference 130542/VO/2021, “Creation of outdoor cycling facilities, including perimeter trail, learn-to-ride area, and skills areas”).

1.1.2. Condition 6 of this planning permission states:

“Prior to the first use of the development hereby approved a car park management plan shall be submitted to and approved in writing by the City Council as Local Planning Authority. The submitted plan shall include measures to coordinate events taking place and in order to minimise/avoid clashes of events taking place at the development and the wider Park. The development shall be subsequently operated in accordance with the agreed details.”

1.2 PURPOSE OF THE REPORT

1.2.1. This document is produced in relation to the Cycle Hub adopted as a traffic management best practice for the rest of the site.

1.2.2. This CPMP has been prepared to discharge condition 6 of the Cycle Hub planning application.

1.2.3. The Local Highway Authority (LHA) at MCC was consulted on 6th May 2022 to present and agree on the proposed scope for this CPMP. This can be found in Appendix A.

1.2.4. The key aims of this CPMP are:

- Ensure adequate car parking provision for the needs of the development;
- Enforce appropriate use of the car park such that it remains accessible to all and the circulating areas and access points remain free of obstruction;
- Identify appropriate control measures relating to the use of the car parking areas;
- Manage parking demand during events at the Cycle Hub and Wythenshawe Park;
- Monitor the operation of the car park in accordance with this CPMP.

1.3 METHODOLOGY

1.3.1. Following this introduction, Chapter 2 presents a series of benefits associated with Car Park Management Plans.

1.3.2. Chapter 3 describes the proposed development already approved.

1.3.3. Chapter 4 describes how the parking demand arising from the use of the Cycle Hub will be managed, including events and co-ordination with the wider Park parking provision and aspirations.

1.3.4. Chapter 5 describes the proposed communication, marketing, and monitoring strategy.

2 BENEFITS OF A CAR PARK MANAGEMENT PLAN

- 2.1.1. Whilst this document does not suggest there are specific issues with any of the below topics which need to be addressed, there are still numerous benefits that can arise from the implementation of a CPMP at the site.

Safety, Health and Wellbeing

- Further improvements to road safety in the local area by reducing and consolidating parking demand at the site;
- Contribution to healthier lifestyles by increasing active travel;
- Further improve social inclusion by reducing reliance on car travel; and
- Contribute to sustainable and vibrant communities in the local area by reducing car use.

Accessibility

- Provide even greater choice of travel for greater flexibility, improved mobility, and access needs;
- Further reduce the pressure on the local highway capacity and parking availability, especially at peak times.

Local Environment

- Contribute to a reduction in traffic congestion in the local area, particularly at peak times;
- Reduce carbon emissions by lowering vehicle numbers and lowering congestion; and
- Contribute to air quality and noise pollution targets by reducing the volume of car trips to the site and congestion to the site.

Other Benefits

- Corporate responsibility;
- Increase in travel choices;
- A more accessible site; and
- Better time management.

3 PROPOSED DEVELOPMENT

3.1 PROPOSED DEVELOPMENT

- 3.1.1. The proposals comprise several elements based on the improvement of facilities for learning to ride a bicycle and trails for more experienced riders. The key development proposals consist of:
- To provide accessible cycling facilities for all age groups and skill levels which incorporate recreational cycling activities such as family trails and mountain biking skills areas.
 - A Learn to Ride area and Pump Track to improve cycling proficiency which consists of more challenging rides for older children.
 - A skills and trails area comprised of various features such as rollers, berms, rock drops and rock gardens. The trail sections are separated into three difficulty categories.
 - The creation of a perimeter trail around the entirety of Wythenshawe Park that can be accessed via multiple points and will be open for all users of the park in addition to cyclists. This is aimed at families and less skilled riders to provide an interesting route to explore the perimeter of the park.

3.2 SITE LOCATION

- 3.2.1. Wythenshawe Park is a Grade II listed park occupying 109 hectares of land surrounding Wythenshawe Hall, situated 8km away from Manchester City Centre.
- 3.2.2. Wythenshawe Park is bound by Wythenshawe Road and residential properties to the north, Princes Parkway to the east, Altrincham Road and residential properties to the south, and residential properties to the west.
- 3.2.3. The Cycle Hub is located adjacent to the Athletics Club as shown in Figure 3-1 and Figure 3-2. Additionally, a perimeter trail will also be provided around the edge of the Park as part of the development proposals. These plans can be found in Appendix B.

Figure 3-1 - Site Location

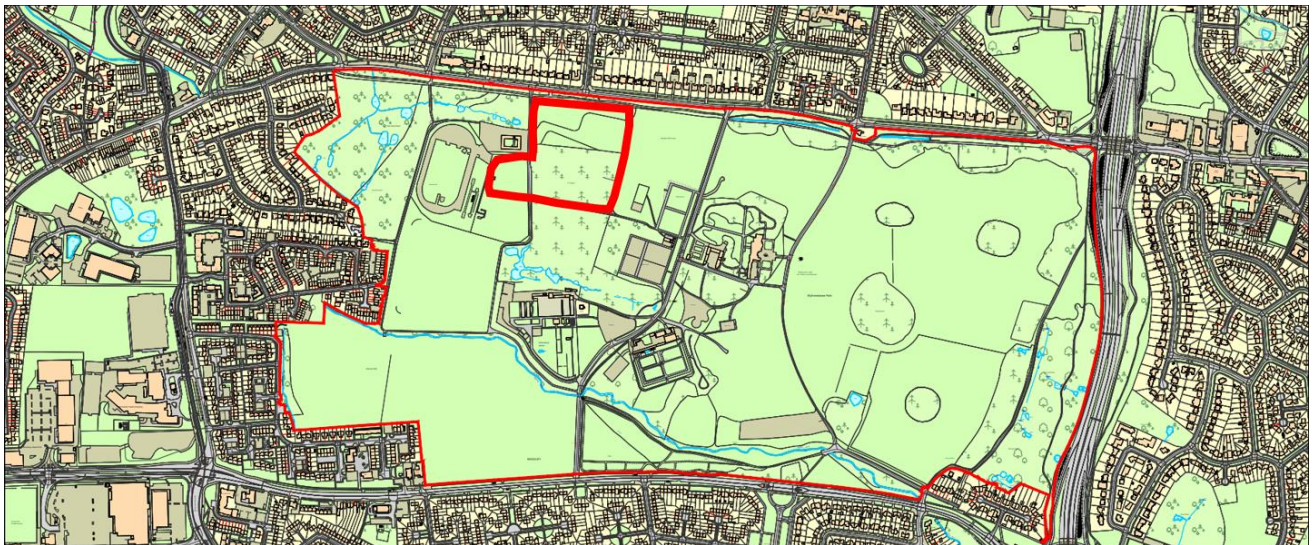
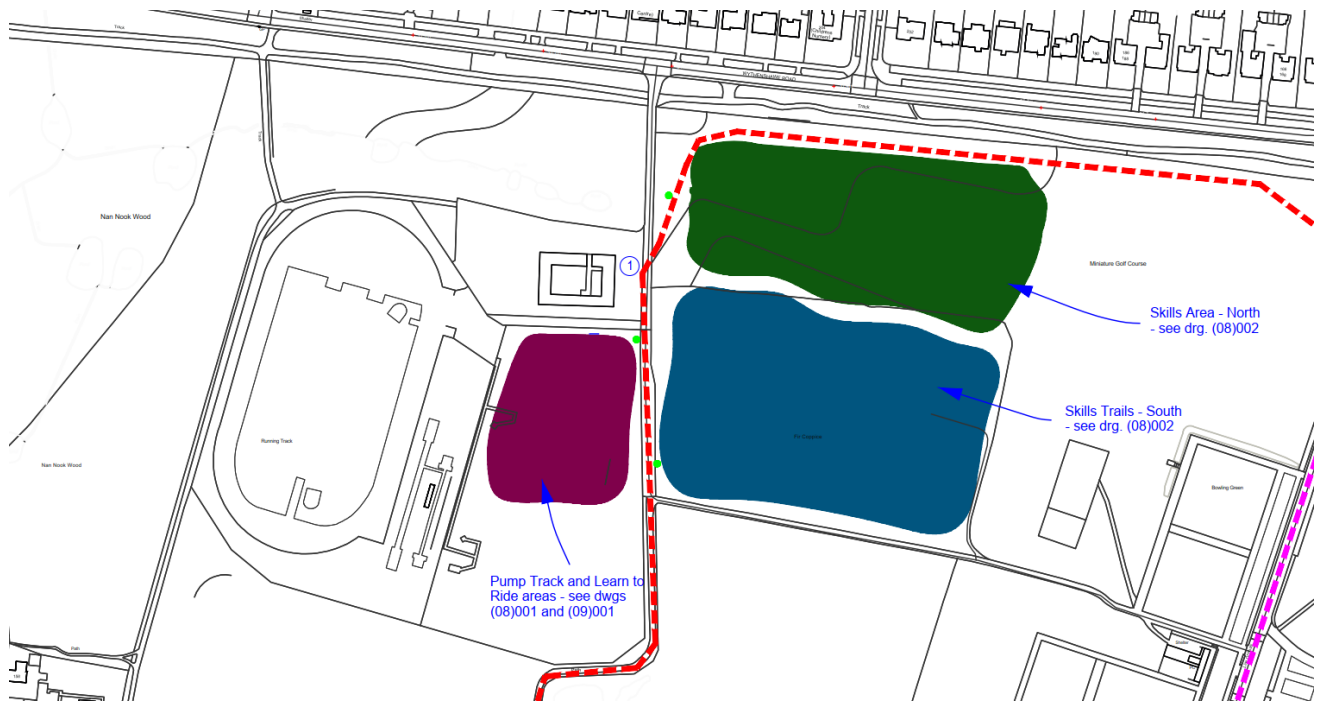


Figure 3-2 – Cycle Hub Site Plan



4 MANAGEMENT PLAN

4.1 PREAMBLE

- 4.1.1. The proposed development creates a series of cycling facilities for all skill levels, and therefore, it can be expected that a large proportion of users of the Cycle Hub will be travelling by bicycle to the site. However, some users, and those learning to cycle in particular, are likely to use alternative methods of travel to the Cycle Hub until they have reached a certain riding level, where it can be expected that they will start to cycle instead of travelling by car to the Cycle Hub.

4.2 CAR PARK MANAGEMENT PLAN

- 4.2.1. The existing car park by the Athletics Club provides a series of unmarked parking bays, which can lead to a variable parking provision, internal circulation congestion, and safety hazard.
- 4.2.2. The proposed reconfigured car park layout will provide a total of 64 marked parking bays, including eight accessible bays. These will be shared by all users, including general visitors to the Park (see Appendix C).
- 4.2.3. The proposed layout for the car park at the Athletics Club facilitates the drop off and pick up by car for the Cycle Hub users.
- 4.2.4. An additional 125 parking spaces are located at the heart of the Park, where the main car park is located.
- 4.2.5. These two car parks are open to all during Wythenshawe Park opening hours.
- 4.2.6. It should be noted that a Transport Plan for Wythenshawe Park is currently being developed. This will review all existing transport provision, identify current issues and opportunities, and set out a series of development proposals to improve accessibility to the Park. Although at an early stage, car parking provision, location, and management has already been identified as a key issue to explore. It is expected that the Transport Plan will set out details on how to best provide car parking at the Park.
- 4.2.7. This Transport Plan will directly influence the CPMP and how car parking demand arising from events is managed in the future (e.g. Sunday morning run).
- 4.2.8. Details of staff and volunteers at the Cycle Hub are currently unknown as the activities and training programme has not been completed yet. However, as part of the FrTP monitoring strategy, a series of surveys will identify who they are, how they travel, and how can sustainable transport options be improved to reduce reliance on private cars. These surveys will also capture visitors to the Cycle Hub.

4.3 PARKING AT EVENTS

- 4.3.1. *The submitted plan shall include measures to coordinate events taking place and in order to minimise/avoid clashes of events taking place at the development and the wider Park.*
- 4.3.2. Historically, events at Wythenshawe Park have been carefully managed to ensure sufficient parking provision is made at the Park and its vicinity to minimise the impact on the local highway network.
- 4.3.3. The largest pre-Covid event took place in Summer 2019 (Dinokingdom), where an additional temporary 500 parking spaces were provided on the eastern side of the Park. This proved to be

sufficient to manage the large demand of visitors throughout the four-week period that the event lasted.

- 4.3.4. It is proposed that large events at the Cycle Hub do not take place simultaneously with large events at Wythenshawe Park. However, certain Park wide events may also take place at the Cycle Hub. These will be reviewed individually to ensure no major disruption is caused.
- 4.3.5. Furthermore, a bespoke Car Park Management Plan is to be prepared for each large event taking place at the Cycle Hub. This will include details of approximate number of visitors, required parking spaces, temporary car park location, and signage strategy to the car park from the local highway network, and from the car park to the Cycle Hub.
- 4.3.6. Additionally, a bespoke Traffic Management Plan for certain events may also be required, which will overlap with the signing strategy of the Car Park Management Plan.

4.4 INTEGRATION WITH TRAVEL PLAN

- 4.4.1. A Framework Travel Plan (FrTP) to encourage sustainable travel has also been produced for the site.
- 4.4.2. Although the CPMP and the FrTP are two separate documents, there is a close relationship between them as both documents share the same aim.
- 4.4.3. Both documents are live documents that identify a series of mechanisms to promote sustainable travel to the site, and set up a monitoring strategy to regularly review the effectiveness of the various measures identified in both documents.

4.5 CAR PARK MANAGEMENT PLAN CO-ORDINATOR

- 4.5.1. Appointing a Car Park Management Plan Co-ordinator (CPMPC) will ensure the successful delivery and monitoring of the CPMP.
- 4.5.2. It is proposed that the CPMPC role will be held by the Wythenshawe Park Manager as part of their job duties, in liaison with the relevant officers at MCC.
- 4.5.3. The CPMPC for the Cycle Hub will be available to all users and their contact details will be provided when requested. The CPMPC will be responsible for the day-to-day management of the CPMP.

5 COMMUNICATION, MARKETING AND MONITORING

5.1 MARKETING STRATEGY

- 5.1.1. A communication and marketing strategy will be developed to support the CPMP to ensure:
- Awareness of the CPMP amongst all users of the site;
 - Promotion of the package of measures contained in the Action Plan; and
 - Provision of travel information from the outset and consistently throughout the lifespan of the FTP and an awareness of the sustainable and active travel options available.
- 5.1.2. The communication and marketing strategy communicates the CPMP to all users to raise awareness of its contents. This publicises its outcome objectives, targets and the package of measures being delivered.
- 5.1.3. The communication and marketing strategy should be effective in keeping the CPMP visible and relevant to all users. The strategy will be the responsibility of the Car Park Management Plan Coordinator. Key aspects of the strategy include:
- Maintaining confidence in the CPMP among all users. This can be achieved by monitoring the effectiveness of the measures and amending them when problems are encountered;
 - Regularly communicating with all users to remind them of the CPMP;
 - Making the CPMP easily contactable for all to resolve issues with changing modes of travel;
 - Ensuring all travel information available is up to date; and
 - Developing a successful feedback procedure for the purpose of developing the CPMP that will consider the views of all employees.

5.2 MARKETING MATERIAL

- 5.2.1. Publicity material within the Travel Packs and made available by the CPMP could include:
- Contact details of the CPMP;
 - Sustainable and active travel advice and information;
 - A list of further travel resources, online or offline;
 - Questionnaires, letters and leaflets relevant to the objectives of the Travel Plan; and
 - Quarterly employee newsletters and bulletins providing updates on the FTP, updated travel information, and success stories, etc.

5.3 MONITORING STRATEGY

- 5.3.1. The monitoring strategy will use data gathered through the Travel Plan monitoring process to determine suitability of the management of the car parking.
- 5.3.2. It is not envisaged that a formal review process is needed for the CPMP. Instead, key changes would arise from large events and through feedback from users.

Appendix A

SCOPE



WYTHENSHAW PARK – BIKE HUB (130542/VO/2021)

Introduction

This Technical Note presents the proposed scope to discharge Condition 5 and 6 of the planning application 130542/VO/2021 “*Creation of outdoor cycling facilities, including perimeter trail, learn-to-ride area, and skills areas*”.

Manchester City Council has granted permission subject to a series of conditions, including:

Condition 5: Before the development hereby approved is first used a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

Condition 6: Prior to the first use of the development hereby approved a car park management plan shall be submitted to and approved in writing by the City Council as local planning authority.

Framework Travel Plan

It is proposed that a Framework Travel Plan will be produced. This will include:

- 1) **Introduction** – An overview to the background and methodology of the Travel Plan.
- 2) **Benefits of a Travel Plan** – A summary of potential benefits for future users.
- 3) **Proposed Development** – A brief description of the proposed development already approved.
- 4) **Transport Infrastructure Audit** – A review of the active travel and public transport provision within the vicinity of the site.
- 5) **Outcome, Objectives, and Targets** – A description of the aim of the Travel Plan, its objectives, and a series of interim modal share targets based on census data.
- 6) **Management Plan** – A description of the mechanism to convert the document into a Full Travel Plan, the role of the Travel Plan Co-ordinator, and the proposed draft Travel Plan Questionnaire.
- 7) **Travel Plan Measures** – A review of potential measures to promote sustainable travel to the site accompanied by a detailed action plan.
- 8) **Communication, Marketing, and Monitoring** – A description of the proposed communication, marketing and monitoring strategy.
- 9) **Summary**

Car Park Management Plan

The proposed reconfigured car park will provide a total of 64 parking bays, including eight accessible bays. These will be shared by all users, including general visitors and nearby athletics club.

An additional 125 parking spaces are located at the heart of the Park, where the main car park is located.

- 1) **Introduction** – An overview to the background and methodology of the Car Park Management Plan.

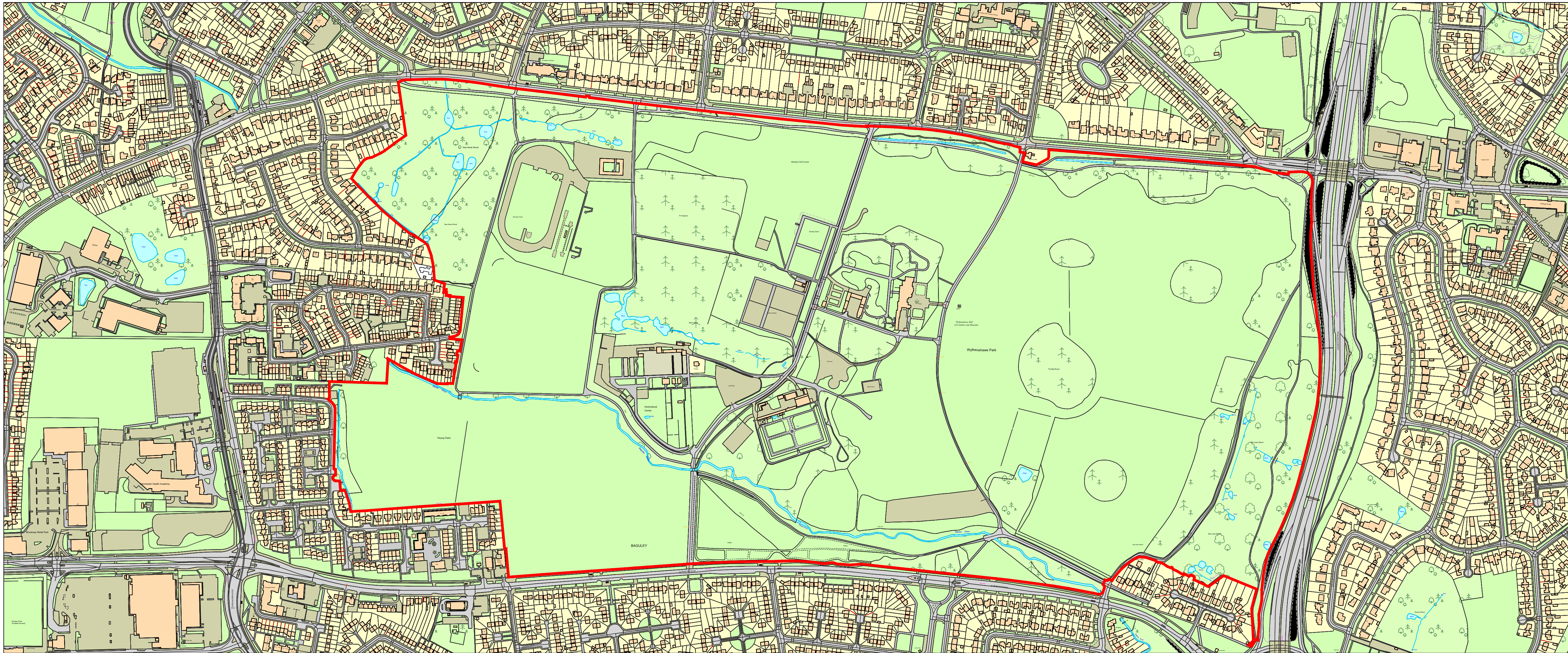


- 2) **Benefits of a Car Park Management Plan** – A summary of potential benefits for future users.
- 3) **Proposed Development** – A brief description of the proposed development already approved.
- 4) **Management Plan** – A description of how the parking demand arising from the use of the Bike Hub throughout the year will be managed, including events and co-ordination with the wider Park parking provision and aspirations.
- 5) **Communication, Marketing, and Monitoring** – A description of the proposed communication, marketing, and monitoring strategy.

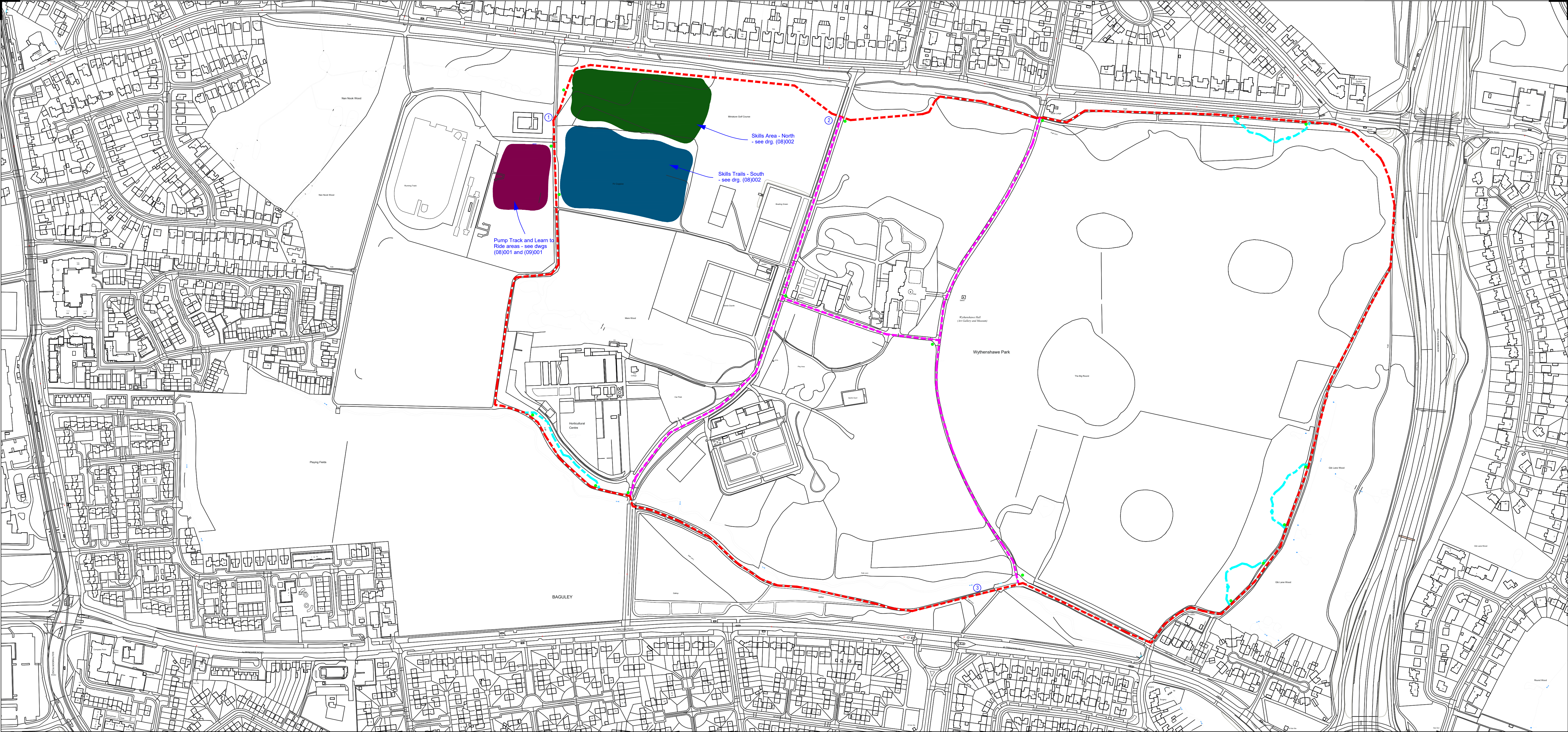
Appendix B

SITE PLANS





- NOTES
- 1. All dimensions are in millimetres unless otherwise stated
 - 2. This drawing is to be read with all other relevant documentation
 - 3. Do not scale from this drawing, all measurement data should be taken directly from the model



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Legend

- Perimeter Cycle Path
- Existing Paths (Short Cuts)
- New 'Opt-in' Path Sections
- Waymarker Signs
- ① Construction Notes

Construction Notes:

1. Remove section of fencing; make good disturbed surfaces.
2. Remove section of knee rail fencing; make good disturbed surfaces.
3. Potholes in existing macadam paths to be cut out and made good.

This drawing should be read in conjuncton with the following tender documents: -

- WYP-MCC-XX-XX-DR-B-0010 - Site Location Plan and Proposed Compound Siting
- WYP-MCC-XX-XX-DR-B-0012 - Proposed Car Park Works
- LP44968 - Bike Track Facility Proposal
- 20-011 (07)001 D3 - Site Plan
- 20-011 (08)001 D3 - Pump Track and LTR Area
- 20-011 (08)002 D3 - Skills Area and Skills Trails
- 20-011 (09)001 D3 - Pump Track and Trail Sections
- LP44699 - Schedule of Works
- LP44968 - NBS Specification - Wythenshawe Park Cycle Facilities
- LP44968 - Authority's Requirements - Information Required - Wythenshawe Park - 29.06.2021
- LP44968 - Designers Risk Assessment - Wythenshawe Park Cycling
- LP44968 - PEP - General Information - 28.06.2021
- LP44968 - PEP Low Value NWCH LV 2015 Ver 1.3 21.11.18
- LP44968 - Arboriculture Statement - Wythenshawe Park Cycle Facilities
- LP44968 - Heritage Statement - Wythenshawe Park Cycle Facilities
- Manchester City Council Design for Access 2 dated December 2003
- LP44968 - Wythenshawe Park Utility Search - Cadent Gas
- LP44968 - Wythenshawe Park Utility Search - ENW



Capital Programmes Division

Manchester City Council
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DRAWING STATUS **Information**

PROPERTY TITLE
Wythenshawe Park
Wythenshawe Road
Manchester M23 0AB

UPRN 000077251823 DFE NO. 0000

PROJECT TITLE
Wythenshawe Park Cycle Hub

DRAWING TITLE
Proposed Perimter Trail Route

JOB NO. LP/44968 DATE 21/06/2021 REV

SCALE 1:2500@A1 AUTHOR S.Mason CHECKED BY APPROVED BY

DRAWING NO.
WYP-MCC-XX-XX-DR-B-0011-S2

Appendix C

CAR PARK LAYOUT



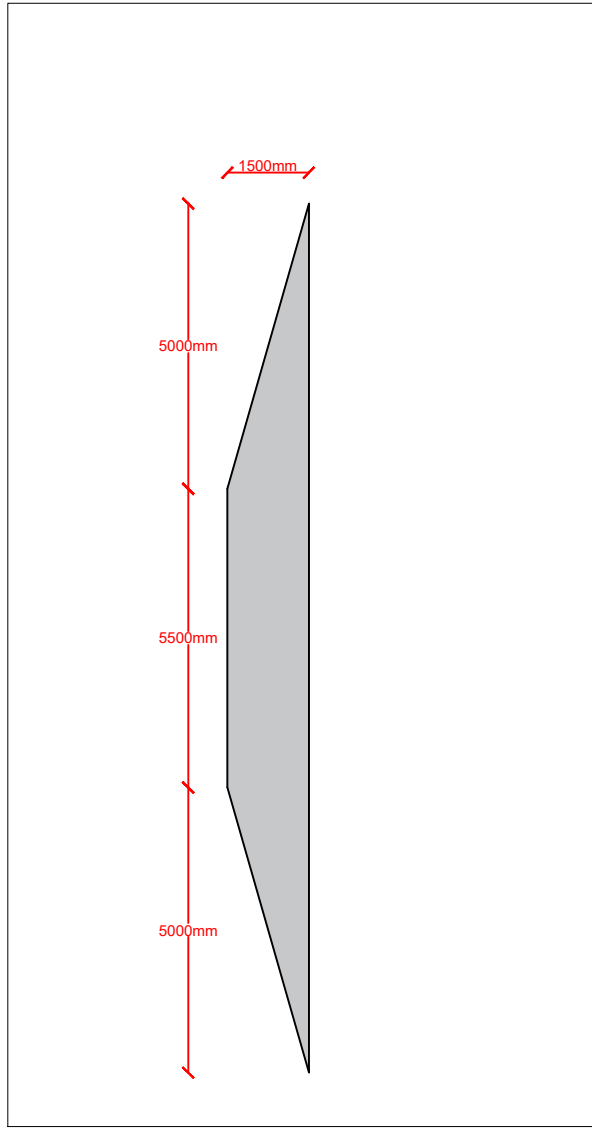


Proposed Car Park Area
Not to Scale

- NOTES
1. All dimensions are in millimetres unless otherwise stated
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Legend

- Car park area to be re-surfaced; to include hot applied thermoplastic lines in layout as indicated.
- New hot applied thermoplastic lines.
- New timber knee rail fencing to demarcate bike track.
- Tree
- Post
- Indicative Tree Locations
- Indicative Post Locations
- New Accessible Parking Bay Signage Posts



Proposed Passing Space
Not to Scale

This drawing should be read in conjunction with the following tender documents: -

- WYP-MCC-XX-XX-DR-B-0010 - Site Location Plan and Proposed Compound Siting
- WYP-MCC-XX-XX-DR-B-0011 - Proposed Perimeter Trail Route
- LP44968 - Bike Track Facility Proposal
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DRAWING TITLE
Proposed Car Park Works

JOB NO.
LP/44968

DATE
21/06/2021

REV

SCALE
Not to Scale @A1

AUTHOR
S.Mason

CHECKED BY APPROVED BY

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