

OVG Manchester:

Appendix 12.2 – Framework Travel Plan

OVG Manchester

Travel Plan

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1 Introduction

1.1 Background

- 1.1.1 This Travel Plan has been prepared by Buro Happold on behalf of OVG Manchester Limited (the “Applicant”) in support of a planning application for a new multi-use indoor arena (‘OVG Manchester’) in Bradford, Manchester M11 3FF (the “Site”).
- 1.1.2 The Site is approximately 4.46 hectares and located in the Ward of Ancoats and Beswick, Manchester. It is bound by Sportcity Way to the north, the A6010 Alan Turing Way to the east, Ashton Canal to the south, and Joe Mercer Way to the west. The Site is located immediately north of the Etihad Stadium (home of Manchester City Football Club).
- 1.1.3 The Site is an existing brownfield site, which has been identified for future development as part of the Eastlands Regeneration Framework.
- 1.1.4 The Site location is shown below on Figure 1.1.

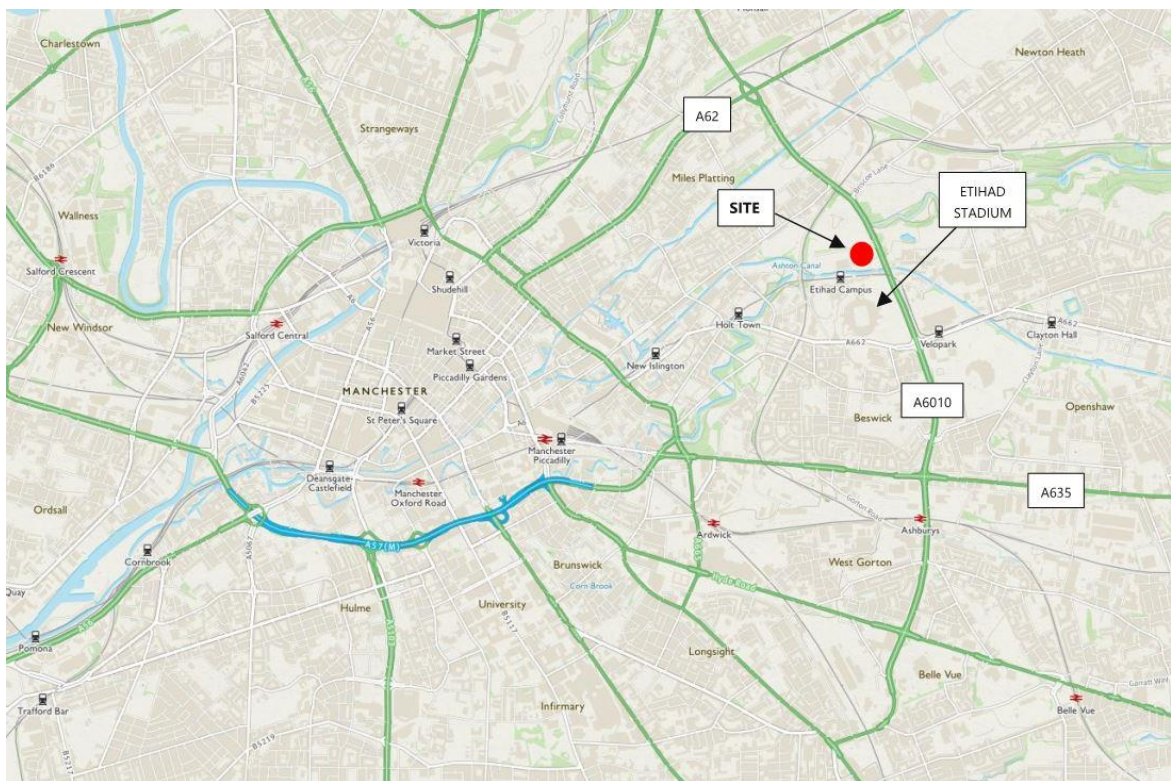


Figure 1.1 Site Location (Source: OS Open Data)

- 1.1.5 The Proposed Development includes the construction of a new indoor arena of up to 69,418 sq. m. Gross External floor Area (GEA) with a total capacity for up to 23,500 people, but this capacity would only be reached on a small number of occasions per year. The majority of events at the arena would have a capacity of between 16,000 – 20,000 people. The arena would be flexible to accommodate events of different nature and scale, which could include music, sport, performances, awards and other live entertainment. Events could be held during the day and evening, throughout the year.
- 1.1.6 Based on information provided by the Applicant, it is understood that there are expected to be up to 70 full time employees on-site on non-event days with up to 770 employees on event days for full capacity events, which will be a mixture of full-time, part-time, temporary and contract staff covering all aspects of the arena event-day operations.
- 1.1.7 The anticipated year of opening for OVG Manchester is 2023.

1.2 General Strategy

- 1.2.1 A Travel Plan is a long-term management strategy, which encourages sustainable travel for new and existing developments. The key aim is to inform employees and visitors at the Site of travel alternatives to that of the car, particularly Single Occupancy Vehicle (SOV) trips, by promoting active travel and other sustainable travel modes with a view to creating sustainable communities consistent with the overarching aims of the National Planning Policy Framework (NPPF).
- 1.2.2 Travel Plans are dynamic documents that evolve over time with changing travel needs. They are not meant to be onerous documents, but rather developed to enhance awareness of alternative modes of travel to the single occupancy private car.
- 1.2.3 This Travel Plan has been prepared to outline the general strategy for managing multi-modal access at the Site whilst focusing on promoting active travel and access by sustainable modes. The aim is to provide employees and visitors with all the information they need to make sustainable travel choices easier from the outset before travel habits become entrenched.
- 1.2.4 The Applicant is committed to developing this Travel Plan in collaboration with key stakeholders including Etihad Campus organisations, Manchester City Council ("MCC") and Transport for Greater Manchester ("TfGM"), to develop this Travel Plan alongside the Event Management Plan (EMP) as well as the strategic vision for the Etihad Campus as a whole (this is discussed in more detail in Section 6).
- 1.2.5 The Applicant will appoint a Travel Plan Co-ordinator to take ownership of the Travel Plan to ensure it is implemented (Travel Plan Management is discussed in Section 4).
- 1.2.6 This Travel Plan comprises general (interim) site-wide measures, initiatives and targets, which would be led by the Applicant to encourage employees and visitors to use more sustainable means of transport.
- 1.2.7 It is a 'living document', which will be actively promoted with employees and visitors and will be reviewed and revised over time in consultation with MCC and TfGM. It will be a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to those using the Site.

1.2.8 Whilst preparing this Travel Plan, reference has been made to the following information sources:

- National Planning Policy Framework (NPPF) (2019);
- National Guidance on Travel Plans, Transport Assessments and Statements (March 2014);
- Department for Transport (DfT) Cycle to Work Scheme Guidance for Employers (June 2019);
- MCC's Core Strategy Development Plan (2012);
- MCC's Supplementary Planning Guidance (SPG) Guide to Development in Manchester (2007);
- TfGM's online Travel Plan toolkit;
- Etihad Campus Strategic Vision for Movement and Transport;
- Etihad Campus Strategic Sustainability Framework;
- Etihad Campus: A Movement and Transport Strategy: Transport Assessment;
- ACT TravelWise - an organisation promoting and facilitating sustainable travel choices in the UK; and
- Campaign for Better Transport – an independent charity campaigning for high quality sustainable transport.

2 Planning Policy

2.1 National Policy

National Planning Policy Framework (NPPF 2019)

- 2.1.1 At the heart of the NPPF is the presumption in favour of sustainable development.
- 2.1.2 Transport issues should be considered from the earliest stages of plan-making and development proposals so that:
- The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 2.1.3 Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 2.1.4 At a more detailed level, the NPPF states that developments should be located and designed in order to:
- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
 - Address the needs of people with disabilities and reduced mobility;
 - Enable charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations; and
 - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.
- 2.1.5 A key tool to assist in facilitating all of the above will be through the provision of a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

National Policy – Planning Practice Guidance (PPG): Travel Plans (2014)

- 2.1.6 The planning practice guidance provides advice on what information should be included in travel plans and on how they should be monitored.

- 2.1.7 The guidance states that *“Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.”*
- 2.1.8 The guidance states that *“Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should seek to fit in with wider strategies for transport in the area.”*

2.2 Regional Policy

Greater Manchester Transport Strategy 2040: Draft Delivery Plan 2020-2025 (GMCA 2019)

- 2.2.1 The Greater Manchester Transport Strategy (GMTS) sets out the long-term transport strategy to 2040.
- 2.2.2 The transport vision aims to deliver *“World class connections that support long-term sustainable economic growth and access to opportunities for all”* and to improve the transport system *“to support a reduction in car use to no more than 50% of daily trips, with the remaining 50% made by public transport, walking and cycling.”*
- 2.2.3 Integration is at the heart of the strategy with an ambition to create a high-quality network for Greater Manchester that enables people to move efficiently and effortlessly between different modes of transport. Integrated land use and transport planning are recognised as key tools in realising this ambition.
- 2.2.4 Policy 4 of GMTS sets out TfGM’s approach to spatial planning, who seek to continue to work in collaboration with planning authorities and developers to;
- Reduce the need to travel by car, and the distance travelled;
 - Maximise accessibility to new developments by sustainable modes;
 - Maximise the best use of existing infrastructure, ensure that development close to public transport node are high density;
 - Developments are designed in a way that encourages and facilitates active travel.

2.3 Local Policy

Manchester City Council’s Core Strategy (MCC 2012)

- 2.3.1 MCC’s Core Strategy outlines MCC’s vision for development in and covers the period to 2027. The Core Strategy forms part of Manchester’s Local Development Framework and sets out the planning policies that will be used to deliver that vision.
- 2.3.2 The core development principles seek to maximise the potential of the City’s transport infrastructure, in particular promoting walking, cycling and the use of public transport.
- 2.3.3 Policy T1 seeks the delivery of a *“sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking”*.

2.3.4 The Council will support proposals that:

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network.
- Facilitate modes of transport that reduce carbon emissions.

2.3.5 Policy T2 seeks to ensure that a good level of access is established to/from new developments and other parts of the City and that new development is easily accessible by walking, cycling and public transport.

2.3.6 Proportionate Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.

Supplementary Planning Guidance (SPG) Guide to Development in Manchester (MCC 2007)

2.3.7 MCC's SPG Guide to Development in Manchester adopted in 2007 provides guidance for developers including parking/servicing guidelines, design and travel plans.

2.3.8 The guidance emphasises that priority is to be given to pedestrians, disabled people and cyclists above the needs of the car, and that this should be taken into consideration in the location and design of any parking facilities.

2.3.9 A Travel Plan will be required where appropriate to encourage and support walking, cycling and public transport use. It also provides detailed guidance on how the need for car parking can be accommodated in the context of ensuring that priority is still given to the non-car user.

Transport for Greater Manchester - Transport for Sustainable Communities – a Guide for Developers (2013)

2.3.10 Transport for Greater Manchester (TfGM) is the body responsible for certain transport and travel matters across Greater Manchester, covering the planning authorities of Bolton, Bury, Manchester, Oldham, Rochdale, Stockport, Tameside, Trafford and Wigan.

2.3.11 TfGM strongly endorses the need for Travel Plans to reduce the impact of transport on the local environment to improve accessibility and to encourage "active travel" which improves peoples' health. It states Travel Plans should be prepared in accordance with National Guidelines.

2.3.12 A Travel Plan should achieve:

- A reduction in car use (particularly for single occupancy trips) and an increase in travel by more sustainable modes, namely active travel and public transport;
- A reduction in the impact of the generated traffic, both the immediate neighbourhood and on the wider highway network;

- Site access for pedestrians and cyclists; and
- A coordinated approach to developing and implanting realistic travel options.

2.3.13 Travel Plans should contain:

- Clear targets for vehicular trip generation and mode split, with an agreed fall-back position if these are not met;
- Firm commitment to appointing a travel plan coordinator and to funding travel plan measures; and
- Post-implementation management arrangements identified and included within the Travel Plan.

3 Site Accessibility

3.1 Introduction

3.1.1 This chapter sets out the context of the Site in terms of accessibility.

3.2 Walking Accessibility

3.2.1 There is an extensive provision of high quality and well-lit pedestrian footways in and around the Site, as illustrated by the pedestrian routes shown on Figure 3.1.

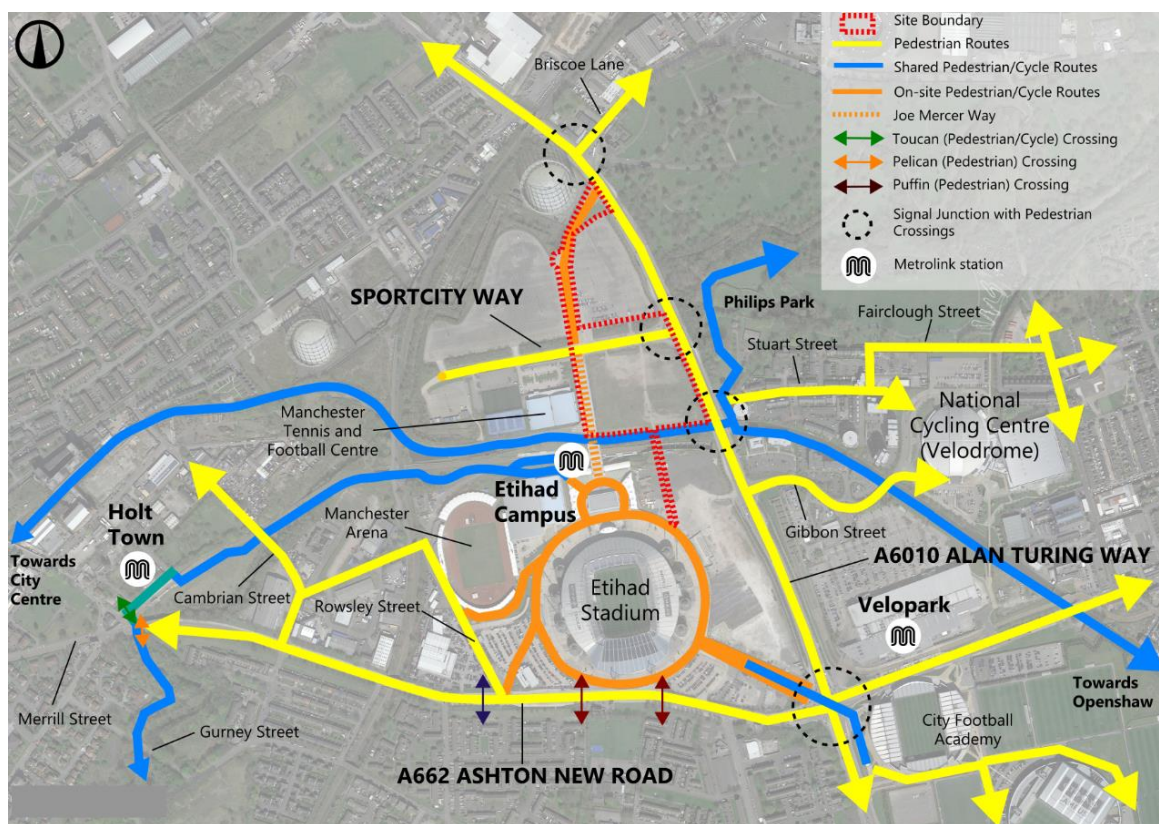


Figure 3.1 Pedestrian Infrastructure Surrounding the Site

3.2.2 The Site can be accessed on foot via multiple locations. There are shared pedestrian/cycle routes provided along the Ashton Canal and City Link, which runs to the south of Ashton Canal. These shared routes connect to Joe Mercer Way, which crosses the Ashton Canal connecting Etihad Stadium to the south and Sportcity Way to the north.

3.2.3 There are signal controlled pedestrian crossing facilities provided at the Alan Turing Way/ Sportcity Way and the Alan Turing Way/ Gibbon Street signal junctions, situated approximately 60m north-east and 130m south-east of the Site respectively. There are also signal controlled pedestrian crossings at the Alan Turing Way/ Ashton New Road signal junction situated approximately 550m to the south of the Site. Figure 3.2 illustrates the location of the pedestrian crossing facilities.

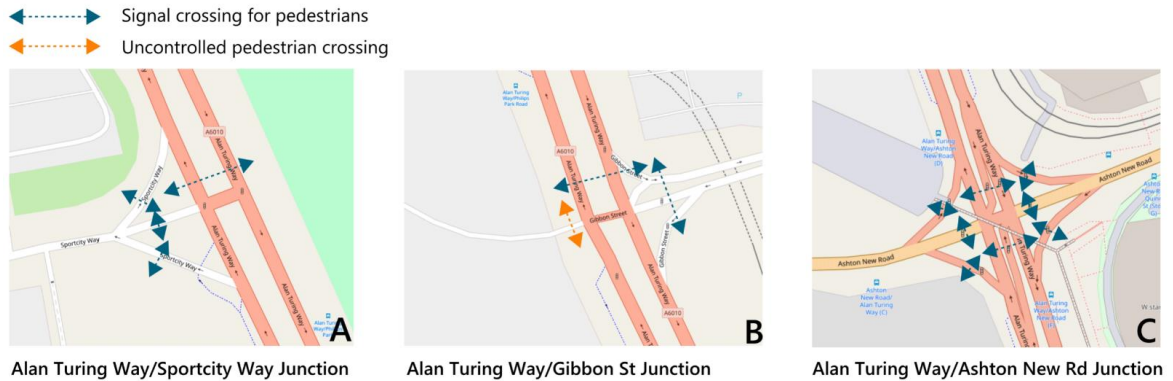


Figure 3.2 Pedestrian Crossing Facilities on Alan Turing Way

- 3.2.4 The Site is approximately 200m walk from the Etihad Campus Metrolink station and the wider Etihad Campus (less than a 5-minute walk), which can be accessed via Joe Mercer Way to the south.
- 3.2.5 To the west, Manchester Piccadilly station is approximately a 25 to 30-minute walk from the Site (or an 8-minute journey time via Metrolink services). The bus stops on Alan Turing Way are within a 5-minute walk of the Site. Additional bus stops are provided on Ashton New Road, which can be accessed within a 10-minute walk of the Site.
- 3.2.6 Figure 3.3 shows the walking accessibility for the Site in 5 to 25-minute walk catchments. This has been derived within GIS using Open Source mapping and applying an average walking speed of 1.33 metres per second, to account for a range of walking speeds of people attending events at arenas.

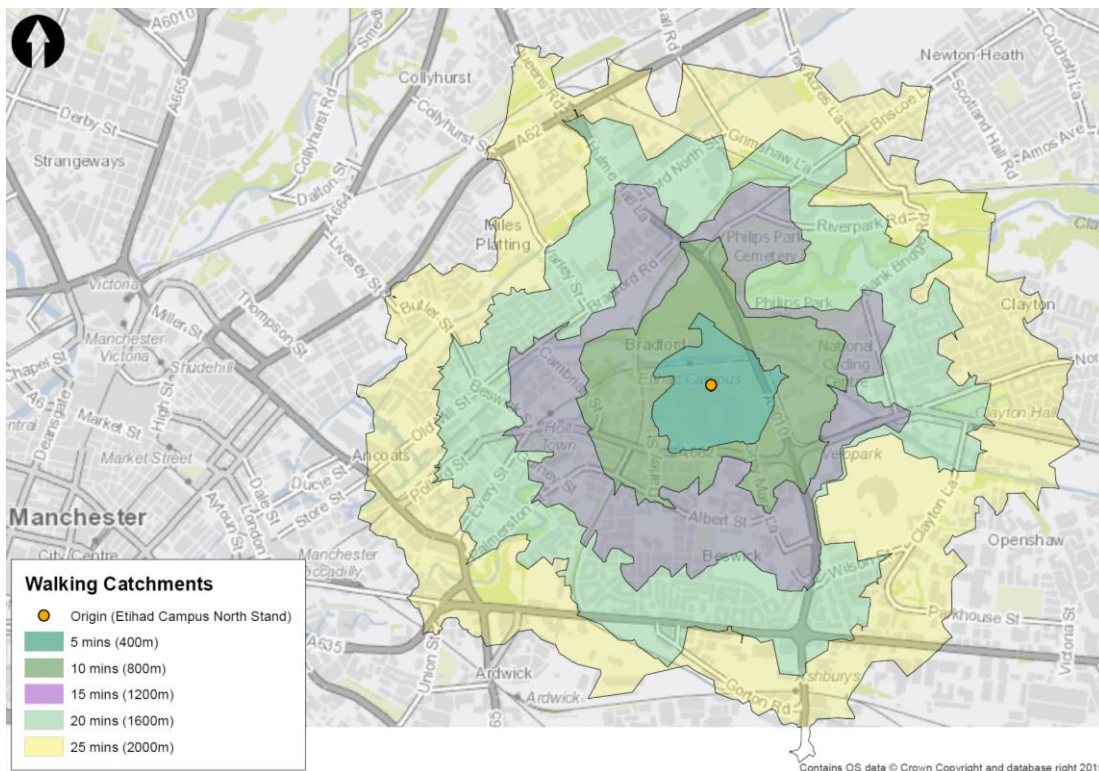


Figure 3.3 Walking Accessibility (Source: Arup)

3.3 Cycle Accessibility

Cycle Access

3.3.1 Figure 3.4 shows the cycle infrastructure in the vicinity of the Site.

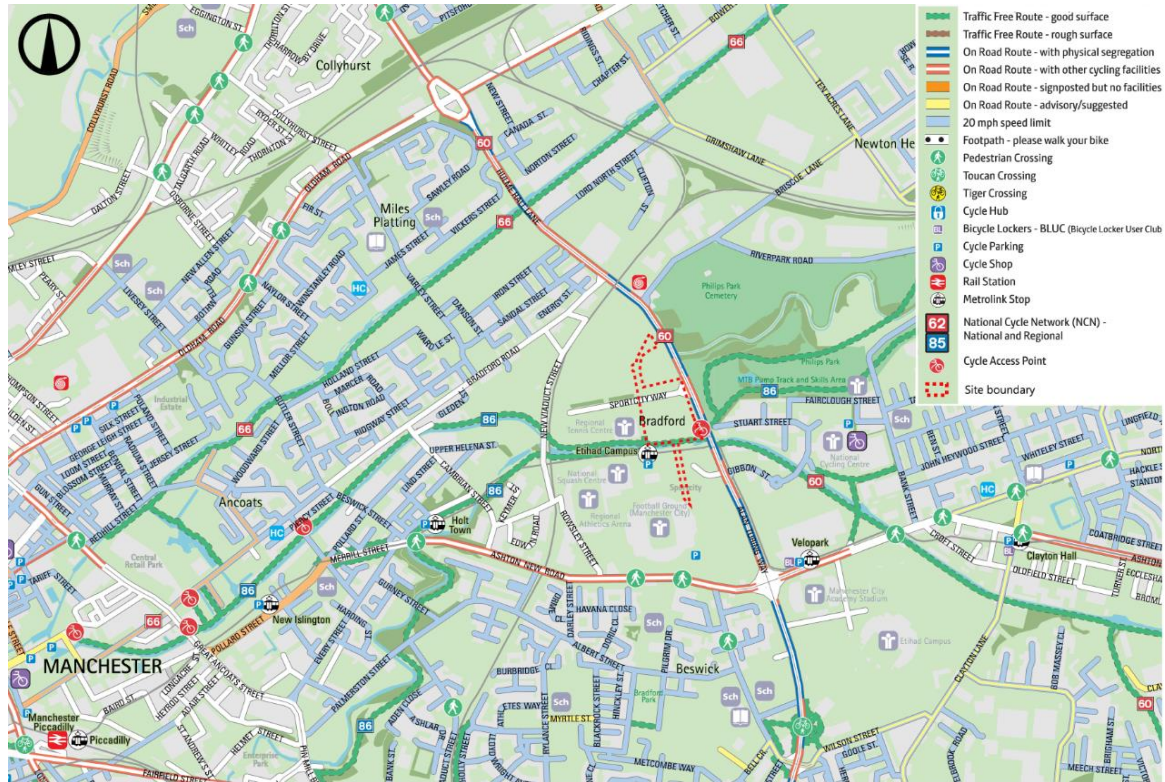


Figure 3.4 Cycle Infrastructure in the vicinity of the Site

- 3.3.2 In the vicinity of the Site, Alan Turing Way forms part of the National Cycle Network (NCN) Route 60 and NCN Route 86 runs along the northern side of Ashton Canal.
- 3.3.3 The pedestrian/cycle route along the Ashton Canal towpath provide connections east-west between Ashton-under-Lyne and Manchester City centre.
- 3.3.4 In the vicinity of the Site, the pedestrian/cycle route along the northern side of Ashton Canal connects to Joe Mercer Way via steps on the western side. The Applicant is providing a channel alongside these steps to facilitate walking a bicycle up or down the stairway (discussed in Section 6).
- 3.3.5 To the east of Alan Turing Way, the pedestrian/cycle route on Ashton Canal crosses to the southern side of the Canal where a ramp connection is provided up to the eastern side of Alan Turing Way.
- 3.3.6 To the north of Ashton Canal the pedestrian/cycle route continues north-eastwards via Philips Park towards Clayton. There are also connections via this route to the UK National Cycling Centre, which is a multipurpose cycling venue with an indoor Velodrome, a BMX arena and outdoor mountain bike trails.
- 3.3.7 There are cycle lanes provided north-south along both sides of Alan Turing Way as well as on Ashton New Road.

- 3.3.8 Figure 3.4 shows that many roads in the vicinity of the Site have a low speed limit of 20mph, which offer quiet routes for cyclists. This includes Gibbon Street to the south, which provides a connection north-eastward to the National Cycling Centre.
- 3.3.9 In terms of cycle parking facilities, Etihad Campus currently provides 272 cycle spaces in the form of 136 Sheffield Stands, most of which are located on the outer ring of the service road around the Etihad Stadium. Covered cycle parking spaces are located in the car park to the south-east of Etihad Campus, in close proximity to the Alan Turing Way/ Ashton New Road junction. An additional 12 cycle spaces are provided in the form of six Sheffield Stands outside the Etihad Campus Tennis and Football Centre entrance.
- 3.3.10 The closest cycle parking facilities to the Site are currently at the Etihad Campus Metrolink station where five cycle Sheffield Stands (10 cycle parking spaces) are provided at the entrance to Etihad Campus Metrolink, which is approximately a 200m walk of the Site. There is also cycle parking available at Velopark station, which is approximately 850 metres (less than 11 minutes' walk) of the Site. There are five cycle Sheffield Stands (10 cycle parking spaces) provided at this station and three lockers, which can be used through the 'Bike Lockers User Club' (BLUC) scheme, which is operated by TfGM to encourage people to use their bicycle when travelling to train/tram stations across Greater Manchester.
- 3.3.11 Figure 3.5 illustrates the cycling accessibility for the site within 10, 20, and 30-minute cycle ride.

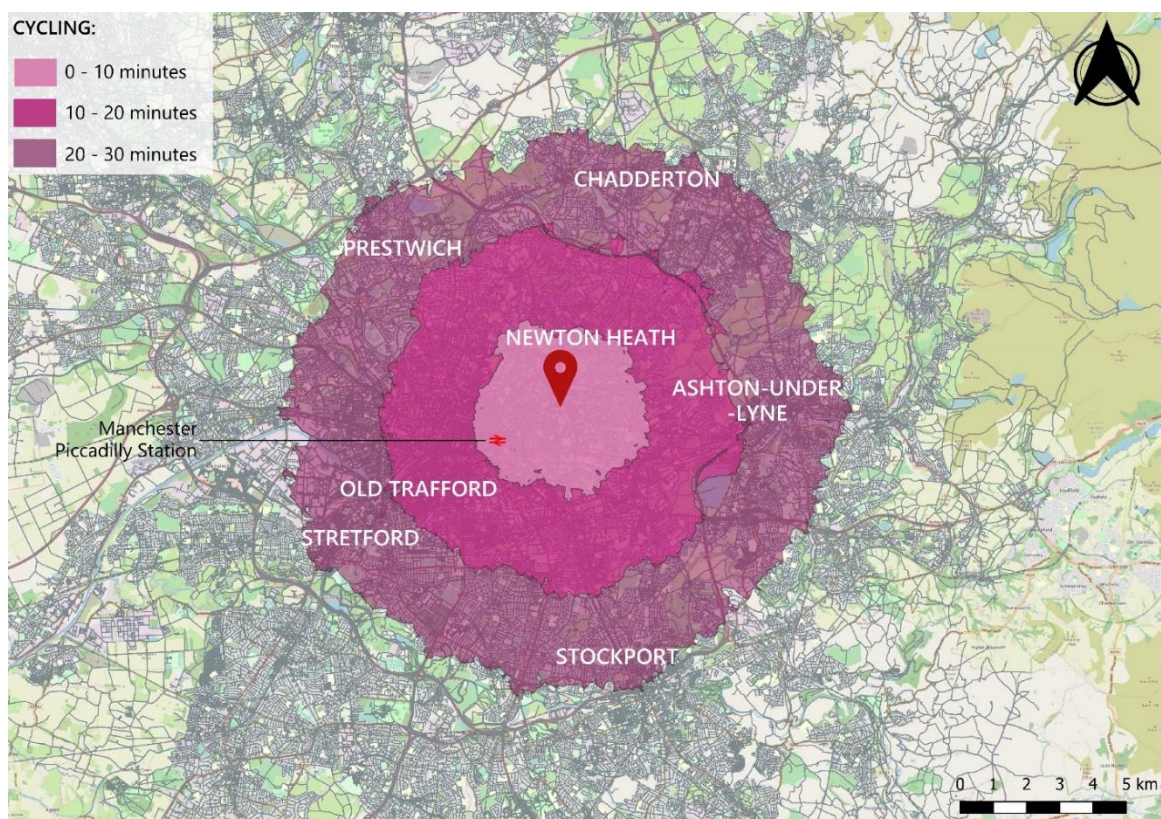


Figure 3.5 Cycling Accessibility

- 3.3.12 Manchester City centre is within a 10-minute cycle, with other areas in Greater Manchester such as Ashton-Under-Lynne and Stockport within a 10 to 20-minute cycle and 20 to 30-minute cycle respectively.

- 3.3.13 Ashburys, Ardwick and Manchester Piccadilly railway stations are within a 10-minute cycle from the Site.
- 3.3.14 The Manchester Bee Network is a new plan by the Greater Manchester Combined Authority's (GMCA) to create a City-region-wide cycling and walking network to connect every community in Greater Manchester.
- 3.3.15 Figure 3.6 shows the Manchester Bee Network routes and proposals that are currently planned in the areas surrounding the Site. In the vicinity of the Site, it shows the A6010 Alan Turing Way, A662 Ashton New Road and Ashton Canal routes forming part of this Bee Network. Specific improvements have also been identified to the east, south and west of the Site as part of the Manchester Bee Network programme. These include:
- Improved crossing facilities at the junction of Bradford Road / Cambrian Street to better link to the communities to the west of the Etihad Campus such as Miles Platting;
 - Improved pedestrian facilities at the junction of Fairclough Street / Bank Street to better link to the communities to the east of the Etihad Campus such as Clayton;
 - Improved connectivity on Albert Street as it crosses the railway line to better link to the communities to the south of the Etihad Campus such as Beswick;
 - Improved crossing facilities at the junction of Alan Turing Way / Grey Mare Lane / Bank Street to better link to the communities to the south-east of the Etihad Campus such as Openshaw.

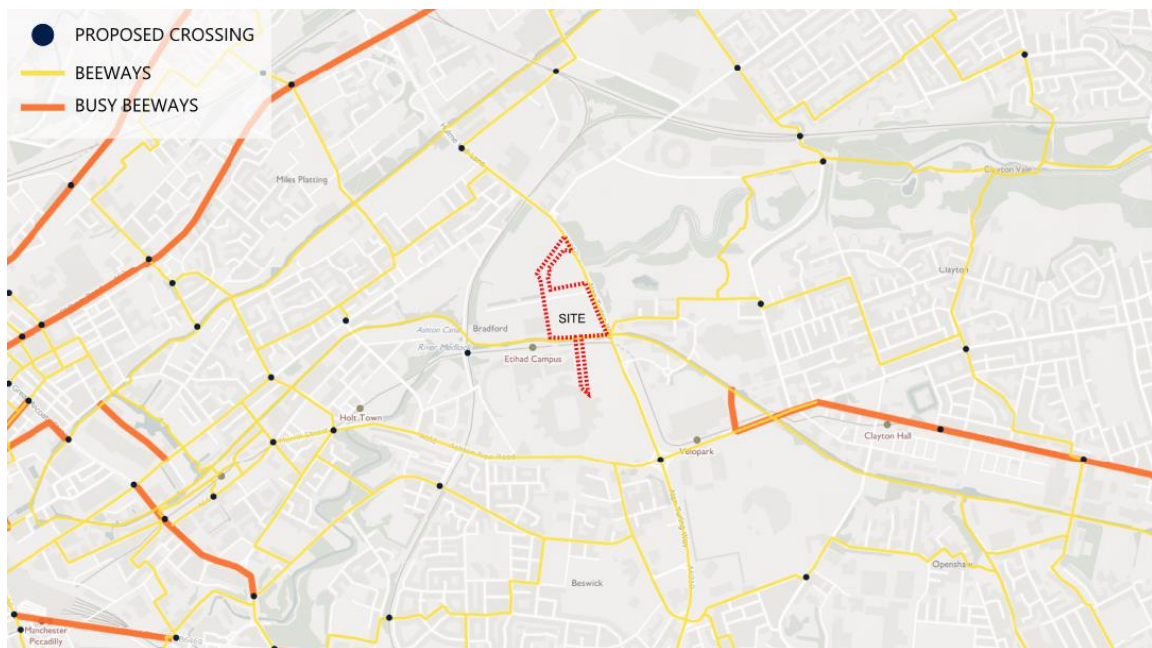


Figure 3.6 Manchester Bee Network (Source TfGM website)

3.4 Public Transport Accessibility

Bus

- 3.4.1 Greater Manchester has an extensive network of buses managed by TfGM and operated by companies including First Greater Manchester, Stagecoach Manchester and Arriva North West.

- 3.4.2 There are multiple bus routes serving the Site and the wider Etihad Campus and all are within a 10-minute walk.
- 3.4.3 The main bus route corridors in the vicinity of the Site are the Alan Turing Way, Ashton New Road and Bradford Road. Bus stops along these routes are shown on Figure 3.7.

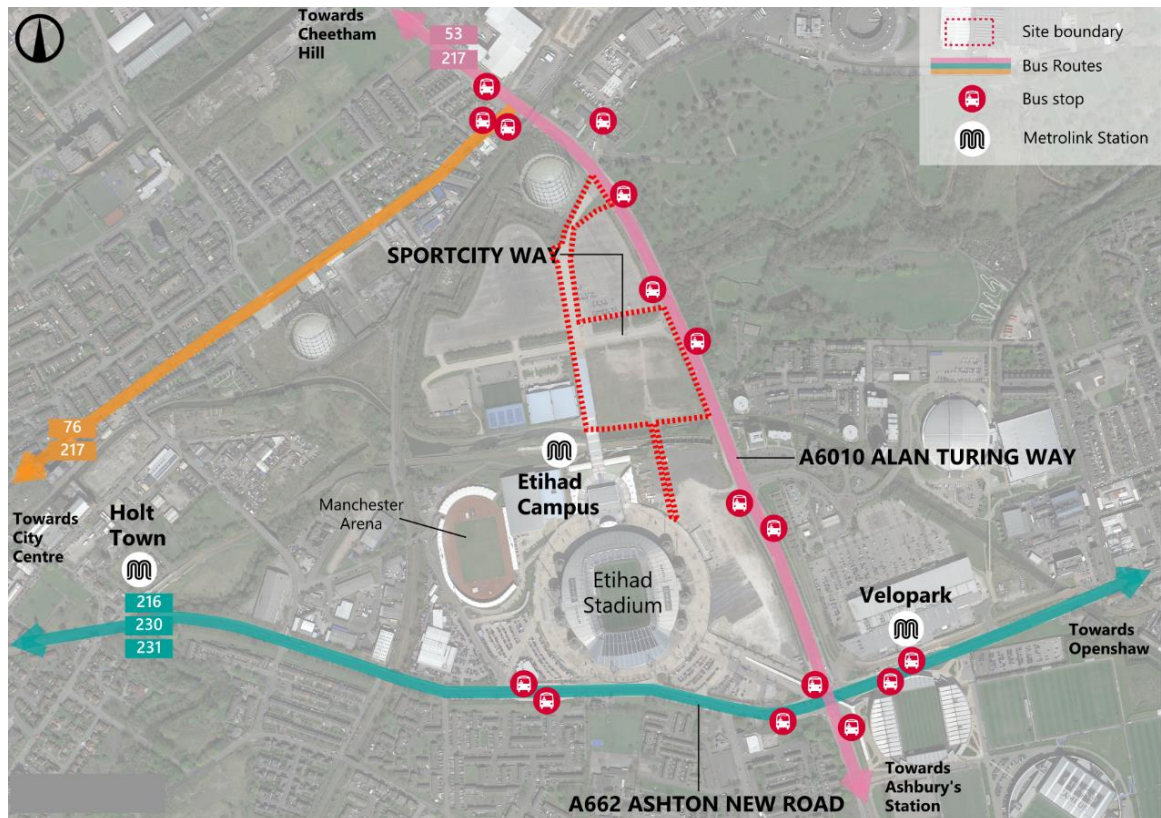


Figure 3.7 Local Bus Stops and Bus Routes

- 3.4.4 Figure 3.1 summarises the frequency of buses on each bus route per hour per direction. It shows that during the weekday peak network peaks, there are up to 20 buses per hour per direction surrounding the Site.

Table 3.1 Local Bus Routes and Frequencies

Bus Service	Route	Peak Frequency (buses per hour per direction)							
		Weekday				Weekend			
		AM Network Peak (08:00 – 09:00)	PM Network Peak (17:00 – 18:00)	Arena Arrivals Peak (19:00 – 20:00)	Arena Departure Peak (22:00 – 23:00)	Arena Arrivals Peak (12:00-13:00)		Arena Departure Peak (16:00-17:00)	
						Saturday	Sunday	Saturday	Sunday
53	Cheetham Hill- Old Trafford- Salford Quays - Pendleton	1	1	3	1	2	1	2	1
76	Oldham- Limeside- Failsworth - Newton Heath	7	3	2	2	5	4	4	2
216	Manchester - Clayton - Droylsden - Ashton - Stalybridge	6	6	4	3	6	4	6	3
217	Ashton - Hartshead - Droylsden - Clayton - Manchester	2	1	1	1	1	1	1	1
230	Ashton - Droylsden - Clayton - Manchester	1	2	1	1	2	1	2	1
231	Ashton - Hartshead- Clayton - Manchester	3	2	1	-	2	1	2	1
Total		20	15	12	8	18	12	17	9

Manchester Metrolink Tram

3.4.5 The local tram and rail network is illustrated on Figure 3.8.

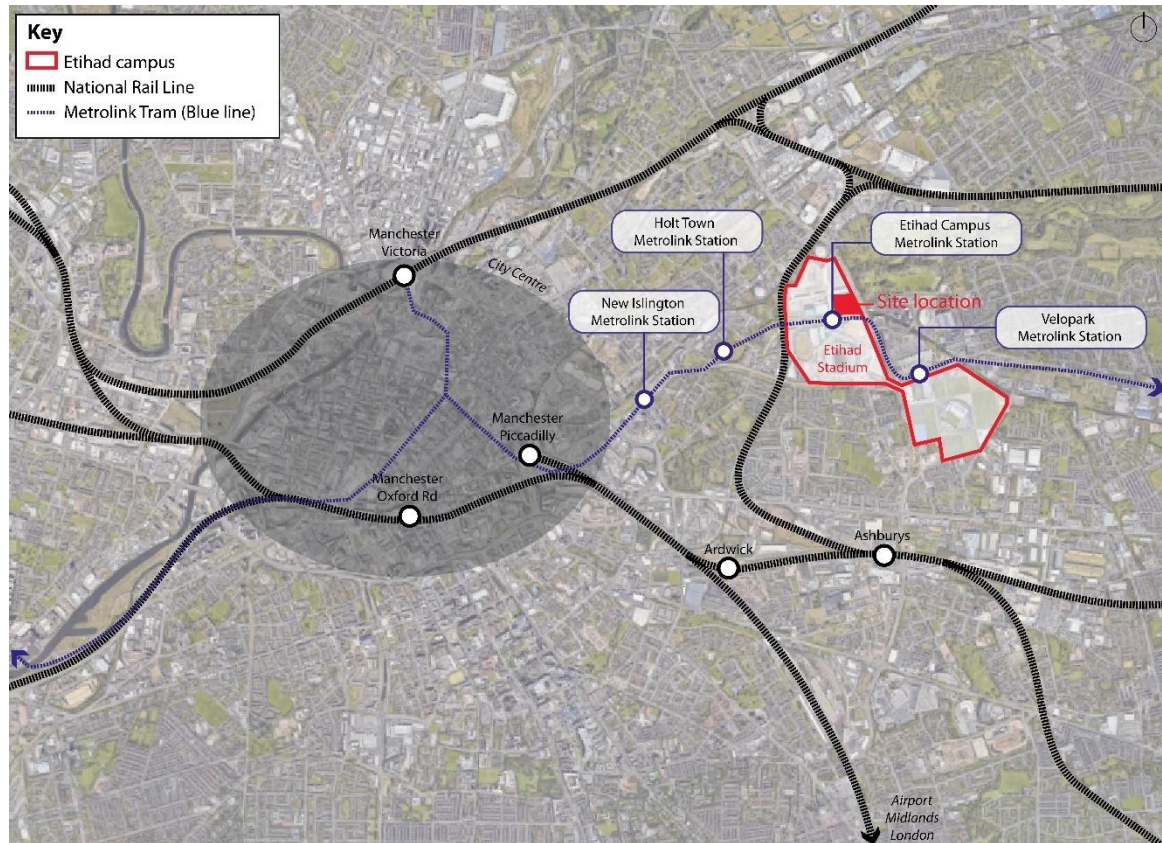


Figure 3.8 Local Tram and Rail Network

3.4.6 The nearest Metrolink stop serving the Site is Etihad Campus, which is located approximately 200 metres (less than 5 minutes' walk) walking distance from the Site. It is on the Metrolink Blue line (Eccles to Ashton-Under-Lyne) with trams running every six minutes during the peak hours on weekdays and weekends. It provides a direct westbound link to Manchester Piccadilly station (8-minute journey time) and to Manchester City centre (10-minute journey time) and eastbound to Ashton-under-Lyne station (24-minute journey time).

3.4.7 The Metrolink trams and stops are accessible for all and each stop has access ramps or lifts, tactile paving, high visibility handrails, disabled boarding points and help points.

National Rail

3.4.8 Ashburys is the nearest mainline railway station serving the Site, which is approximately 1.8 kilometres (24 minutes) walking distance or a 6-minute cycle ride. The station is served by Northern and provides services to destinations such as Manchester Piccadilly, Hadfield, New Mills Central and Rose Hill Marple.

3.4.9 Figure 3.2 provides the train services and frequencies from Ashburys rail station.

Table 3.2 Ashburys Train Services and Frequencies

Destination	Line	Peak Frequency (trains per hour per direction)							
		Weekday				Weekend			
		AM Network Peak (0800 – 0900)	PM Network Peak (17:00 – 18:00)	Arena Arrivals Peak (19:00 – 20:00)	Arena Departure Peak (22:00 – 23:00)	Arena Arrivals Peak (12:00-13:00)		Arena Departure Peak (16:00-17:00)	
						SAT	SUN	SAT	SUN
Hadfield	Northern	2	3	2	2	2	2	2	2
Rose Hill Marple	Northern	2	2	2	-	2	-	2	-
New Mills Central	Northern	1	2	1	1	1	2	2	2
Manchester Piccadilly	Northern	7	4	3	3	4	2	5	3

3.4.10 Ashburys rail station does not currently have step-free access however, Manchester Piccadilly station provides accessible facilities for the disabled and/or mobility impaired, which is an 8-minute journey time via Metrolink from Etihad Campus station.

3.4.11 Manchester Piccadilly station is approximately a 25 to 30-minute walk from the Site (or a 10-minute cycle ride) and provides intercity and cross-country services as well as regional and local services across Northern England. The station is currently served by six train operators summarised in Table 3.3

Table 3.3 Manchester Piccadilly Train Services and Frequencies

Destination	Line	Peak Frequency (trains per hour per direction)							
		Weekday				Weekend			
		AM Network Peak (08:00 – 09:00)	PM Network Peak (17:00 – 18:00)	Arena Arrivals Peak (19:00 – 20:00)	Arena Departure Peak (22:00 – 23:00)	Arena Arrivals Peak (12:00-13:00)		Arena Departure Peak (16:00-17:00)	
						SAT	SUN	SAT	SUN
Hadfield	Northern	2	3	2	2	2	2	2	2
Glossop	Northern	2	3	2	2	2	2	2	2
Marple	Northern	2	3	2	1	2	2	2	2
Rose Hill Marple	Northern	2	2	2	-	2	-	2	-
New Mills Central	Northern	4	5	4	2	4	2	4	2
Sheffield	Northern	3	3	3	2	3	3	3	2
Hazel Grove	Northern	3	3	3	1	3	1	3	1
Buxton	Northern	2	2	2	1	2	1	2	1
Crewe	Northern	5	5	3	2	4	4	4	3
Stoke-on-Trent	Northern	5	5	4	2	5	3	5	4
Chester	Northern	5	5	4	3	4	3	4	2
Liverpool Lime Street	Northern	5	6	3	4	4	5	4	4
Preston	Northern	5	5	5	4	5	1	5	2
Manchester Airport	Northern	7	8	9	6	9	5	9	6
Blackpool North	Northern	3	2	2	4	2	1	3	2
Llandudno	Transport for Wales	1	2	-	1	2	1	2	-
Bournemouth	Cross Country	2	2	2	1	2	2	1	2
Bristol Temple Meads	Cross Country	2	2	2	2	2	1	2	2
Norwich	East Midlands Train	2	2	1	1	1	2	1	2
Newcastle	TransPennine Express	5	2	3	2	4	5	3	4
Middlesbrough	TransPennine Express	4	2	3	-	3	5	3	4
Hull	TransPennine Express	3	3	3	1	2	1	3	1
Cleethorpes	TransPennine Express	1	1	1	1	1	3	1	2
London Euston	Avanti West Coast	3	3	3	2	3	3	3	3

Public Transport Improvements

High Speed 2

- 3.4.12 High Speed 2 (HS2) is intended to link London and Birmingham to Manchester, the East Midlands and Leeds and would stop at Manchester Piccadilly. As part of this, it is proposed to redevelop Manchester Piccadilly and improve access to it. These proposals are identified as part of the Piccadilly Strategic Regeneration Framework Area.
- 3.4.13 The Manchester branch of HS2 forms part of Phase 2b of the project, which is due to open in 2033. HS2 will deliver high-frequency services from Manchester Piccadilly to destinations including Birmingham Interchange, Birmingham and London Euston.

3.5 Highway Network Accessibility

- 3.5.1 Figure 3.9 shows the local highway network surrounding the Site.

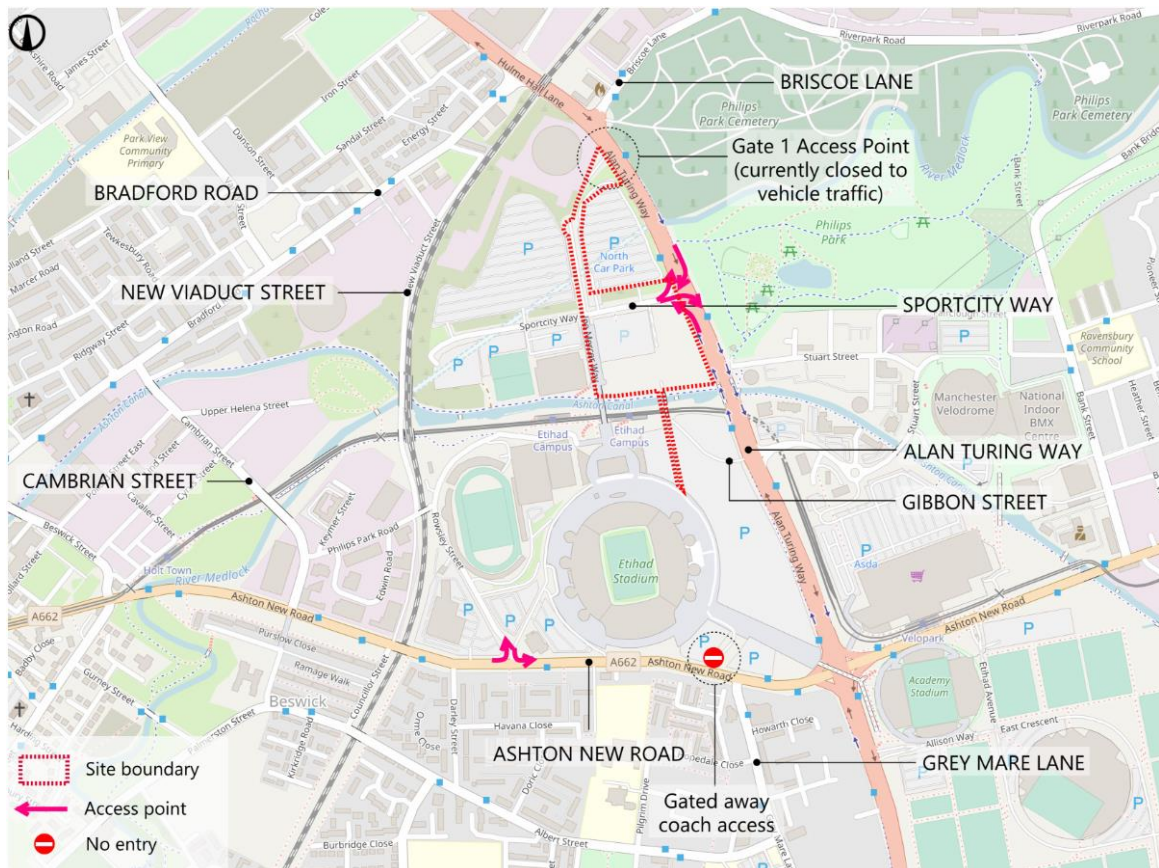


Figure 3.9 Local Highway Network

Park and Ride

- 3.5.2 Figure 3.10 shows Park and Ride facilities that are located across the Metrolink network, providing a total of over 2,300 spaces.



Figure 3.10 Park and Ride Facilities

Taxis

- 3.5.3 There is a taxi rank located at the southern end of Rowsley Street, which is 60m in length and provides space for up to 10 taxis.

4 Travel Plan Management

4.1 Travel Plan Co-ordinator

- 4.1.1 Allocated time will be needed to set up and run the Travel Plan. This is best achieved by appointing a Travel Plan Co-ordinator ("TPC") who will be responsible for the management and maintenance of the Travel Plan.
- 4.1.2 The TPC will act as the promoter of the Travel Plan to secure its implementation, as well as being the key contact for employees and visitors to the development.
- 4.1.3 The Applicant will appoint a TPC one month prior to first occupation of the Site (taken to be when any part of the development is occupied) and will give details of the named representative to MCC/TfGM when they are appointed.
- 4.1.4 This role does not need to be full time and could be carried out alongside an employee's existing job, alternatively an external company specialising in Travel Plans could be appointed to carry out this role. The nominated representative would ideally be someone located either on-site or making regular visits to the Site. In this way, they can become a familiar face, and someone known to 'champion' the sustainable travel measures of the development. Their role will include the responsibilities set out later in this section.
- 4.1.5 The Occupier (s) of the ancillary commercial/ food and beverage/retail units at the Site will work closely with the TPC to ensure a co-ordinated approach to travel planning for the Site as a whole. This will include highlighting the objectives and philosophy of the Travel Plan to all their employees as well as taking part in the employee Travel Survey and obtaining the most up-to-date information relating to site-wide measures and initiatives from the TPC.
- 4.1.6 The TPC will be responsible for:
- Highlighting the objectives and philosophy of the Travel Plan to employees/spectators as well as obtaining and maintaining commitment and support from senior managers within the organisation;
 - Acting as a point of contact for all employees and spectators requiring information as well as for exchanging ideas and best practice with MCC/TfGM;
 - Designing and implementing effective site-wide measures and initiatives to encourage employees and visitors to use more sustainable means of transport;
 - Agree a standardised Travel Survey questionnaire format with MCC/TfGM and devise possible incentives for employees/spectators to complete and return their questionnaires; and
 - Collation of all the Travel Survey information and discuss/agree any measures/initiatives/targets; and
 - Producing annual monitoring reports for submission to MCC/TfGM (as discussed in Section 7).

4.2 Securing the Travel Plan and Funding

- 4.2.1 This Travel Plan will be secured through a Section 106 Agreement. This will ensure the Applicant's commitment to the Travel Plan strategy.

- 4.2.2 The estimated modal split set out in Section 5 will be reserved for agreement with MCC/TfGM after the initial baseline Travel Survey has been undertaken.
- 4.2.3 The Applicant will ensure that the TPC will be provided with sufficient funding to manage the Travel Plan and co-ordinate travel planning at the Site as a whole.

5 Mode Split and Targets

5.1 Anticipated Number of Employees at the Site

- 5.1.1 It is understood that for full capacity events there would be up to 770 employees required on site, which will comprise full-time, part-time, temporary and contract employees covering all aspects of the arena operation.
- 5.1.2 On non-event days, it is understood that there will be up to 70 employees on-site.

5.2 Mode Split

- 5.2.1 The principle indicator for the development of targets and objectives within a Travel Plan is the mode split of travel patterns.
- 5.2.2 Given that the Site is not yet developed or occupied, mode splits have been derived based on travel surveys undertaken at the adjacent Etihad Stadium in 2017 (this is described in more detail in the Transport Assessment submitted as part of the planning application). These mode splits have been used to represent the interim baseline mode splits for the purpose of this Travel Plan.
- 5.2.3 Table 5.1 shows the interim baseline mode splits for employees on an event day.

Table 5.1 Employee (Interim Baseline) Mode Split on Event Days

Mode	Mode Split Weekday Event	Mode Split Weekend Event	Mode Split Average
Car	25.3%	30.8%	28%
Drop-off	15.8%	12.3%	14%
Motorbike	1.1%	3.1%	2%
Bicycle	3.2%	1.5%	2%
Walk	8.2%	12.2%	11%
Taxi	4.2%	6.2%	5%
Train and Walk	5.3%	3.1%	4%
Train and Other modes	7.4%	6.2%	7%
Bus	3.2%	1.5%	2%
Metrolink	26.3%	23.1%	25%
Total	100%	100%	100%

- 5.2.4 Table 5.2 shows the interim baseline mode splits for employees on a non-event day.

Table 5.2 Employee (Interim Baseline) Mode Split on Non-Event Days

Mode	Mode Split Non-Event Day
Car	69%
Drop-off	3%
Motorbike	2%
Bicycle	1%
Walk (all)	0%
Taxi	3%
Train and Walk	2%
Train and Other modes	35%
Bus	2%
Metrolink	15%
Total	100%

5.2.5 Table 5.3 shows the interim baseline mode splits for spectators.

Table 5.3 Spectator (Interim Baseline) Mode Split

Mode	Mode Split Weekday Event	Mode Split Weekend Event
Car	57.4%	54.9%
Drop-off	2%	3.1%
Motorbike	0.1%	0%
Bicycle	0.1%	0.1%
Walk	1.4%	0.8%
Taxi	4.9%	1.1%
Train and Walk	5.1%	7.6%
Train and Other modes	7%	8.7%
Bus	3.2%	3.5%
Metrolink	13.7%	14%
Coach	5.1%	6.2%
Total	100%	100%

- 5.2.6 It is noted that the 2017 survey data did not differentiate between Single Occupancy Vehicle (SOV) car trips and car share trips, however the car occupancy data indicated that car trips on non-event days comprised mostly SOV car trips and on event days, car trips included car sharing trips as well as SOV car trips, but the exact split was unknown.
- 5.2.7 The baseline Travel Survey to be undertaken when the Site is occupied will determine SOV car trips and car share trips separately and will also define the main mode of travel as being the mode used for the longest distance on that journey (the Travel Survey requirements are discussed in more detail in Section 7).
- 5.2.8 The interim baseline mode splits would be compared and reviewed against the actual modal split obtained as part of the baseline Travel Surveys.

5.3 Targets

- 5.3.1 Mode split targets provide the Travel Plan Co-ordinator and MCC/TfGM means to measure the performance of the Travel Plan and to adjust the range of initiatives accordingly.
- 5.3.2 Targets within a Travel Plan are designed to be appropriate to the development as well as SMART (Specific; Measurable; Achievable; Realistic and Time-bound).
- 5.3.3 Table 5.4 and Table 5.5 shows the targets for employees for Years 1, 3 and 5 for event days and non-event days respectively. It is noted that these are interim targets, which will be subject to review once the baseline travel surveys have been completed.
- 5.3.4 It is noted that the interim baseline mode splits are based on Etihad Stadium event days, which are generally around once a fortnight and stewards/catering staff tend to be agency staff who work at a number of different venues. The proposed Arena events however are expected to be three or four times a week, so stewards / catering staff are more likely to be locally employed. This may naturally result in a higher number of employees who walk, cycle and/or use public transport. This has been reflected in the targets set out below.
- 5.3.5 It is noted also that on event days, some employees could be working shifts late into the evening, so may not consider public transport, walking and/or cycling home as a viable option. However, the baseline Travel Survey (described in Section 7) will include personalised travel planning based on the employee working patterns to determine any that do have viable travel alternatives for consideration.

Table 5.4 Employee (Interim) Mode Split Targets on Event Days (Circa 770 employees)

Target	Baseline (Interim) Year 0	Target Modal Split		
		Year 1	Year 3	Year 5
Reduce SOV car trips by 18% *	28% *	22%	16%	10%
Increase Walking by 10%	11%	14%	16%	21%
Increase Cycling by 13%	2%	6%	9%	15%
Reduce Public Transport use by 5%	38%	36%	35%	33%

Table 5.5 Employee (Interim) Mode Split Targets on Non-Event Days (Up to 70 employees)

Target	Baseline (Interim) Year 0	Target Modal Split		
		Year 1	Year 3	Year 5
Reduce SOV car mode by 40% *	69% *	57%	46%	29%
Increase Walking by 20%	0%	10%	15%	20%
Increase Cycling by 20%	1%	5%	7%	21%

** subject to baseline travel survey results (SOV car trips and car share trips will be obtained separately)*

- 5.3.6 These targets will be subject to review with MCC/TfGM once the baseline Travel Surveys have been completed.

6 Travel Plan Initiatives and Measures

- 6.1.1 This chapter of the Travel Plan outlines the measures and initiatives that will be implemented to encourage a mode shift towards more sustainable travel, namely active travel and/or public transport as well as to reduce SOV car trips.
- 6.1.2 The TPC can draw upon a wide range of supporting initiatives offered by TfGM, public transport operators, charities and community support groups, some of which have been included. The TPC will be responsible for reviewing and updating these measures as part of their ongoing role in relation to the Travel Plan.

6.2 Site Location and Strategic Vision for Etihad Campus

- 6.2.1 The Applicant is committed to adopting a Local Labour Agreement aimed at employing a significant proportion of the workforce from within the local area and ensuring that local communities have first and priority access to employment opportunities. This initiative will seek to promote walking and cycling as a natural travel choice for employees from the local area.
- 6.2.2 Etihad Campus has good pedestrian, cycling and public transport accessibility, which naturally provides good opportunities for promoting travel by sustainable modes.
- 6.2.3 As part of the ongoing engagement between the Applicant and a range of key stakeholders (including TfGM and MCC), the Applicant is committed to build upon the strong working relationships that already exist between these parties. As part of this, a Strategic Vision for Movement and Transport has been developed for Etihad Campus as a whole, which includes a long-term vision for movement and transport and how this is will evolve over the next 20 years. This document has been submitted for information.
- 6.2.4 The Strategic Vision builds on existing policies, strategies and plans and sets out the Campus' prioritisation of the things that will make a positive impact for staff, visitors, the local community and the environment.
- 6.2.5 The Vision encompasses a series of movement and transport objectives within themes that focus on enhancing the day-to-day life for the Campus and the community. These include measures to minimise the transport impacts of movement generated by the Campus in operation; maximise the sustainability of the Campus in support of policy objectives and action against climate change, and on-board how improvements in technology can support sustainable travel.

6.3 Etihad Campus Strategic Sustainability Framework

- 6.3.1 The Etihad Stadium and City Football Academy have already been catalysts for the transformation of Eastlands, Manchester. As the Etihad Campus embarks on the next key phase of its transformation to a world-class destination amidst increasing public awareness of the climate and biodiversity crisis, it recognises the opportunity for it to play its full part in exemplifying sustainable development.
- 6.3.2 The Etihad Campus aspires to be a pioneer for the whole of Manchester in pursuing its twin objective of realising locally inclusive, globally competitive economic growth, whilst simultaneously transforming to a net zero-carbon campus. Four key themes underpin the delivery of this vision, as shown in Table 6.1.

Table 6.1 Etihad Campus - Key Sustainability Themes

Climate & Nature Positive	Vibrant & Inclusive	Healthy & Active	Open & Connected
The Campus is a beacon of Manchester's rapid transition to a zero-carbon City, rich with wildlife and green infrastructure.	The Campus works for everyone and provides unrivalled education, training and employment opportunities for local residents.	The Campus is a world-class destination for sport, performance and leisure that inspires healthy lifestyles and workplaces.	The Campus is fully integrated into the fabric of the City, with excellent transport connections that support sustainable travel.

- 6.3.3 The Etihad Campus Strategic Sustainability Framework provides an overarching vision for different partners and future plot developments to harmonise around in articulating and delivering the Etihad Campus sustainability ambitions. OVG and the new arena will play its part in delivering this vision.

6.4 Marketing and Promotional Strategy

- 6.4.1 The TPC will be responsible for the marketing and publicity of all travel information and Travel Plan initiatives at the Site in discussion with the Applicant and other key stakeholders.
- 6.4.2 The primary means of communicating is expected to be via the website, through ticketing sales and/or through an internal employee communications network, such as an intranet.
- 6.4.3 The Applicant will prepare a Travel Information Pack for employees highlighting the objectives and philosophy of the Travel Plan, which will include promotional information in relation to cycling and walking, as well as details relating to public transport and local car share schemes discussed later in this chapter.
- 6.4.4 The production of the Travel Information Pack will be funded by the Applicant and will be prepared three months prior to opening. The TPC will ensure that it is given to all employees prior to occupation at the Site.
- 6.4.5 The contents of the Travel Information Pack are discussed in more detail later in this section.
- 6.4.6 The TPC will ensure that up to date public transport information and other Travel Plan information and events are made available to employees, including being placed in prominent locations such as staff rooms and noticeboards.
- 6.4.7 In addition to the Travel Information Pack, a quarterly Travel Plan Newsletter will be prepared by the TPC for distribution to all employees providing information on updates and progress in relation to the Travel Plan, any sustainable travel events coming up or incentives being offered. Contact details will also be included for the TPC to enable employees to get in touch with any ideas or questions regarding travel.
- 6.4.8 The TPC will also ensure that any travel information available through the website for spectators (and/or phone app where appropriate) actively discourages the use of the car and encourages spectators and visitors to use sustainable travel modes.
- 6.4.9 The Applicant will establish a Transport Management Group with key stakeholders including MCC, TfGM, the Police, local public transport operators and other TPCs in the area (including Manchester City Football Club) to help develop ideas, overcome barriers and share best practice with regard to sustainable travel at Etihad Campus and in relation to this Arena Travel Plan.

- 6.4.10 A range of supporting operational interventions have already been identified and investigated by the Applicant to influence travel behaviour and encourage spectators/visitors towards specific travel modes depending upon the specific event and the individual needs and circumstances of the visitor. This would start from the point of ticket-purchase and would include live transport information within the proposed Arena, which alongside potential pre and post event catering offers would seek to encourage a more staggered arrival/departure profile.
- 6.4.11 The TPC will register with TfGM's Business Travel Network (BTN) which encourages and supports organisations that promote sustainable travel modes to employees, such as walking, cycling, public transport, flexible working and car sharing. Registering enables access to online toolkits, advice and guidance on travel planning and best practice workshops.

6.5 Measures to Promote Walking and Cycling

- 6.5.1 Encouraging walking and cycling gives opportunities to build healthy exercise into daily life.
- 6.5.2 There is currently an extensive provision of pedestrian footways and cycle routes within and around the Site.
- 6.5.3 The GMCA's Bee Network proposals (described in Section 3) would act to further enhance walking and cycling connectivity to the Etihad Campus from various locations throughout Greater Manchester.
- 6.5.4 The Applicant is also committed to improving existing walking/cycling route (s) between the City Centre (Great Ancoats Street) and the Etihad Campus (subject to relevant approvals) and these emerging initiatives are outlined below:

Ashton New Road Route

- Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes and give information about walking distances and incentivise active travel;
- Locally reconfigure pavement / lane relationship at current 'pinch point' adjacent to the existing railway bridge;
- Reinforce walking route markings and declutter the area where the route crosses Metrolink tracks
- Install signage at Great Ancoats Street to better signal walking and cycling routes between the City centre and the Etihad Campus;
- Enhance greenery and planting; trim back low branches on trees along route to improve visibility below tree canopies and actively support future maintenance in conjunction with relevant stakeholders.

CityLink Route

- Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes and give information about walking distances and incentivise active travel;
- Install signage at Ashton New Road to better signal walking and cycling routes between the City centre and the Etihad Campus;

- Install/repair fencing, as necessary, to improve walking/cycling environment and close off hiding places adjacent to bridge abutments;
- Art / Lighting improvements where route passes beneath railway bridges;
- Remove scrub / vegetation beneath existing trees to improve sightlines, provide groundcover / wildflower planting beneath trees to improve ecology and improve attractiveness of route. Actively support future maintenance in conjunction with relevant stakeholders;
- In consultation with TfGM, agree and implement a scheme of modifications to the existing Metrolink barriers on edge of City Square in order to visually open up the CityLink entrance from Etihad Campus.

Ashton Canal Towpath Route

- Install a channel alongside the existing steps between Joe Mercer Way and the towpath to allow people to walk their bicycle up or down the stairway;
- Use paint, graphics and lighting on lamp posts to create markers which clearly designate routes and give information about walking distances and incentivise active travel;
- Install signage at Great Ancoats Street to better signal walking and cycling routes between the City centre and the Etihad Campus;
- Cut back scrub / vegetation at strategic points to improve sightlines and attractiveness of route. Actively support future maintenance in conjunction with relevant stakeholders;
- Art / Lighting improvements where route passes beneath bridges.

- 6.5.5 These emerging initiatives would help to improve the overall experience for both visitors to the Etihad Campus and the local community as well as support the continued transition towards increased sustainable travel and a reduced reliance on private car use to access the Etihad Campus.
- 6.5.6 The TPC will ensure that employees and visitors are kept informed regarding any pedestrian and cycle improvements in the area.
- 6.5.7 The TPC will also prepare a plan showing the location of cycle parking across the Etihad Campus, which will be given to all employees and visitors and incorporated into marketing/promotion material. The Etihad Campus currently has a total cycle parking provision of 284 spaces (in the form of 142 Sheffield Stands) at various locations around the Campus. In addition, the Applicant is proposing to provide an additional 240 covered cycle spaces in locations where cycle routes enter the Campus.
- 6.5.8 The Applicant will also be providing showers, lockers and changing facilities for employees at the proposed Arena.
- 6.5.9 The TPC will monitor cycle parking at the Etihad Campus, in discussion with the Applicant, to ensure that there are adequate cycle parking facilities provided, including for any future increases anticipated over the lifetime of the Travel Plan.
- 6.5.10 The TPC will investigate the creation of a Bicycle User Group (BUG) for employees at the site, to provide the opportunity for cyclists to meet informally and discuss cycling related issues.
- 6.5.11 The TPC will also encourage employees to walk and cycle by providing information on the following:

- 'Bike Week' (www.bikeweek.org);
- National Walking Month, which includes 'walk to work' and 'walk to school' week (www.livingstreets.org.uk);
- TfGM's website (www.tfgm.com/cycling-and-walking), which encourages people to cycle, including links to cycle maps and cycle training sessions and details on local cycle hubs;
- The location of nearby cycle shops, cycle hire stations, and contact information of the nearest bike retail stores; and
- Cycle to work scheme. Cycling to work is encouraged by the Government's green transport plan, which introduced a tax exemption allowing employers to loan cycles and cyclists' safety equipment to employees as a tax-free benefit. Details of this are set out in the DfT's 'Cycle to Work Scheme implementation Guidance', which can be found on the DfT's website: www.gov.uk/government/publications/cycle-to-workscheme-implementation-guidance.

6.5.12 The Applicant will periodically offer incentives to employees to promote cycling such as loans, discounts and vouchers towards the cost of purchasing a bicycle and/or bicycle equipment.

6.5.13 The TPC will also investigate discounts/special deals for employees with local cycle retailers for the purchase of bikes, equipment and clothing.

6.5.14 The Applicant will prepare a Travel Information Pack highlighting the objectives and philosophy of the Travel Plan, which will include all the previously mentioned promotional information in relation to cycling and walking, as well as details relating to public transport and local car share schemes discussed later in this section.

6.5.15 The production of the Travel Information Pack will be funded by the Applicant and will be prepared three months prior to opening. The TPC will ensure that it is given to all employees prior to occupation at the Site.

6.5.16 The TPC will also ensure that the information contained in the Travel information Pack is available through the website for visitors making sure that it actively discourages the use of the car and encourages spectators and visitors to use sustainable travel modes.

6.5.17 A key role of the Travel Information Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- **Access initiatives:** A high quality map of the neighbourhood, showing cycling, walking and public transport routes to/from the Site, together with the locations of any key local facilities (such as shops, cashpoint etc.) within walking distance. Additional sources of further information such as TfGM's Journey Planner website will also be provided.
- **Promotion of key services and facilities at the Site:** Details regarding the location of cycle parking/maintenance facilities will be included within the Pack.
- **Promotion of car sharing:** Details regarding car sharing websites will be included within the Pack, including TfGM's car sharing initiative (CarShare GM).

6.6 Measures to Promote Public Transport

- 6.6.1 The Site and Etihad Campus are highly accessible by public transport with Metrolink, bus and National rail services all serving the Site.
- 6.6.2 As the Etihad Campus is developed, the public transport offer will continue to evolve to reflect the changing nature of the Etihad Campus from a location that experiences high levels of public transport use for short and infrequent periods on Stadium event days to a location with a strong daily demand for public transport throughout the day. This will build on the highly accessible nature of the Site.
- 6.6.3 The Travel Information Pack and website information will include details on where to obtain current timetable information for local bus, Metrolink and rail services as well as TfGM's journey planner (www.mytfgm.com/#/planner/). The quarterly Travel Plan Newsletters will also include links to this information including information on any changes to routes and frequencies.
- 6.6.4 The TPC will offer personalised travel planning guidance to employees and this will be promoted through the quarterly Travel Plan newsletter. This will include help in providing localised, simplified travel information on their best option for use of other sustainable means of transport as an alternative to private vehicles. This will be combined with information regarding any incentives available such as public transport/cycle vouchers, shuttle bus services etc.
- 6.6.5 On event days a shuttle bus service will be provided for employees and spectators travelling between the Etihad Campus and Manchester City centre and this will be promoted through marketing material. These services will be available for employees after the event has ended.
- 6.6.6 As part of the Transport Management Group, the Applicant and TPC will work in discussion with MCC/TfGM to plan and promote enhanced Metrolink services on event days (subject to demand), as well as before and after events, in the same way as it currently operates on event days at the Etihad Stadium.
- 6.6.7 The Applicant will provide interest free season ticket loans for employees using public transport and the TPC will investigate employee travel discounts with local public transport operators.

6.7 Measures to Promote Park & Ride

- 6.7.1 The Travel Information Pack and website information will include details on local Park & Ride facilities that are available on event days and non-event days.
- 6.7.2 The TPC will investigate discounts with local Park and Ride operators for employees and visitors.

6.8 Promotion of Coach Travel

- 6.8.1 Space for coach parking is provided on the parking areas within the Campus. The TPC will monitor the use of these coach parking spaces as part of the Travel Survey (in discussion with the TPC for Etihad Stadium) to ensure that the coach parking provision caters for demand.
- 6.8.2 The Applicant/TPC will investigate potential measures to increase the number of spectators/visitors travelling by coach.

6.9 Measures to Promote Car Sharing

- 6.9.1 Initiatives like car sharing can provide a great alternative to car ownership. They save on the associated running costs of a car and can also save on parking charges.
- 6.9.2 Car sharing schemes aim to encourage individuals to share private vehicles for particular journeys. It includes informal arrangements for sharing trips between individuals at neighbourhood, workplace and even household level, as well as formal schemes with elaborate arrangements for trip matching, often focused on commuting journeys.
- 6.9.3 Where appropriate, the TPC will encourage employees to join a car-sharing scheme, such as CarShareGM. which will be promoted to minimise SOV car trips.
- 6.9.4 Car sharing will also be promoted through website information given to event attendees.

6.10 Measures to Reduce Car Use

- 6.10.1 The TPC will also ensure that any travel information available through the website actively discourages the use of the car whilst encouraging the use of sustainable travel modes.
- 6.10.2 The Applicant is committed to provide funding towards extending the residents parking scheme surrounding the Etihad Campus in order to limit on-street parking on event days and discourage car use.
- 6.10.3 Car parking spaces for visitors will only be advertised a few weeks in advance of an event and are only available on a pre-booked basis.
- 6.10.4 There will be no or very limited car parking available on-site for employees on event days, subject to mobility requirements.
- 6.10.5 On non-event days, the Applicant will manage by issuing parking permits to employees on a restricted basis. Employees will be expected to utilise public transport/cycling/walking/car sharing alternatives.

6.11 Deliveries

- 6.11.1 The Transport Assessment submitted as part of the planning application indicates that deliveries would largely avoid highway peak periods or peak spectator arrival and departure times.
- 6.11.2 The TPC will monitor servicing activity at the site to ensure deliveries arrive, as far as possible, at non-peak times.

7 Monitoring and Review

7.1 Monitoring Surveys

- 7.1.1 A Travel Survey is an essential part of a Travel Plan. It is carried out to establish travel patterns at the Site and to ascertain what would encourage employees and visitors to travel in a sustainable way.
- 7.1.2 Surveys to monitor spectator/visitor travel patterns would be conducted on a biennial basis.
- 7.1.3 The TPC, in discussion with the Applicant, will undertake the spectator/visitor surveys through means of interview and online surveys and will consider a suitable incentive to encourage spectators/visitors to complete and return their questionnaires and help maximise the response rate.
- 7.1.4 The TPC will also arrange an employee Travel Survey, within 6 months of occupation, or at 75% occupancy, whichever comes sooner. This will form the baseline Travel Survey. It would generally be undertaken by means of a self-completion questionnaire to help identify the proportion of employees travelling by each mode of transport i.e. the mode split.
- 7.1.5 The TPC will agree the format of this Travel Survey and questionnaire in discussion with the Applicant and TfGM, which would include any requirement for parking and/or multi-modal surveys
- 7.1.6 The Travel Surveys will establish the baseline mode split for the main mode of travel being used (i.e. mode used for the longest distance) and will define SOV car trips and car share trips separately. The TPC will also consider collecting other data such as home postcodes, working hours, reasons for travel choice and identification of any barriers to travelling, which will assist with providing a personalised travel planning service.
- 7.1.7 Following the baseline Travel Survey, further Travel Surveys would be undertaken at Years Three and Five.
- 7.1.8 The baseline Travel Survey will be used to check against the interim mode split targets set out in Section 5 to determine if they are reasonable. A minimum Travel Survey response rate of 30% is recommended in order to obtain a representative survey sample.
- 7.1.9 An incentive, such as retail vouchers, will be considered to encourage employees to complete and return their questionnaires to help maximise the response rate. Surveys should ideally be undertaken at a similar time each year for consistency.
- 7.1.10 The survey results are used to formulate and monitor the implementation of the Travel Plan and to set and review baseline targets for promoting sustainable and healthy travel.

7.2 Reporting

- 7.2.1 The Travel Survey results are used to formulate and monitor the implementation of the Travel Plan and to set and review targets for promoting sustainable and healthy travel.
- 7.2.2 The monitoring programme starts with the initial baseline Travel Survey (triggered at 75% occupation).
- 7.2.3 The Travel Survey information will be included in a Monitoring Report (also known as a Progress Report), which will be prepared annually and submitted to the MCC/TfGM for consideration.

7.2.4 This Monitoring Report should include the following:

- Organisation's name and address;
- Detailed information and evidence on the measures used and implemented to promote the Travel Plan and its objectives;
- Travel Survey results with comparative data and analysis;
- Proposed Specific, Measurable, Achievable and Time bound (SMART) targets for employees;
- Whether the travel habits of employees/spectators are meeting the objectives;
- Details on cycle and coach parking usage;
- An Action Plan; and
- Details of any changes to the Site.

7.2.5 The TPC shall review and monitor the Travel Plan at Years One, Three and Five setting out whether the travel habits of employees/spectators are meeting the objectives and targets. This information will be included in the annual Monitoring Report.

7.2.6 After the initial five-year cycle, monitoring will continue on a voluntary basis every two years thereafter. At the completion of each five-year cycle, a review of the targets should take place, before new objectives, targets and appropriate measures are set, and a new five-year cycle begins.

7.2.7 Where targets are not met, the TPC will discuss and agree a plan of action with MCC/TfGM, which will indicate how any deficiencies in the operation of the Travel Plan will be met.

8 Action Plan

8.1.1 The Action Plan sets out actions, timescales and responsibilities. It will be updated by the TPC as part of the Monitoring Report.

Table 8.1 Action Plan

Action	Timescale	Responsibility
OBJECTIVE: To put in place a mechanism for implementing and monitoring the Travel Plan		
Appoint TPC	One month prior to occupation	Applicant
Contact MCC/TfGM to advise them who has taken on the role of TPC	One month prior to occupation	Applicant
Establish Transport Management Group	Prior to Occupation	Applicant
OBJECTIVE: Surveys and Monitoring		
Undertake baseline employee/spectator Travel Surveys	Within 6 months of occupation (or at 75% occupation, whichever is sooner)	TPC
Undertake future spectator Travel Survey	Biennially	TPC
Undertake future employee Travel Survey	At Years 1, 3 and 5	TPC
Submit Monitoring Report (including baseline survey results) to MCC/TfGM	Within 2 months of the Travel Survey	TPC
Subsequent Monitoring (including annual reports to MCC/TfGM)	Annually	TPC
TARGET: To increase sustainable travel modes at the Site		
Prepare Travel Information Pack and review/update annually	Prior to occupation	Applicant/TPC
Provide all employees with a copy of the Travel Information Pack	Prior to occupation	TPC
Offer personalised travel planning guidance to employees	As part of the Employee Travel Survey	TPC
Produce quarterly Travel Plan Newsletter for employees	Quarterly	TPC
TARGET: To encourage public transport use		
Offer interest free season ticket loans for employees using public transport	Prior to occupation	Applicant
On event days provide shuttle bus services for employees and spectators travelling between the Etihad Campus and Manchester City centre. These services will be available for employees after the event has ended.	Within first year of occupation	Applicant
TARGET: To increase the percentage mode share walking and cycling		
Provide cycle parking, showers/changing facilities at the Site	Prior to occupation	Applicant
Improvements to pedestrian/ cycle infrastructure in and around the site	Prior to occupation/Ongoing	Applicant
Make employees aware of the Cycle to work scheme (tax-free bicycle loan scheme)	Prior to occupation	Applicant
Promote annual Bike Week through notice boards	Annually	TPC
Investigate provision of a Bicycle User Group for employees at the Site	Within first year of occupation	TPC

Action	Timescale	Responsibility
Investigate discounts with local cycle/public transport operators	Within first year of occupation	TPC
Promote National Walking Week through notice boards	Annually	TPC
Provide a map for employees/visitors showing local amenities within easy walking/cycling distance and cycle parking locations	Within first year of occupation	TPC
TARGET: To reduce single car occupancy use		
Ensure that any travel information available through the website actively discourages the use of the car whilst encouraging the use of sustainable travel modes	Prior to occupation	Applicant/TPC
Promote car sharing	Prior to occupation	TPC
There will be no or very limited car parking available on-site for employees on event days, subject to mobility requirements.	Prior to occupation	Applicant/TPC

Notes: TPC - Travel Plan Co-ordinator

Applicant - OVG Manchester Limited

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