

POWERLEAGUE MANCHESTER NICHOLLS

Travel Plan

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Appendices

Appendix A – Action Plan

1 Background and Context

1.1 Introduction

- 1.1.1 MJM Consulting Engineers Ltd (MJM) have been commissioned by Powerleague Fives Limited to prepare a Travel Plan (TP) to accompany a planning application for the expansion of the existing Powerleague development at the Manchester Nicholls which will include six new padel courts.
- 1.1.2 This document should be read in conjunction with the Transport Assessment and Car Park Management Plan. The latter of these two documents is in its second revision. Its first was submitted in 2022 to support application 134165/FO/2022, which initially sought for the site to be utilised as a Powerleague site.

1.2 Site Location

- 1.2.1 The site is located at the Nicholls Community Football Centre, Ford Street, Ardwick, Manchester. Broadly, the site is bound to the north and south by commercial units, to the west by Dalberg Street, where the site currently takes access and to the east by Devonshire Street North.
- 1.2.2 The site location is shown in **Figure 1.1** below.

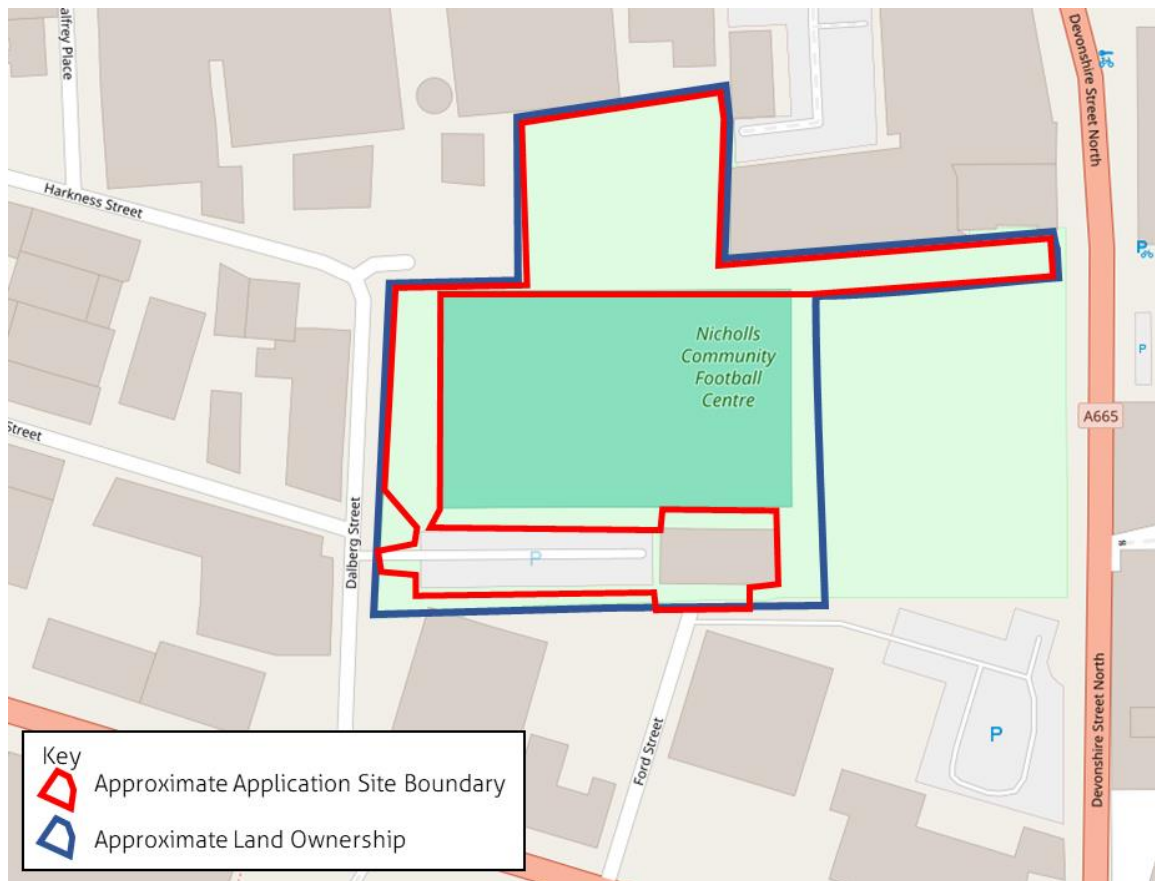


Figure 1.1 Site Location Plan

1.3 Report Structure

1.3.1 Following this introductory section:

- **Section 2** describes the vision for this Travel Plan and sustainable travel at the site, what the TP aims to achieve and what the underlying objectives are;
- **Section 3** details the accessibility of the development site, focusing on the means by which employees and visitors can access the site by non-car modes of travel;
- **Section 4** outlines the measures that could be implemented to facilitate travel behaviour change towards sustainable modes; and
- **Section 5** proposes a monitoring and reporting regime that clearly sets out how the success of the Travel Plan will be monitored against the targets and how the results of the monitoring exercise will be recorded, presented and used.

2 Travel Plan Aims and Objectives

2.1 Developers Commitment to Travel Planning

- 2.1.1 Powerleague recognises that by developing a TP, sustainable travel patterns can be established from the outset and maintained over time, minimising the impact that the development has upon the local environment and ensuring staff members are able to make informed journey choices.
- 2.1.2 Travel Plans can deliver a wide range of benefits to developers themselves, as well as to employees and the wider community. At a recruitment level, a workplace in an accessible location opens a business to a wider range of staff members and a convenient and safe commute may be a factor in attracting and retaining staff.
- 2.1.3 The promotion of sustainable travel options from an early stage provides a cost-effective mechanism by which occupiers can minimise the level of car-based trips generated by a development, which in turn reduces the impact a development has on local traffic levels, air quality and road safety.
- 2.1.4 The individual benefits to be derived through the use of sustainable travel options for commuting range from financial savings through reduced fuel consumption, improved health through increased use of active travel modes (walking and cycling), and greater choice in the travel options available.
- 2.1.5 By submitting this TP, Powerleague lay out the measures needed in order to achieve these goals.

2.2 Travel Plan Vision

- 2.2.1 The vision for this Travel Plan is to:
- 2.2.2 "Make the development a place where staff and visitors can be fully informed when choosing travel modes for undertaking both a regular commute and one-off journeys, and in doing so reduce their reliance upon the private car and the resultant impact on the local environment."

2.3 Travel Plan Aims and Objectives

- 2.3.1 To achieve this vision, the aims of this Travel Plan are to:
 - Maximise the quality of the workplace to potential staff members and visitors by highlighting the accessibility of the site by a range of travel options; and
 - Minimise the effect the development has on the environment and local highway network by promoting the use of these sustainable travel options.
- 2.3.2 As a result, the objectives of the TP are to:
 - Identify the range of travel options available to the site;
 - Identify the mechanisms required to maximise the use of sustainable travel modes amongst staff members and visitors; and
 - Identify the mechanism by which the success of this Travel Plan can be monitored and reported upon.

3 Site Accessibility

3.1 Introduction

- 3.1.1 This section of the Travel Plan describes the existing infrastructure that will facilitate and encourage employees, in particular, to walk, cycle or use public transport, rather than to travel by car.

3.2 Pedestrian Accessibility

- 3.2.1 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

Table 3.1: Walking Distances by Journey Type

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

- 3.2.2 As **Table 3.1** shows, a 1.2km catchment is the preferred maximum walking distance for 'elsewhere'. A 1.2km walking catchment of the site includes industrial areas around the Hope Valley Railway Line and the Manchester Crewe Line, and residential areas of Ardwick and Chorlton-on-Medlock. **Figure 3.1**, below, illustrates a 1.2km walking catchment from the site.

- 3.2.3 It should be noted that within 1km area, approximately 11,600 people reside.

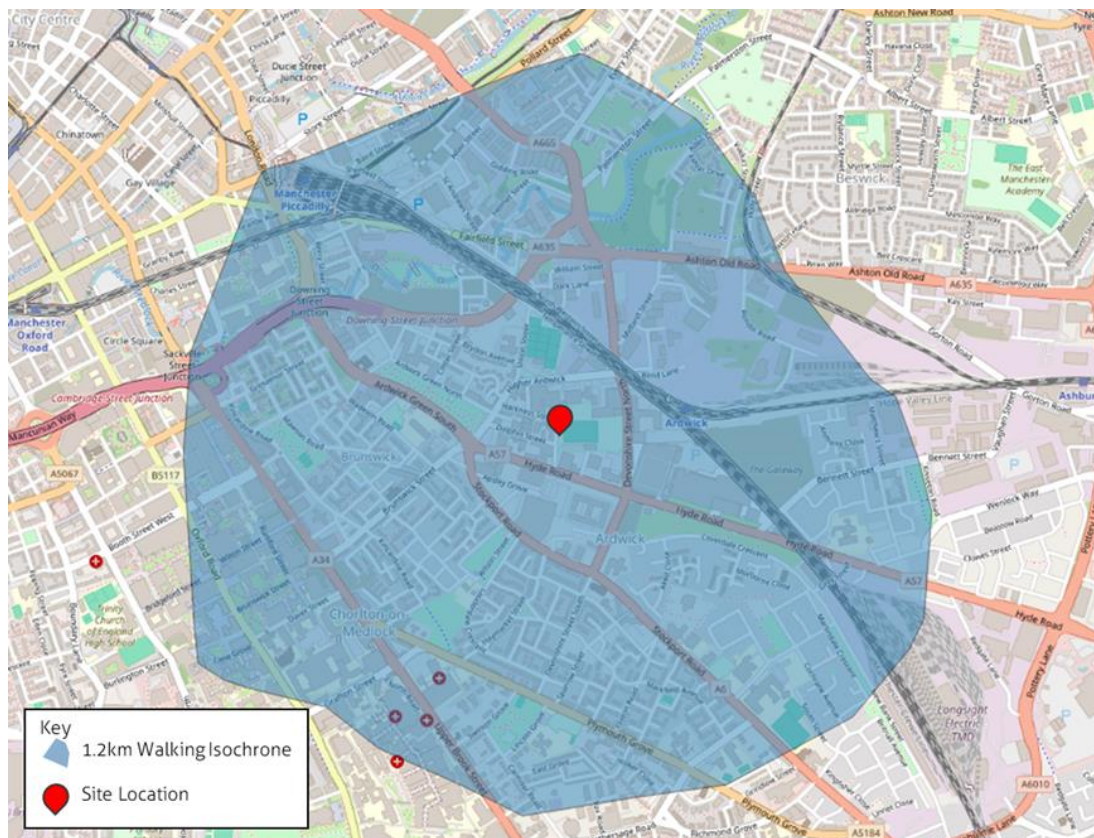


Figure 3.1: 1.2km Walking Catchment

- 3.2.4 The main pedestrian access is provided on to Dalberg Street, on the western site boundary, while a secondary pedestrian is provided on the southern boundary, on to Ford Street.
- 3.2.5 Footways are provided on both sides of Dalberg Street and join those on the A57, to the south of the site.
- 3.2.6 Approximately 250m to the west of junction between Dalberg Street and the A57, signal controlled pedestrian crossings are provided across each arm of the A6 roundabout.
- 3.2.7 Beyond this, several pedestrian routes are provided which enable travel from the site to the surrounding area. These link with further pedestrian crossings which enable safe movements across otherwise busy roads.



Figure 3.2: Pedestrian crossing facility.

- 3.2.8 It is anticipated that walking would be an attractive travel choice for users of the courts, particularly those living nearby, as there are a range of pedestrian routes available from the surrounding residential / commercial areas and from nearby public transport hubs.

3.3 Cycle Access

- 3.3.1 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes the entirety of Manchester City Centre and much of the heart of Manchester. Within this area approximately 361,000 reside and many more work.
- 3.3.2 It is noted that the site currently provides 30 cycle spaces for staff and visitors.
- 3.3.3 **Figure 3.3** illustrates a 5km cycle catchment from the site.

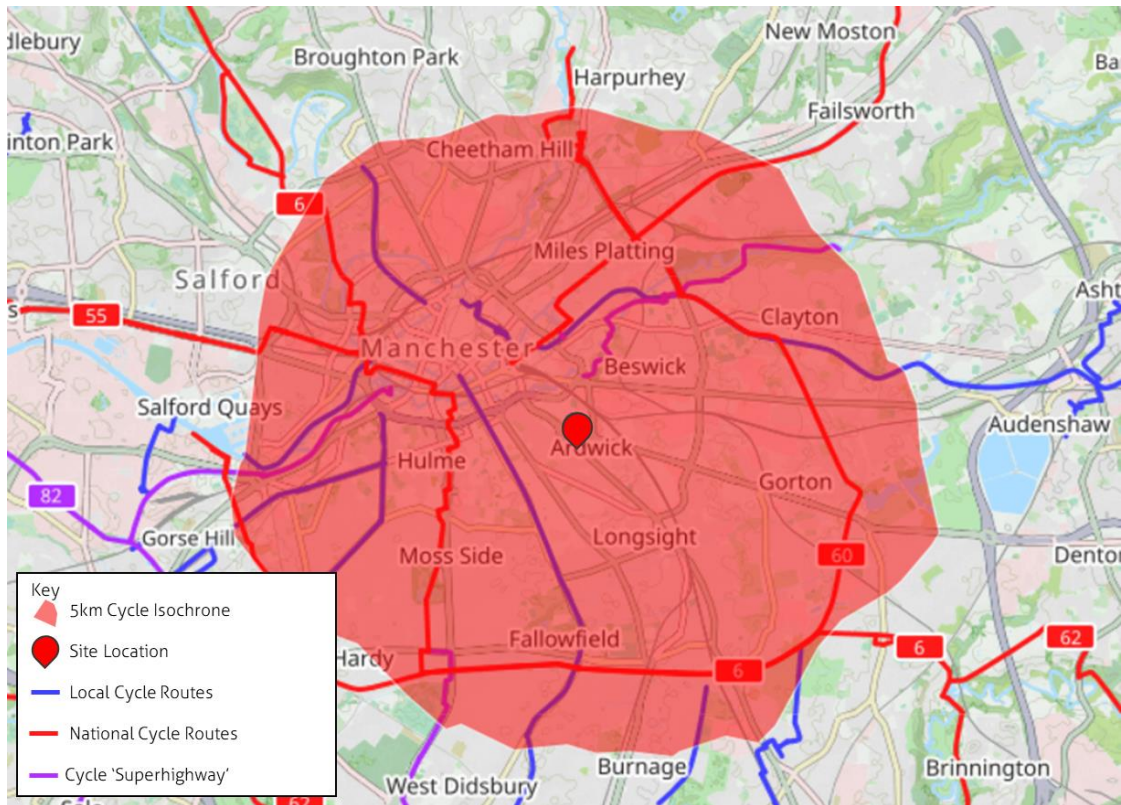


Figure 3.3: 5km Cycle Catchment

- 3.3.4 As may be seen in **Figure 3.3** there are a range of on road routes, including cycle lanes which may be accessed to the west and north of the site. In particular a segregated cycle route runs southbound along Wilmslow Road. From the city centre other routes spiderweb out to the east, west and north of the city, enabling safer journeys.
- 3.3.5 **Figure 3.4** is an extract from the Greater Manchester Cycle Map which demonstrates the cycle infrastructure in close proximity to the site. It shows Hyde Road and Stockport Road to the south of the site as 'On Road Routes'

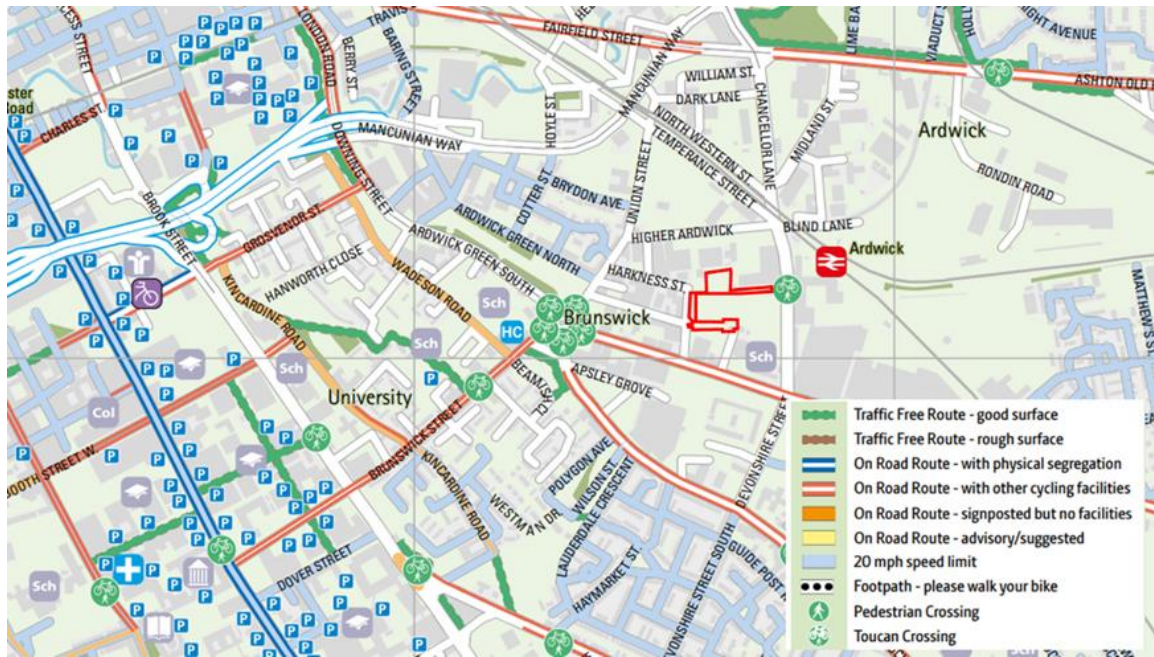


Figure 3.4: Greater Manchester Cycle Map

- 3.3.6 It is considered that cycling would represent an attractive travel option for users of the proposed pitches, particularly due to the proximity of cycle infrastructure and the wide range of local residential areas within a short cycle from the site.

3.4 Public Transport

Bus Services

- 3.4.1 The closest bus stops to the site are located on Hyde Road and Stockport Road, immediately to the south of the site. These four stops both have a shelter with timetable information and are situated in well-lit areas.
- 3.4.2 **Figure 3.5** illustrates the location of the bus stops near the site.

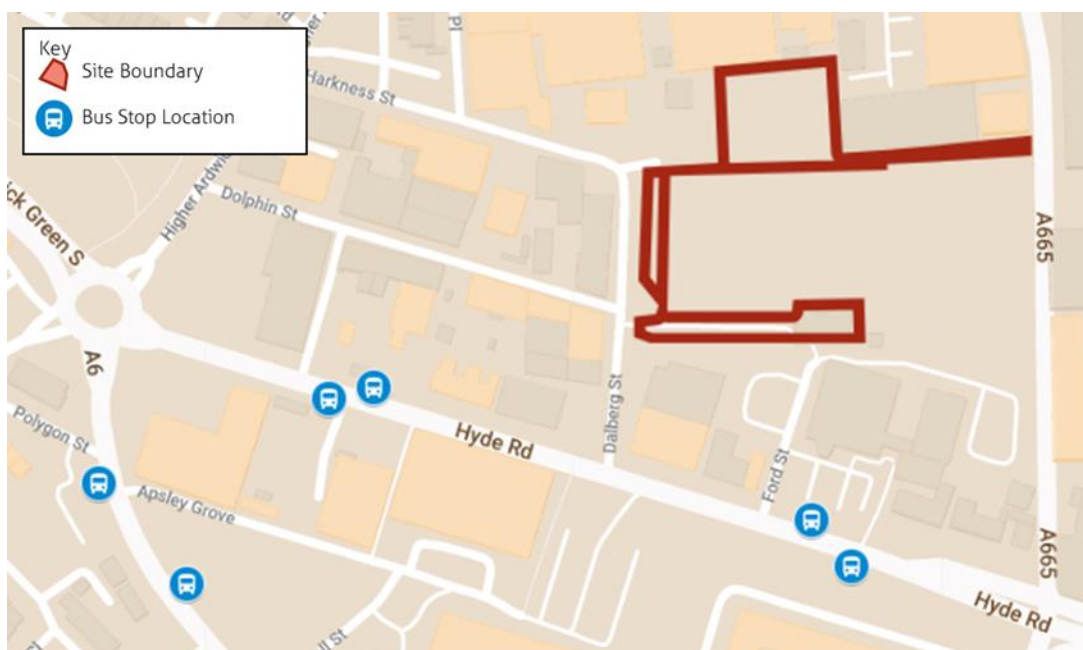


Figure 3.5: Bus Stop Locations

Table 3.1: Bus Service Summary

Service		Frequency		
		Monday – Friday	Saturday	Sunday
Hyde Road				
201/ 201N	Manchester Piccadilly, Ardwick, Belle Vue, Denton Crown Point, Hyde Bus Station, Godley Station, Hattersley	10 mins 05:08-23:57 Friday-01:20	10 mins 05:28-01:18	30 mins 06:54-23:37
202	Manchester Piccadilly, Ardwick, Belle Vue, Denton Crown Point, Haughton Green Terminus, Hyde Bus Station, Gee Cross	30 mins 06:11-23:46	30 mins 07:11-23:46	60 mins 08:46-23:46
203	Manchester Piccadilly, Ardwick, Belle Vue, North Reddish, Stockport	10 mins 05:38-23:52	15 mins 05:33-00:04	15 mins 05:33-00:04
205	Manchester Piccadilly, Ardwick, Gorton Shopping Centre, Dane Bank	30 mins 05:36-23:42	30 mins 06:56-23:42	30 mins 08:08-23:41
Stockport Road				
192	Manchester Piccadilly, Longsight, Heaton Chapel, Stockport, Heaviley, Stepping Hill Hospital, Hazel Grove Park & Ride	3-15 mins 05:02-02:29 Friday-3:39	3-15 mins 05:12-03:39	5-10 mins 06:07-00:00

- 3.4.3 As can be seen in **Table 3.2**, there are regular bus services available within a short walk of the site, Monday – Sunday, which offer services to a range of local and regional destinations. It is, therefore, considered that travel by bus would be an option for players and staff accessing the site from further afield.

Rail Services

- 3.4.4 The closest Underground station is Ardwick, located approximately 900m (8-minute walk, 2-minute cycle) from the site. Services operating on this line are limited to 2 per day. The nearest frequent service is Manchester Piccadilly, which may be accessed in 19 minutes on foot and 10 minutes by bus.
- 3.4.5 Three modes of public transport can be accessed from Manchester Piccadilly, tram, train and bus. Trains run to Norwich, Stoke on Trent, Manchester Airport, Sheffield, Buxton, London, York, Hull and a range of local stops on route. The Purple Line passes through the station, running to Altrincham, The Yellow line runs to Bury and the Blue line to MediaCity, Ashton-Under-Lyme, Eccles and Etihad Campus.
- 3.4.6 The station benefits from a ticket office and ticket machines, toilets, cycle parking and a host of other amenities.

4 Travel Plan Measures

4.1 Introduction

- 4.1.1 The key to successful travel planning is to identify the most suitable modes of transport that are realistic and practical for staff at the site such as this to adopt, before making these modes as attractive as possible. There is no single solution to any one person's transport needs. Different people will respond to different measures, whilst some may not react to any. A range of measures is therefore proposed, which staff can pick and choose from as they consider appropriate.
- 4.1.2 The following section will first discuss Travel Plan management and coordination before highlighting the range of measures that will be delivered as part of this TP, which will be delivered by the Travel Plan Coordinator. These measures and the anticipated timescales are summarised in the Action Plan at **Appendix A**.

4.2 Travel Plan Coordination

- 4.2.1 A Travel Plan Coordinator (TPC) will be appointed/nominated at the site, by the appointed site management company. The role of TPC will be part time, with an appropriate amount of time/resource made available to ensure the delivery of the measures set out within this report. Upon appointment the TPC will make themselves known to officers at Manchester City Council.
- 4.2.2 Certain elements of the role will be ongoing, with a time limited requirement to submit an annual update/monitoring report to the Council.
- 4.2.3 The TPC will be responsible for the overall delivery of this Travel Plan, in pursuit of the identified aims and objectives of the strategy. The role of the TPC will include (but not be limited to):
- Preparation and distribution of information on the travel choices available at the site, to be disseminated to staff and visitors;
 - Engagement with the individual business occupiers, to gain their support for the Travel Plan, and to encourage them to implement their own initiatives as appropriate;
 - Engagement with relevant local stakeholders, including the Council and bus operators;
 - Delivery of annual monitoring/reporting in line with the methodology identified within this Travel Plan; and
 - Responding to travel issues / questions.
 - The principal task of the TPC will be to ensure that the available travel options are effectively promoted to all staff at the development. This will primarily be achieved through a range of marketing techniques, which will ensure that staff (and prospective staff) and visitors have easy access to relevant and up to date travel information.
- 4.2.4 The TPC will be responsible for preparing a travel information guide, which will be made available to all businesses across the site for distribution to their staff and visitors. This guide, which will be reviewed and updated as appropriate, will provide individuals with a summary of their local travel choices, along with details of where further information and tools can be accessed online. It will also be used to encourage individuals to consider the use of sustainable travel options, by highlighting the various benefits this can have.

4.2.5 Information will be included within the guide on the following measures:

4.3 Active Travel Measures

4.3.1 A summary of local walking and cycling routes will be provided, along with promotion of the benefits associated with the increased use of active travel options. This will include:

- A summary of walking/cycling times/distances to key local areas;
- Details of online journey planning tools and maps, including:
 - The Bee Network journey planner;
 - The CycleStreets.net journey planning tool;
 - The Sustrans website, for further details on the local routes.

4.4 Cycle to Work Schemes

4.4.1 The implementation of a Cycle to Work scheme within a workplace can help to significantly reduce the cost of buying a bike and associated equipment. An individual can purchase a bike through a salary sacrifice arrangement, with payments staged over an agreed period of time.

4.4.2 The TPC will therefore encourage Powerleague to set up a Cycle to Work scheme (if they don't already have one in place), including advice on how this can be achieved.

4.5 Public Transport Measures

4.5.1 A summary of local public transport options will be provided, along with promotion of the use of public transport as an alternative to the car. This will include:

- The location of the nearby bus stops;
- A summary of local bus services, including their route and frequency;
- Details of where information on timetables can be obtained, including:
 - Bus operators websites;
 - The Bee Network website
 - Smartphone apps, provided by local bus operators;
- Details on journey planning tools, including:
 - The Bee Network journey planning tool;
 - Smartphone apps, provided by local bus operators.
- Advice on ticketing options, including ways to save money when travelling by public transport. Information provided will include:
 - Details of the Bee Network website, where information on multi-modal and multi-operator ticketing options is provided;
 - Details of bus operator website, where details of operator specific ticketing options can be found.

4.6 Reducing the Need to Travel

4.6.1 Sometimes reducing the need for travel can be the most effective measure at minimising private car travel. Some measures that could be considered to support this include:

- Operating flexible working practices e.g. working from home, option to amend working times to align with public transport, video conferencing etc.);
- Local recruitment of staff;
- Local sourcing of raw materials / produce; and
- Fleet management / coordination of deliveries.

4.7 Car Sharing

4.7.1 Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car. It is possible to register on car sharing schemes even if you don't have a car and are hoping to find a match to drive you to your destination.

4.7.2 A great deal of car sharing is arranged informally; however, to assist staff that wish to make more formal arrangements to find a lift, the Liftshare car share scheme (<https://liftshare.com/uk/>) will be promoted within the travel information guide.

4.7.3 A site wide lift sharing database will be set up, to allow employees to commute with those with similar travel patterns.

4.7.4 A public display area will also be maintained providing customers with information relating to greener driver methods, car sharing and park and share provision.

4.8 Personalised Travel Planning

4.8.1 Personalised travel planning for employees will be offered and run by the TPC, in consultation with individual tenants. These sessions will include information on how to reach key destinations and facilities via sustainable modes, personalised to the individual. The TPC will be able to identify employees who may benefit from contacting each other (e.g. to car share).

4.9 Car Clubs

4.9.1 Manchester is home to a number of car sharing schemes/ companies including Enterprise Car Club, Co Wheels and Turo.

4.9.2 Each of these services can allow an individual to principally rely on public transport, whilst occasionally using a car when necessary.

4.9.3 Details of local schemes will be provided to all staff.

5 Implementation, Management, Monitoring and Review

5.1 Introduction

- 5.1.1 When delivering a Travel Plan, it is important to monitor its progress and success. One easy way of understanding the impact of the TP is to consider the number of vehicular trips being generated from the site. A monitoring strategy has been set out below, which details how the success of the Travel Plan will be recorded and reported to the Local Planning Authority / Local Highway Authority.

Travel Plan Targets

- 5.1.2 Targets are essential to ensure everyone involved in the Travel Plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of 'aim-type' targets and 'action-type' targets:

- **S**pecific;
- **M**easurable;
- **A**chievable;
- **R**ealistic;
- **T**ime-bound

5.2 Action-type Targets

- 5.2.1 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.
- 5.2.2 The action-type targets specific to this Travel Plan can be found in **Section 4**, where specific measures for delivery have been identified. **Appendix A** provides an Action Plan, detailing roles, responsibilities and timescales for delivery.

5.3 Aim-type Targets

- 5.3.1 Aim-type targets are quantifiable targets against which the effectiveness of the Travel Plan in achieving its stated aims and objectives can be measured. In order to set aim-type targets it is first necessary to have a 'baseline' modal split against which progress can be assessed.
- 5.3.2 The future multi-modal targets will need to be set with respect to the surveys to be completed by staff post-occupation of the site. However, until such a time, outline targets have been developed based on the 2011 Census Journey to Work data for the Middle Super Output Area (MSOA) Manchester 018, in which the site is located. This data is presented in **Table 5-1** overleaf.

Table 5.1 Census Journey to Work Data

Mode	%
Underground, metro, light rail or tram	1%
Train	7%
Bus, minibus or coach	15%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	37%
Passenger in a car or van	3%
Bicycle	5%
On foot	8%

- 5.3.3 At this stage, a target of a 10% reduction in the proportion of employees travelling to the proposed development by driving a car or van is considered appropriate. Should the baseline surveys indicate that car travel is significantly different to that set out in **Table 5.1** then this target may be adjusted.
- 5.3.4 In this instance, a survey of all staff will be carried out upon full occupation of the site
- 5.3.5 The target for a reduction in the car mode share has been set at 10%, to be achieved within 5-years of full occupation of the development.
- 5.3.6 The first mode share survey will be undertaken no later than 12 months after full occupation. The results will be shared with Travel Plan officers at Manchester City Council following the baseline monitoring.

Annual Surveys and Reporting

- 5.3.7 Following the initial baseline monitoring, subsequent surveys will be undertaken annually over 4 further years. This monitoring will allow the TPC to monitor the success of the Travel Plan over time in achieving the agreed targets to reduce the car mode share.
- 5.3.8 The TPC will feed results of these travel surveys back to Travel Plan officers at Manchester City Council annually and will make appropriate and practical changes to the Travel Plan programme moving forward, if required and as agreed with the Council. This reporting will take the form of the submission of an 'Annual Monitoring Report', which will also include details of the travel planning activities delivered during the preceding 12 months.

Appendix A

Action Plan

Action	When	Responsibility	Outcomes
Appoint Travel Plan Coordinator	On occupation	Powerleague	Appointment of TPC
Identify full Travel Plan budget	On occupation	TPC	Identified budget
Carry out baseline travel survey and analyse results	Within 12 months of full occupation	TPC	Completion and assessment of base surveys
Complete travel surveys	Annually for a further 2 years	TPC	Analysis of data and review of progress against targets
Promotion and distribution of the Travel Plan and travel information	On occupation / ongoing	TPC	Information visible and staff well informed
Development and provision of welcome packs / travel information guides	On occupation	TPC	Information visible and staff well informed
Promote the benefits of alternative modes of transport	On occupation / ongoing	TPC	Information visible and staff well informed
Maintain convenient and safe cycle parking and pedestrian infrastructure	Ongoing	Powerleague	Increased uptake in walking and cycling
Promote local and national cycle initiatives	On occupation / ongoing	TPC	Increased uptake in cycling
Identify cycle training opportunities for staff	After 1 year / ongoing	TPC	Increased uptake in cycling
Develop walking / cycling user groups	On occupation / ongoing	TPC	Increased uptake in active travel modes
Liaise with local bus operators	On occupation / ongoing	TPC	Incentives to travel by bus
Consider implementing salary sacrifice scheme for bus season tickets	On occupation / ongoing	Powerleague	Increased travel by bus
Consider flexible working practices	On occupation / ongoing	Powerleague	Reduced need to travel
Effective fleet management	On occupation / ongoing	Powerleague	Reduced vehicle travel
Promotion of lift sharing opportunities	On occupation / ongoing	TPC	Reduction in private car trips
Development of lift sharing database	On occupation / ongoing	TPC	Increased uptake in lift sharing