



Manchester City Football Club

Etihad Stadium North Stand Project, Manchester

TA Addendum: Response to MCC/TfGM

Reference: ENS_AN_001

| 16 June 2023

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number

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1. Introduction

This Addendum Note has been prepared to respond to comments received from Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) on Monday May 22nd 2023.

Response to each comment received are responded to in Table 1. This note contains a number of Appendices, as follows:

- Appendix A: Accident Analysis
- Appendix B: Trip Rate Comparison
- Appendix C: Mode Split Analysis
- Appendix D: Trip Distribution Data
- Appendix E: Updated Framework Travel Plan

Ref.	Comment	Response
I. Accident Investigation	The latest five-year period should be used to assess road safety. This should include the data from 2022 that is available.	Arup has prepared an updated accident investigation using 2022 data (available to 30th September) from the GMUTC Database. This is presented in Appendix A. https://www.gmtu.gov.uk/gmaccidents/accidents.aspx?width=1536&height=864. Based on this evidence the conclusions presented in the TA in relation to road safety are unaffected.
II. Surveys	With respect to Paragraph 6.3.1 of the TA, it is noted that the surveys were completed in 2019. It should be highlighted that the surveys are therefore four years old and pre-pandemic levels. Ideally, more recent surveys would provide more confidence in the conclusions of the TA	It was agreed with MCC and TfGM at the scoping meeting on 18 October 2022 that no new surveys were required and that use of the 2019 data was acceptable. Confirmation of this point was critical given the limited windows available for collecting matchday traffic survey data during the football season. The Scoping Note shared with TfGM and MCC confirmed that we would not be carrying out surveys for the assessment. The TA includes a justification for the use of this data. The TA demonstrates that traffic levels have reduced since the 2019 surveys as a result of the Covid-19 pandemic. However have used the higher 2019 baseline traffic flows and applied growth factors to future assessment years to ensure a robust, worst-case assessment. It is therefore concluded that the assessment presented in the TA is robust.
III. Trip Rates	The TA has adopted multimodal vehicle trip rates for the Hotel use. TfGM's recommended best practice approach when using multi-modal trip rates rather than average trip rates, is to use person trips and then scale down by census modal share. TfGM would suggest that the trip exercise is updated in accordance with the recommended best practice approach and the trip rates are updated and resubmitted. This principle also applies to Office trips. TfGM would highlight that the scoping note stated that TfGM's recommended methodology would be adopted for the TA. It is therefore unclear why the methodology has changed. TfGM consider that the assessments should be revised accordingly.	Trip rates have been applied consistent with the Etihad Campus Movement and Transport Strategy TA that was submitted in 2020 alongside the planning application for Coop Live to ensure consistency with the wider strategy for the future development of the Etihad Campus. Appendix B contains an analysis of the impact of using person trip rates in response to this comment. Overall it is considered that the comparison demonstrates that the trip rates used in the TA are appropriate for the purposes of the assessment undertaken and are comparable to those that would be derived by using TfGM's preferred approach
III. Trip Rates	The TA confirms that, "No additional parking is proposed within the Etihad Campus as part of the Proposed Development. During stadium and arena events, existing car parking on the Etihad Campus will therefore be allocated for use of the hotel. In the pre-event period, it is assumed that arrivals at the hotel will be attendees of events taking place at the Etihad Campus. These hotel visitors will therefore utilise a parking space that would have otherwise been used by an attendee of the event taking place. As such, there would not be any net increase in vehicle arrivals onto the site in these scenarios."	The Etihad Campus Movement and Transport Strategy TA sets out a parking strategy to support the phased future development of the Campus and surrounding area. This considers the needs of existing demands and those of future developments, which includes the proposed hotel. The strategy recognises that the parking requirements for the Etihad Campus may evolve in future based on a range of considerations, but the overall strategy is to not increase the on-site parking numbers and to mitigate any potential adverse off-site parking impacts by implementing an enhanced Resident Parking Scheme and supporting MCC in their management of off-site off-street parking as appropriate. The Coop Live consent includes a requirement to submit a car park management plan ahead of opening. This is being developed collaboratively between Campus

Ref.	Comment	Response
	TfGM would query whether any assessment work has been undertaken surrounding displacement trips i.e., the existing trips to the car park that occurred prior to the proposed Hotel development.	organisations and stakeholders. That management plan includes the North Stand expansion and associated developments as a known change and reflects analysis completed in preparation of the Movement and Transport Strategy TA. On a matchday or event day it is anticipated that a significant proportion of those staying in the hotel will also be attending the match or event taking place that day, as such there would not be a displacement of parking from the site. It is also noted that a comprehensive review and enhancement of the Resident Parking Scheme surrounding the Etihad Campus has taken place and a new scheme (Eastlands Resident Parking Scheme) will be implemented in advance of the Proposed Development opening. The new scheme will cover a larger geographic area and operate 7 days a week, midday to 11pm. This will further reduce the risk of any displaced parking having an adverse impact upon local roads surrounding the Etihad Campus.
III. Trip Rates	TfGM consider that limited evidence has been provided regarding the current modal split and absolute numbers before and after matches. This would be extremely useful to understand the current modal split and to provide a benchmark to determine the success or otherwise of measures to encourage nonprivate vehicle trips. This information is required for the current day to day trips to the site and for events. The information provided in Table 4 within Section 5.2 of the TA, provides estimated trips and not actual recorded trips. There is no explanation provided which confirms why actual surveys were not completed. With reference to Section 5.2 of the TA, there is no indication how the future numbers for modal split have been calculated.	MCC and TfGM's scoping response stated that "<i>it is key that we receive an update regarding Travel Plan data following the initial stadium expansion</i>". The Modal Split Analysis Report (14th April 2023) (Appendix C), which was separate to the TA, presents modal split data collected by the club since the 2013 planning application. The modal split data presented in Section 5.2 of the TA reflects 2019 surveys conducted for the Etihad Campus Movement and Transport Strategy TA. A full description of the survey methodology is presented in Section 8.1 of the Movement and Transport Strategy TA. The data presented in Section 5.2 of the Etihad North Stand TA reflects multi-modal surveys of around 3,000 and 2,000 supporters for a weekday and weekend fixture and is therefore considered to be a robust basis for estimating mode split. Appendix C contains a more detailed analysis of how the existing mode split has been derived. The future modal split is predicated on the basis that no additional car-based trips will be possible in terms of parking on site or within the revised Eastlands RPS scheme area. The available capacity of public transport modes has been reviewed to identify the number of additional supporters that could realistically travel via either Metrolink or bus to the Campus. Any residual trips have then been split between other modes based on a consideration of the existing and historic mode split.
IV. Trip Distribution	TfGM consider that there is no meaningful information contained within the TA which explains the distribution process. As requested at pre-application stage, TfGM require sight of the raw data and calculations for the distribution and turning counts to validate the data. A distribution diagram is also missing, which was requested at pre-application stage. TfGM require the data which demonstrates how distribution percentages have been derived.	Traffic has been distributed using the same approach as for the Etihad Movement and Transport Strategy TA. Appendix D contains trip distribution diagrams along with data demonstrating the derivation of trip distribution percentages.

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V. Modelling	With reference to Table 15 of the TA, the results should be presented per link rather than as a single number for the whole junction. This will provide a better understanding of the operation of the junctions. In addition, the delays for each approach should be provided. In respect of Paragraph 6.8.1 of the TA, the operation of Gate 3 – Alan Turing Way/ Dutton Street is shown to be overcapacity. However, under Scenario 2 – Arena events – it is not clear if the existing car park accessed off Gate 3 is to be used. If it is, then it is likely that the signals will be manually controlled by traffic management (currently SEP) staff and not running using signal timings as would be modelled by LINSIG. As such the modelling results do not represent the actual operation of the junction. Under Scenario 3 – Football events, the car park exit is managed by SEP traffic management staff and as such the modelling results presented do not represent the actual operation of the junction. The existing operation of the junction should have been monitored and a quantitative operational assessment of the junction provided with an analysis of the impact of the new traffic volumes due to the additional number of supporters. In terms of the conclusions relating to the impact of the additional spectators on the operation of the junction, TfGM consider that these conclusions cannot be formulated because the actual operation isn't modelled. It is appreciated that the car park size is not increasing, however, the surrounding vehicle numbers will increase, and it would be expected that queues on Alan Turing Way and from Asda would increase. The modelling and assessment of the Gate 3 junction needs to be re-considered and a more accurate picture of the operation provided. The Gate 3 junction is a five-stage junction and must accommodate pedestrian / cycle / vehicle movements. Consideration should be made to exiting the existing car park elsewhere to relieve the pressure on the existing Gate 3 junction.	Model files have been sent to TfGM for review. These include full detailed results tables by link (including delays). The same models and approach used for the Etihad Movement and Transport Strategy TA have been used for the Etihad North Stand Project TA and Co-op Live Arena planning application. Arup obtained up to date signal specification and monitoring data to inform the junction models presented in the TA. These were based on a log of actual matchday signal timings. It is recognised that the car park exit is managed by SEP traffic management staff and that this is based upon on-site conditions and the experience of the on-site staff. A similar arrangement will be in place during events at Coop Live. Fundamentally, however, the overall capacity of the car parks accessed from these gates and the resulting traffic flows into and out of the junction are not anticipated to change from the existing matchday operation. Indeed, the overall profile of arrivals and departures from the site using these gates is likely to be spread over a longer time period and reduced in terms of peak flows as dwell times at the Campus on a matchday increase. Protocols and procedures for the monitoring and evaluation of matchday traffic management are already established as part of the Etihad Campus Working Group. It is anticipated that this will continue in future to ensure that traffic management operations are optimised on a match/event day.
VI. Mitigation	There is significant congestion in the vicinity of the Etihad particularly for midweek fixtures. With a potential further 7,910 visitors, it is considered that congestion will be 'severe' for a longer period. Therefore, whilst the Campus Working Group is welcomed and will be an important part of the future management of transport to and from the site, the actual outcomes and tangible measures are not sufficiently defined nor mandated. Due to increased network demand following the expansion of the Etihad, it is recommended that a detailed and comprehensive list of physical mitigation measures should be provided and funded by the applicant as follows: • TfGM CCTV cameras at several strategically important signalised junctions, to improve visibility from TfGM's control centre and allow TfGM to monitor and	It is understood that there are ongoing discussions with MCC on these points

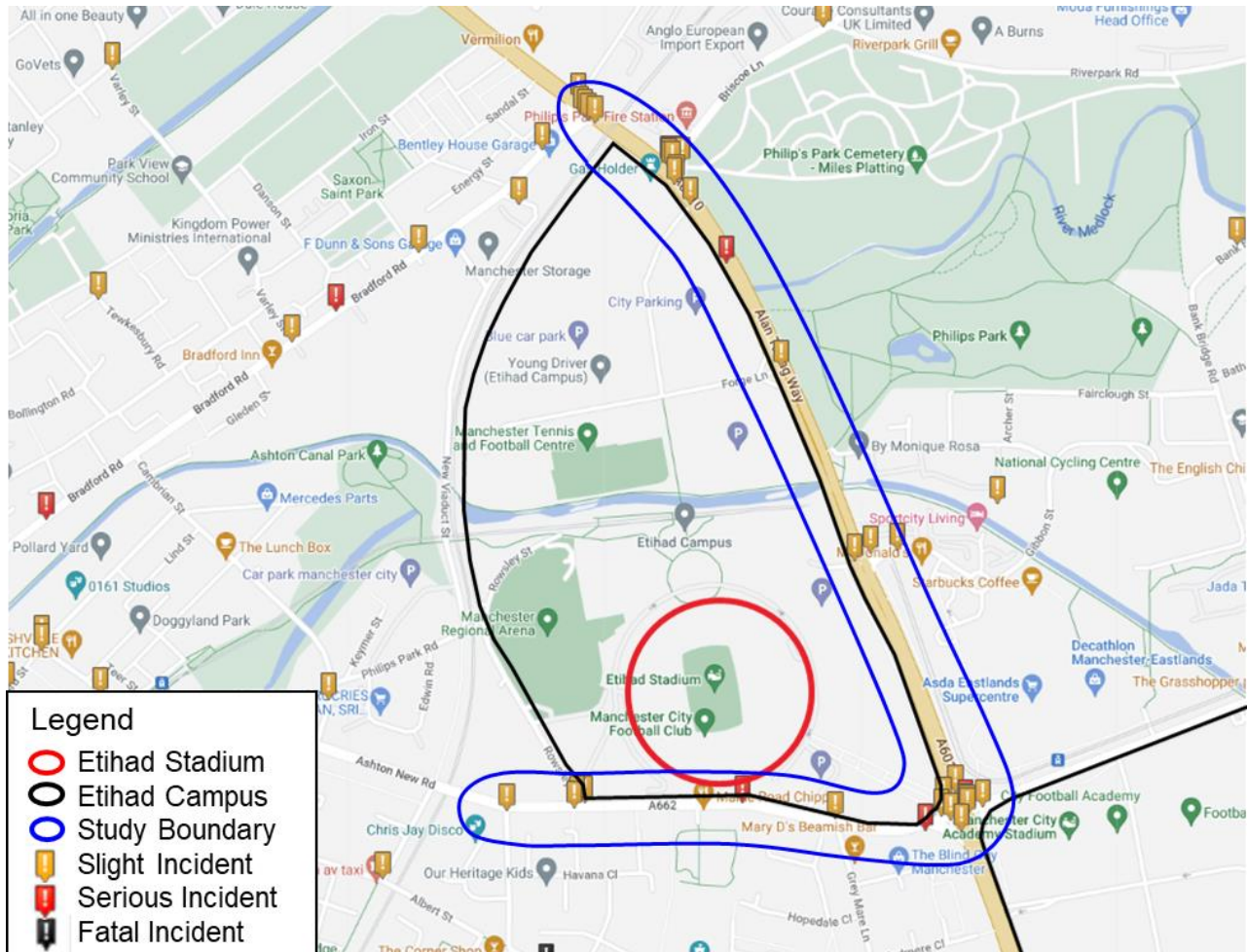
Ref.	Comment	Response
	amend traffic signal timings as required, to better observe and help manage the traffic and trips to and from the stadium. These should be provided at: - Gate 3 - Gate 2 - Junction of Ashton New Road / Merrill Street With reference to Item 6 (Page 3) the answer does not confirm that CCTV cameras will be provided as a planning condition funded by the applicant. • To improve customer messaging and inform road users of key events and congestion, Variable Messaging Signs (VMS) should be provided on the key approach roads to the stadium that are key routes and at decision points to the venue, to inform the travelling public and hence avoid unnecessary disruption to non-stadium trips.	
VII. Access Arrangements	The Proposed Development would be accessed primarily via the existing Gate 3 access, opposite Gibbon Street. Some servicing access will be via other existing accesses to the Etihad Campus. The junction is a 4- arm signal-controlled junction with pedestrian phases on its northern and eastern arms (A6010 Alan Turing Way and Gibbon Street, respectively). No changes to the junction are proposed as part of the Proposed Development.	No action required.
VIII. Car Parking Provision	The TA reports that, “It is recognised that there are informal, off-street, car parks in the area surrounding the Etihad Campus that currently operate on matchdays. These are outside the control of the club. It is considered that any sites that could be used for off-street parking are already being used as such, and therefore the stadium expansion would not result in an increase in the availability or use of such sites. Indeed, many of these sites are temporary uses on land that is awaiting future development opportunities and will be built on over time, particularly as the Etihad Campus and surrounding areas develop and land-values of the surrounding area increase.” TfGM would refer to the Local Highway Authority (LHA) to confirm whether further measures are required such as a review of the surrounding Traffic Regulation Orders (TROs). It should also be highlighted that whilst not increasing the number of car parking spaces is welcomed, maintaining the number of car parking spaces does not encourage non-private vehicle trips. An absolute reduction in car parking spaces would be welcome and would support more active-travel trips.	Traffic Regulation Orders (TROs) have been comprehensively reviewed in preparation of the Etihad Campus Movement and Transport Strategy TA and the subsequent development of the Eastlands Residents Parking scheme, which will be implemented in advance of the Proposed Development. We note the suggestion of reducing car parking spaces on the site and it is understood that on-site car parking has reduced in recent year. Measures to reduce car trips and promote active travel, including a review of future on-site car parking requirements, will be considered in line with the Etihad Campus Movement and Transport Strategy and in consultation with stakeholders. However, at this time a reduction in car parking is not proposed as part of the club’s plans.

Ref.	Comment	Response
IX. Other	A robust Construction Traffic Management Plan should be employed as part of the development.	A Construction Traffic Management plan will be prepared by the contractor in liaison with TfGM and MCC and submitted to the Local Planning Authority.
X. Cycle	Whilst increasing the number of cycle parking spaces is welcomed, there is no indication of the current occupancy levels of the cycle parking and hence no understanding whether the increased number of cycle parking spaces is sufficient.	There is currently no quantitative data available to demonstrate existing levels of occupancy for cycle parking. However, based on observed use of existing facilities are well below capacity, including on event and matchdays. Once the campus is fully developed 1,000 cycle parking spaces (see Design and Access Statement) will be provided in a number of locations. The 200 additional spaces proposed as part of this development will bring the Campus total to over 700 cycle spaces.' The Framework Travel Plan has been updated to include regular monitoring of cycle parking provision and usage to ensure that future provision can be delivered if available capacity becomes an issue in the future.

Appendix A: Accident Analysis

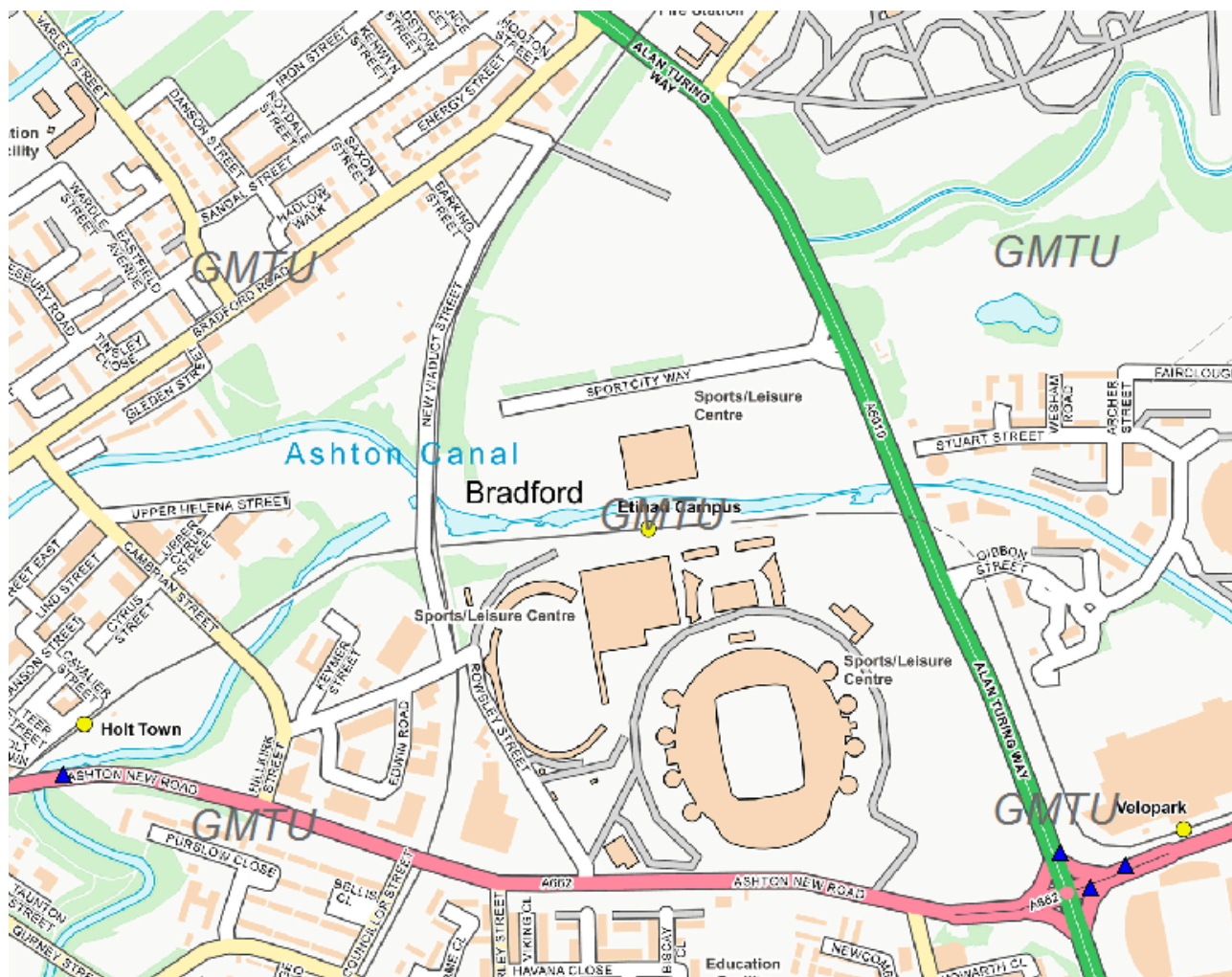
TfGM have requested that the most recent 60-month personal injury accident data is used as the basis for the accident analysis presented in the TA. Data previously used in the TA was sourced from the CrashMap database for the period 2017-2021. In response, data has been obtained from the GMUTC database.

For ease of reference the study area and 2017-2021 personal injury accident data presented in the TA (Figure 9) is presented below.



In order to address this comment, data from the GMUTC database from 2022 has been reviewed. It should be noted, as acknowledged in the comment from TfGM, that this data is only available to September. An extract from the GMUTC database for 2022 is presented below.

Please note that the analysis presents an additional year, for the period 2017-2022 and not a different 60-month period than the analysis presented in the TA.



For the additional period, there were three ‘slight’ recorded within the study area. These are presented in the table below (adapted from Table 18 in the TA). All of these occurred at the A662 Ashton New Road/ A6010 Alant Turing Way junction.

Given that this is a major junction carrying a significant volume of traffic and all three personal injury accidents reported in this period were of a ‘slight’ nature it is not considered that this is indicative of an ongoing highway safety concern in this location.

Based on this evidence the conclusions presented in the TA are unaffected.

Location	No. of recorded collisions	No. of recorded collisions involving pedal cycles	No. of recorded collisions involving pedestrians	Severity (2017-2021)			Severity (2022 GMUTC Data)		
				Slight	Serious	Fatal	Slight	Serious	Fatal
A6010/ Bradford Road	5	1	0	5	0	0	0	0	0
A6010/ Briscoe Lane	9	1	1	8	1	0	0	0	0

Location	No. of recorded collisions	No. of recorded collisions involving pedal cycles	No. of recorded collisions involving pedestrians	Severity (2017-2021)			Severity (2022 GMUTC Data)		
				Slight	Serious	Fatal	Slight	Serious	Fatal
A6010 60m south of junction of A6010/ Briscoe Lane	1	0	0	1	0	0	0	0	0
A6010 115m south of Briscoe Lane junction	1	0	0	0	1	0	0	0	0
A6010/ Forge Lane	1	0	0	1	0	0	0	0	0
A6010/ Gibbon Street	2	0	2	2	0	0	0	0	0
A6010/ A662	11	1	2	9	2	0	3	0	0
A662/ Grey Mare Lane	1	0	0	1	0	0	0	0	0
A662 (120m west of Grey Mare Lane junction)	1	0	1	0	1	0	0	0	0
A662/ Rowsley Street	3	1	0	3	0	0	0	0	0
A662/ Darley Street	1	1	0	1	0	0	0	0	0

Appendix B: Trip Rate Comparison

Subject Trip Rate Comparison

Job No/Ref

Date 13 June 2023

1. Introduction

The Transport Assessment adopted multimodal vehicle trip rates for the Hotel and Workspace uses, consistent with the approach taken in the Etihad Campus Transport Strategy TA. TfGM's recommended best practice approach when using multi-modal trip rates rather than average trip rates, is to use person trips and then scale down by census modal share. TfGM has suggested that the trip exercise is updated in accordance with the recommended best practice approach and the trip rates are updated and resubmitted.

This note provides an update to the trip exercise and sets out a comparison of the resulting trip generation to that used in the Transport Assessment.

2. Mode Split

The Proposed Development is in middle layer super output areas (MSOA) E0200201059 – Manchester 015. As such, data for this MSOA has been obtained and applied to the person trip rates set out above.

2021 Census data is available to provide information on the method used to travel for work for residents in the above MSOA. It is noted that the 2021 Census took place during the Covid-19 pandemic with higher-than-normal levels of home working in some industries, including office. The mode split in the table below has been adjusted to exclude the work at home 'trips' in order to understand the proportion of trips that would typically be undertaken by car.

Table 1 - Method Used to Travel to Work based on 2021 Census Data for 'Manchester 015' MSOA

Method of Travel	Total People	Percentage*
Work mainly at or from home	1,191	N/A
Underground, metro, light rail, tram	191	5%
Train	81	2%
Bus, minibus or coach	653	18%
Taxi	78	2%
Motorcycle, scooter or moped	12	0%
Driving a car or van	1,749	49%
Passenger in a car or van	196	5%
Bicycle	110	3%
On foot	456	13%
Other method of travel to work	48	1%

* percentage of total people excluding those who work mainly at or from home

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3. Person Trip Rates

Person trip rates have been derived from the TRICS database (v7.10.1). Based upon the above data a mode split of 49% has been applied to the total person trips to obtain a vehicle trip rate for each land use.

3.1 Hotel

Table 2 - Trip Rates for Hotel Use (per room)

Time Period	Trip Rate (Person trips per room)		Trip Rate (Vehicle trips per room)	
	Arrival	Departure	Arrival	Departure
07:00-08:00	0.104	0.205	0.051	0.100
08:00-09:00	0.2	0.322	0.098	0.158
09:00-10:00	0.212	0.33	0.104	0.161
10:00-11:00	0.218	0.312	0.107	0.153
11:00-12:00	0.175	0.234	0.086	0.115
12:00-13:00	0.203	0.198	0.099	0.097
13:00-14:00	0.241	0.194	0.118	0.095
14:00-15:00	0.275	0.229	0.135	0.112
15:00-16:00	0.237	0.2	0.116	0.098
16:00-17:00	0.25	0.237	0.122	0.116
17:00-18:00	0.288	0.246	0.141	0.120
18:00-19:00	0.298	0.261	0.146	0.128
19:00-20:00	0.249	0.184	0.122	0.090
20:00-21:00	0.24	0.144	0.117	0.070
21:00-22:00	0.191	0.125	0.093	0.061

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3.2 Workspace

Table 3 - Trip Rates for Office Use (per 100sq m)

Time Period	Trip Rate (Person trips per 100sq m)		Trip Rate (Vehicle trips per 100sq m)	
	Arrival	Departure	Arrival	Departure
07:00-08:00	0.664	0.079	0.325	0.039
08:00-09:00	1.855	0.128	0.908	0.063
09:00-10:00	1.395	0.199	0.683	0.097
10:00-11:00	0.529	0.271	0.259	0.133
11:00-12:00	0.339	0.302	0.166	0.148
12:00-13:00	0.509	0.735	0.249	0.360
13:00-14:00	0.688	0.627	0.337	0.307
14:00-15:00	0.371	0.349	0.182	0.171
15:00-16:00	0.204	0.447	0.100	0.219
16:00-17:00	0.177	0.886	0.087	0.434
17:00-18:00	0.117	1.772	0.057	0.867
18:00-19:00	0.071	0.93	0.035	0.455
19:00-20:00	0.042	0.431	0.021	0.211

4. Comparison to Trip Generation in TA

The combined development trips (hotel + workspace) from the Transport Assessment are presented in Table 4. This has then been compared to the revised trip generation based upon the TfGM recommended approach.

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Table 4 - Combined Development Trips (as per submitted TA)

Time Period	Trips Generated (as per submitted TA)		
	Arrival	Departure	Total
07:00-08:00	60	59	120
08:00-09:00	127	85	212
09:00-10:00	100	61	160
10:00-11:00	59	49	107
11:00-12:00	33	46	79
12:00-13:00	55	46	101
13:00-14:00	57	50	107
14:00-15:00	40	48	88
15:00-16:00	47	59	107
16:00-17:00	52	83	136
17:00-18:00	57	102	159
18:00-19:00	53	68	120
19:00-20:00	41	33	74

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Table 5 - Combined Development Trips (using TfGM preferred approach)

Time Period	Trips Generated (using TfGM preferred approach)		
	Arrival	Departure	Total
07:00-08:00	33	42	75
08:00-09:00	75	66	141
09:00-10:00	69	68	137
10:00-11:00	53	66	119
11:00-12:00	41	52	93
12:00-13:00	50	53	103
13:00-14:00	61	50	111
14:00-15:00	61	52	113
15:00-16:00	50	48	98
16:00-17:00	52	64	116
17:00-18:00	59	83	142
18:00-19:00	60	69	129
19:00-20:00	50	44	94

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Table 6 – Comparison of Combined Development Trips (-ve value indicates higher values used in TA)

Time Period	Difference in Trips Generated (TfGM Approach – TA Value)		
	Arrival	Departure	Total
07:00-08:00	-27	-18	-45
08:00-09:00	-52	-19	-71
09:00-10:00	-31	8	-23
10:00-11:00	-6	18	12
11:00-12:00	8	6	13
12:00-13:00	-5	7	2
13:00-14:00	4	0	4
14:00-15:00	21	3	24
15:00-16:00	3	-12	-8
16:00-17:00	0	-20	-20
17:00-18:00	2	-19	-17
18:00-19:00	7	2	9
19:00-20:00	9	12	20

The values in Table 6 indicate that the method used in the submitted TA results in higher forecast trip generation from 07:00 to 10:00 and from 15:00-18:00. This covers the peak hours on the highway network and the main period of assessment considered (i.e. 17:00-18:00).

The TfGM preferred approach would result in a slightly higher combined trip generation from 10:00-15:00, though this is outside of the assessment period covered by the TA. This approach also indicates a slightly higher combined trip generation from 18:00-20:00.

The TA does include an assessment of the period 18:30-19:30 on a stadium event day. Table 6 indicates that the TfGM approach would result in a slightly higher trip generation (in the order of 8 additional arrivals and 7 additional departures) associated with the hotel. The profile of hotel trip rates from TRICS is based on a 'typical' hotel and does not reflect the fact that the use of the proposed hotel will be influenced by the fact that there is an event taking place at the Etihad Campus.

As set out in the TA, the junction assessments for Gates 2 and 3 already assume that the on-site car parks are fully utilised by a combination of the existing and proposed uses and therefore no

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additional trips would be likely to take place. Guests at the hotel on an event day are likely to be attending the event and as such are unlikely to depart in the period immediately before an event.

Overall it is considered that the comparison demonstrates that the trip rates used in the TA are appropriate for the purposes of the assessment undertaken and are comparable to those that would be derived by using TfGMs preferred approach.

Appendix C: Mode Split Analysis

Subject Etihad Stadium - Existing Mode Split
Job No/Ref
Date 13 June 2023

1. Introduction

In support of the 2020 Co-op Live planning application, a series of bespoke matchday traffic and movement surveys were commissioned to observe actual behaviours of supporters before, during and immediately after the following Manchester City home games at the Etihad Stadium during the 2018/19 season including:

- vs West Ham United (Wednesday 27th February 2019 – 20:00 kick-off);
- vs Tottenham Hotspur (Saturday 20th April 2019 – 12:30 kick-off); and
- vs Leicester City (Monday 6th May 2019 – 20:00 kick-off).

Data on actual stadium attendance (obtained from the club) was used as opposed to ticket sales in order to gain a more accurate representation of each mode.

Non-matchday surveys were also undertaken (on Thursday 7th November 2019 and Saturday 9th November 2019) to provide an understanding of transport network conditions on dates when there was no event taking place at the Etihad Stadium.

These surveys provide a more comprehensive picture than snapshot annual surveys, which are only ever likely to capture a relatively small proportion of supporters. The surveys are based on observed data (for example surveyed pedestrians walking along key routes to the Stadium before/after matches, matchday boarding/alighting data for Metrolink stops and traffic counts at entries to on-site parking) for long-periods before and after matches and cover extended geographies and multiple matches.

As the survey methods and sample sizes differ considerably from previous stated preference and snapshot surveys, making direct comparison between the sets of data is difficult. The definition of each mode of travel is also not consistent between the surveys (due to the different methodologies used over time) and in some instances is not accurately recorded. However, in order to validate the use of the observed surveys in estimating a mode split for the existing stadium, appropriate comparisons have been made to other data sources.

The 2019 observed multi-modal surveys also breaks the data down into a more refined set of travel modes providing more insight into the potential impacts of new measures and initiatives. For example – people walking to the Stadium are included across four different categories depending on their use of other prior modes alongside walking. Earlier surveys only captured a single mode of travel per respondent with the walking category also including people who had travelled into the city centre by a different mode and completed their journey on foot.

Observed surveys also capture movements for the stadium as a whole (including away supporters) whereas the snapshot surveys undertaken to date typically capture the attendance of home supporters only (and typically those who are regular attendees or season ticket holders).

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2. Estimated Mode Split of Existing Stadium based on Observed Surveys

2.1 Cycle

The observed surveys did not include surveys of cyclists, which it is recognised are currently a very small proportion of matchday supporter travel. Data from stated preference surveys of supporters (taken from the Mott MacDonald Transport Assessment for the 2013 planning application) was used to estimate the mode split of this mode at <1%.

2.2 Walk from Home

It is not considered practical to obtain an estimate of the use of this mode through observed surveys. Instead, data from stated preference surveys of supporters (taken from the Mott MacDonald Transport Assessment for the 2013 planning application) was used to estimate the mode split of this mode at 1%. The ability of supporters to walk directly to the Etihad Campus from home is limited by their home address and resulting walk distance. It is considered that the proportion of supporters able to use this mode is finite, small and relatively fixed.

2.3 Public Transport and Walk

Pedestrian surveys were undertaken at a wide range of locations in the area surrounding the stadium on matchdays. These captured pedestrian movements at key locations that are used by people walking from off-site public transport nodes to the Etihad Campus.

This included key routes between the city centre and the Campus, notably on the Ashton Canal towpath and on the City Link pedestrian route from Piccadilly Station. In addition surveys at the junction of Alan Turing Way and Ashton Old Road captured pedestrians walking from Ashburys Station and key bus routes along Ashton Old Road and Hyde Road.

Table 1: Pedestrians Surveyed Walking towards Etihad Campus pre-match

Time Period	Towards Etihad Stadium via Canal	Towards Etihad Stadium via CityLink	Towards Etihad Stadium from Ashburys Station and Ashton Old Road	Total
16:00-16:29	9	23	15	47
16:30-16:59	5	56	26	87
17:00-17:29	18	79	28	125
17:30-17:59	13	157	59	229
18:00-18:29	27	256	122	405
18:30-18:59	55	546	303	904
19:00-19:29	129	817	598	1,544
19:30-19:59	40	278	404	722

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Time Period	Towards Etihad Stadium via Canal	Towards Etihad Stadium via CityLink	Towards Etihad Stadium from Ashburys Station and Ashton Old Road	Total
20:00-20:29	1	12	2	15
Total in Period	297	2,224	1,557	4,078

This results in an estimate of 4,078 people walking to the Etihad Stadium from public transport nodes beyond the immediate vicinity of the stadium. As a proportion of the 42,000 attendees this represented 9.7% of attendees (rounded to 10%). It is recognised that some of these people surveyed walking to the stadium may not have taken public transport (or may not have been travelling to the stadium – though the overall profile is consistent with what one would expect for pre-match travel), equally there will be other routes that were not surveyed that people may also use to walk between a public transport route and the stadium. The important point to note is that all of these surveyed people were using walking for the last ‘mile’ of their journey to the stadium.

2.4 Taxi

It is not considered practical to obtain an estimate of the use of this mode through observed matchday surveys. Supporters are dropped off by taxis at a wide range of locations in the area surrounding the stadium and observed surveys cannot realistically capture this type of activity. Instead, data from stated preference surveys of supporters (taken from the Mott MacDonald Transport Assessment for the 2013 planning application) was used to estimate the mode split of this mode at 6%.

2.5 Bus

As above, the number of bus routes and stops used by supporters to access the Etihad Stadium is extensive and would be difficult to capture efficiently and effectively using observed surveys. Data from stated preference surveys of supporters (taken from the Mott MacDonald Transport Assessment for the 2013 planning application) was used to estimate the mode split of this mode at 5.8% (rounded to 6%).

2.6 Metrolink

Surveys of people alighting Metrolink services at key stops on services between Ashton and Piccadilly were undertaken pre-match. This enabled an estimate of the number of supporters travelling to the Stadium by Metrolink. These are people who were observed as alighting at the Etihad Campus stop, which is likely to be the main stop used by supporters on a matchday.

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Table 2: Metrolink Alighters (trams towards Ashton-under-Lyne)

Time Period	Alighting Passengers
16:00-16:29	86
16:30-16:59	175
17:00-17:29	206
17:30-17:59	336
18:00-18:29	664
18:30-18:59	790
19:00-19:29	1658
19:30-19:59	896
20:00-20:29	64
Total in Period	4,875

Table 3: Metrolink Alighters (trams towards Piccadilly)

Time Period	Alighting Passengers
16:00-16:29	20
16:30-16:59	31
17:00-17:29	14
17:30-17:59	22
18:00-18:29	59
18:30-18:59	108
19:00-19:29	148
19:30-19:59	122
20:00-20:29	8
Total in Period	532

In total, 5,407 passengers alighted Metrolink services at the Etihad Campus stop in the surveyed period prior to the match. 90% of these were travelling from the City Centre with the remaining

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10% travelling from the direction of Ashton-under-Lyne. As a proportion of the 42,000 attendees this represents 12.9% of attendees.

Whilst it is recognised that not all of these passengers would have been attending the match, it is anticipated that this provides a robust estimate of the proportion of supporters using Metrolink to arrive at the Etihad Stadium. To take account of a small proportion of passengers alighting at the Etihad Campus stop being non-supporters this has been rounded down to 12%.

2.7 Coach

Some coaches to the Etihad Stadium drop off within the on-site car parks, whilst others drop off off-site in order to avoid being delayed on departure from the site post-match. Classified traffic counts at the various car park gates captured the number of coaches entering the site.

Table 4: Coaches Entering the Etihad Stadium Car Parks

Time Period	Alighting Passengers
16:00-16:29	0
16:30-16:59	0
17:00-17:29	0
17:30-17:59	1
18:00-18:29	3
18:30-18:59	13
19:00-19:29	6
19:30-19:59	1
20:00-20:29	0
Total in Period	24

Based on a typical coach capacity of 55 seats, this would equate to 1,320 people arriving at the Etihad Stadium by coach. As a proportion of the 42,000 attendees this represents 3.1% of attendees. To make an allowance for unofficial supporters coaches and private charters parking/dropping off off-site, this has been rounded up to 4%.

2.8 Drop Off

It is not considered practical to obtain an estimate of the use of this mode through observed surveys. Supporters are dropped off at a wide range of locations in the area surrounding the stadium and surveys cannot realistically capture this type of activity. Instead, data from stated preference surveys of supporters was used to estimate the mode split of this mode at 1.9% (rounded to 2%).

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2.9 On-Site Parking

At the time of the surveys there was capacity for approximately 4,200 on-site parking spaces within the Etihad Campus (excluding those spaces dedicated to the Manchester Tennis and Football Centre and the Manchester Regional Arena). This capacity is split across a number of car parks within the Etihad Campus. 500 of these spaces have since been lost due to the construction of Coop Live. Current capacity is therefore c.3,700 spaces.

On Stadium event days, based upon data for the 2018/2019 football season, the average demand for parking on-site was just under 3,000 spaces with a maximum use of just over 3,500 spaces. The observed movement of vehicles onto the site pre-match is set out in the following table.

Table 5: Vehicles Entering the Etihad Stadium Car Parks pre-match

Time Period	Veh entering North CP	Veh entering Rowsley St CP	Veh entering Gibbon St CP	Total
16:00-16:29	112	54	42	208
16:30-16:59	163	59	55	277
17:00-17:29	162	63	102	327
17:30-17:59	108	87	144	339
18:00-18:29	133	108	226	467
18:30-18:59	275	108	218	601
19:00-19:29	419	77	263	759
19:30-19:59	261	58	59	378
20:00-20:29	20	29	11	60
Total in Period	1,653	643	1,120	3,416

Pedestrian surveys within the Etihad Campus site were used to estimate vehicle occupancy for those cars that parked on the site. This resulted in an estimated vehicle occupancy of 2.4. Applying this occupancy to the number of vehicles on-site results in an estimate of 8,198 people parking on the site. As a proportion of the 42,000 attendees this represents 19% of attendees.

2.10 Park and Walk

Combined, the above modes of transport account for approximately 61% of supporters attending the match. The observed surveys do not capture the mode of transport of the remaining 39% of supporters. However, as a pessimistic estimate, it can be assumed that the remaining 39% arrive by car, park off-site and walk to the stadium.

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Within the existing Resident Parking Scheme there are an estimated 5,250 off-street parking spaces. This includes parking at the National Cycling Centre and sites to the east, south and west of the Etihad Campus. Applying an occupancy of 2.4 people per vehicle would equate to an estimate of 12,600 people travelling to the stadium by this mode. As a proportion of the 42,000 attendees this represents 30% of attendees.

Parking beat surveys in locations outside of the existing Resident Parking Scheme observed an increase in parked vehicles of 1,672 in the period before the match (the number of vehicles on-street at 6pm was compared to the number on-street at 9pm). Applying an occupancy of 2.4 people per vehicle would equate to an estimate of 4,013 people travelling to the stadium by this mode. As a proportion of the 42,000 attendees this represents 9% of attendees.

2.11 Estimated Mode Split

Table 6 - Estimated Mode Split based on observed survey data

Mode of transport	Percentage
Cycle	<1%
Walk from home	1%
Public transport and walk	10%
Taxi	6%
Bus	6%
Metrolink	12%
Coach	4%
Drop off	2%
Park on site	19%
Park and walk (within RPS)	30%
Park and walk (outside RPS)	9%
Total	100%

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3. Validation

As noted in the introduction, a range of snapshot surveys have been undertaken to estimate the mode split of (typically home) supporters visiting the Etihad Stadium. Such, snapshot surveys have their limitations, and comparison between surveys is made difficult by differences in definitions of travel modes and sample sizes/methods.

However, it is recognised that these surveys do provide a useful comparison and means of validating the observed survey data. In particular, the snapshot survey respondents are known to be attendees of the events and more specific questions on travel behaviours can be asked. As such, comparison of the estimated mode split in Table 6 to the snapshot surveys undertaken over the last 10 years has been made to validate the estimates.

3.1 2013 Mott MacDonald Transport Assessment

As part of the Transport Assessment for the Stadium Expansion (produced in 2013 by Mott MacDonald), surveys were undertaken with home supporters for three hours prior to two home fixtures; one on a weekday and one on a Saturday. The purpose of the surveys was to understand how supporters travelled to the stadium at that time. The results are summarised in Table 7.

A total of around 3,000 surveys were undertaken during the weekday, with approximately 2,000 on the weekend. This represented 6.8% and 4.3% of the stadium capacity at the time.

Table 7: 2013 Mode Split: Matchday (Mott MacDonald 2013 TA Table 7.4)

Mode of transport	Percentage
Car Driver	57.3%
Car Driver with Passenger(s)	
Drop off	6.0%
Taxi	5.8%
Bus	5.7%
Train	12.9%
Metrolink	6.9%
Walk	0.3%
Cycle	0.4%
Motorcycle	2.9%
Coach	1.9%
Total	100%

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As noted in Section 2, some of the values from the Mott MacDonald TA were used to fill gaps that would not be practical to obtain through observed surveys. As the data has been taken directly from the Motts TA, comparison is not possible for some modes. However, the following observations can be made in comparison.

- Car driver (including with passenger) - 57.3% in the Motts TA vs 58% (combined) in Table 6;
- Metrolink – 12.9% in the Motts TA vs 12% in Table 6;
- Walk and train (combined) – 12.6% in the Motts TA vs 10 % in Table 6; and
- Coach – 2.9% in the Motts TA vs 4% in Table 6.

3.2 Supporter Surveys (2015-2019)

Following the completion of the construction of the South Stand, ‘snapshot’ surveys were issued to supporter groups following each home game. Amongst other aspects of the matchday experience, these surveys captured information on matchday travel. Data for the surveys between 2015 and 2019 on weekdays and weekends is shown in **Table 8**.

It can be seen from these tables that the categorisation of travel modes differs from those in Table 6. The survey method and sample size also differs and therefore making direct comparison between the two sets of data should be done with care.

Table 8: 2015-19 Supporter Modal Split Survey Results: Weekday

Mode of transport	2015	2016	2017	2018	2019
Car Driver	57.4%	63.0%	59.4%	65.9%	66.4%
Car Driver with Passenger(s)					
Car as passenger (including taxi)					
Bus/coach	5.5%	5.5%	8.3%	7.1%	6.8%
Train (Including Metrolink)	18.3%	22.5%	25.8%	23.3%	19.2%
Walk	5.2%	8.0%	6.3%	5.2%	6.6%
Cycle	0.1%	0.1%	0.1%	0.0%	0.0%
Motorcycle	0.1%	0.1%	0.1%	0.0%	0.1%
Total	100%	100%	100%	100%	100%

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The following observations can be made in comparison to the observed surveys.

- Car driver (including with passenger and taxi) – between 57.4% and 66.4% in the supporter surveys vs 66% (combined including drop off and taxi) in Table 6;
- Bus/coach - between 5.5% and 8.3% in the supporter surveys vs 10% (combined) in Table 6; and
- Metrolink and train (combined) – between 18.3% and 25.8% in the supporter surveys vs 22% (Metrolink and public transport & walk combined) in Table 6.

3.3 2021 Onwards

During the Covid-19 pandemic there was a period where no supporters were allowed to attend matches. At this time the regular snapshot surveys were paused.

Since 2021 MCFC has been collecting ‘insight data’ on a regular basis. This is a more extensive survey than the previous snapshot surveys and is distributed by email to a sample of ~5,000 ticket holders 30-mins after each match game has finished. In 2021/2022 a total of 7,166 responses were collected. In 2022/23 to date a total of 10,097 have been received.

The results are shown in **Table 9** for all home games.

Table 9: 2021/22 and 2022/23 Supporter Modal Split Survey Results

Mode of transport	2021/22	2022/23
Car Driver	66.4%	64.5%
Car Driver with Passenger(s)		
Car as passenger (including taxi)		
Bus	2.3%	2.6%
Coach	4.5%	5.5%
Train (Including Metrolink)	22.5%	19.7%
Walk	3.6%	3.4%
Cycle	0.2%	0.2%
Other	2.2%	1.8%
Total	100%	100%

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The following observations can be made in comparison to the observed surveys.

- Car driver (including with passenger and taxi) – between 64.5% and 66.4% in the supporter surveys vs 66% (combined including drop off and taxi) in Table 6;
- Bus and coach – between 6.8% and 8.1% in the supporter surveys vs 10% in Table 6;
- Metrolink and train (combined) – between 19.7% and 22.5% in the supporter surveys vs 22% (Metrolink and public transport & walk combined) in Table 6.
- Walk - – between 3.4% and 3.6% in the supporter surveys vs 1% (walk from home) in Table 6;

4. Conclusion

The observed surveys used to estimate the mode split of the existing stadium enable a significantly larger sample size to be used than the stated preference snapshot surveys. Even the snapshot surveys of 3,000 supporters for the 2013 application only resulted in a sample size of less than 7%. Observed surveys also enable a greater understanding of travel across the important ‘final mile’ of journeys to the Etihad Campus.

The snapshot surveys have been used to validate the observed surveys and have demonstrated strong correlation particularly in terms of the car mode share. They have also enabled gaps in observed data to be filled in with a degree of confidence.

It is important to note that any existing mode share of a stadium will only be an estimate as it is not feasible to survey all attendees (either by observed surveys or stated preference). The mode split for the stadium will also be different for each match/event depending upon the fixture, the date and the weather alongside a host of other variables.

The estimated mode split is considered to be robust in terms of the assumed proportion of car-based trips for a number of reasons. The surveys were undertaken on a midweek evening fixture in February when car travel is more likely to be an attractive/convenient option. Where it was not possible to ascertain the mode of transport of some supporters, it was assumed that all ‘unaccounted for’ journeys were by car.

Overall, therefore, it is considered that the estimated existing mode split in Table 6 is appropriate for use in the assessment of the impact of expansion of the Etihad Stadium .



Manchester City Football Club

Etihad Stadium North Stand Project, Manchester

Modal Split Analysis

Reference: MSAN_001

v1.3 | 14 April 2023

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

As part of the scoping for the Etihad North Stand planning application, Manchester City Council (MCC) requested that the Transport Assessment compares travel patterns, including modal split since the 2013 application (Planning reference: 104315/FO/2013/N2).

In particular the officer requested that *“it is key that we receive an update regarding Travel Plan data following the initial stadium expansion”*. MCC’s full scoping response is presented in **Appendix A**.

Appendix B contains a summary of the proposed sustainable transport interventions associated with the expansion of the North and South stand at that time¹. This included a number of physical interventions/measures (for example implementation of an enhanced event-day Controlled Parking Zone and improvements to walking routes) alongside supporting promotional measures (for example of Metrolink and the associated Park and Ride facilities at Ashton-under-Lyne).

It should be noted that although the Section 106 Planning Obligations associated with the 2013 stadium expansion separated out commitments into those associated with South Stand delivery (Phase 1) and North Stand delivery (Phase 2), all of these obligations have already been delivered or funded by the Club even though Phase 2 is yet to be implemented.

2. Data Sources

This note considers a range of sources of modal share information as follows:

Pre-Initial Stadium Expansion

- 2013 Traffic and Travel Survey collected for the Etihad Stadium Expansion Transport Assessment and Framework Travel Plan (Planning Ref. 104315/FO/2013/N2).

Post-Initial Stadium Expansion

- 2015 to 2019 Manchester City Football Club Supporter Surveys.
- 2019 Traffic and Travel Survey data collected for the development of the Etihad Campus Transport and Movement Strategy Transport Assessment.

¹ Phase 1 refers to the completion of the South Stand (and associated interventions presented in Appendix B). Phase 2 refers to the completion of the North Stand expansion.

- 2021-Present Manchester City Football Club Matchday Experience Insight Data.

Table 1 summaries the data that MCFC have collected relating to modal split to date.

Table 1: Data Source Summary

Source	Supporter	Staff	Summary of Approach
2011 Traffic and Travel Survey collected for the Etihad Stadium Expansion Transport Assessment and Framework Travel Plan (Planning Ref. 104315/FO/2013/N2).	✓	✓	Modal split survey undertaken for staff on non-event days.
2015 to 2019 Manchester City Football Club Supporter and Staff Surveys.	✓	✓	Annual modal split surveys were undertaken for staff and supporters for mid-week and weekend matches.
2019 Traffic and Travel Survey data collected for the development of the Etihad Campus Transport and Movement Strategy Transport Assessment.	✓	-	A series of surveys undertaken before, during and immediately after three Manchester City home games at the Etihad Stadium during the 2018/19 season. Two non-matchday surveys were also undertaken. Traffic surveys at key junctions were undertaken alongside a wider multi-modal suite of extensive surveys that included pedestrian counts, Metrolink surveys, bus surveys, Park and Ride, on- and off-street parking surveys.
2021-Present Manchester City Football Club Matchday Experience Insight Data.	✓	-	A supporter survey distributed via email to a sample of approximately 5,000 ticket holders 30 minutes after the game has finished. Includes information on modal split and parking locations.

Limitations of Data

As Table 1 demonstrates, a range of survey methods have been applied to collect the data presented in this note. As a result, the format of the travel survey data across different time periods is not consistent in terms of the survey methodology or the definitions of the categories of modes recorded. Similarly, sample size and population vary. For example, the most recent customer insight data surveys season ticket holders only whereas on-site travel surveys undertaken on matchdays, yields travel data from a range of supporter types (both home and away supporters).

3. Data Comparison – Staff Travel

This section presents the modal splits for staff travel from each data source within the relevant document.

Pre-Initial Stadium Expansion

A staff travel survey was carried out in April 2011 as part of the development of the wider Area Travel Plan for the Etihad Campus Area. The modal split results are summarised in **Table 2**.

Table 2: 2013 Staff Travel Plan Surveys: 2011 Mode Share and Target Mode Share

Mode	2011 Mode Share	2013 Target	2016 Target
Car Driver	86%	80%	74%

Mode	2011 Mode Share	2013 Target	2016 Target
Car Driver with Passenger(s)	1%	1%	1%
Car as Passenger (Including Taxi)	2%	2%	2%
Bus	4%	9%	12%
Train (Including Metrolink)	2%		
Walk	1%	6%	8%
Cycle	3%		
Motorcycle	1%	1%	1%

Post-Initial Stadium Expansion

2017 Travel Survey data recorded at the Etihad Stadium provided by Manchester City Football Club is presented in **Table 3** Table 3. This data was used to inform both the 2020 Buro Happold TA and the supporting Etihad Campus Movement Strategy TA.

Table 3: 2017 Staff Modal Split Survey Results (as presented in 2020 Buro Happold TA)

Mode	Matchday (Weekday)	Matchday (Weekend)
Car Driver	45.3%	49.3%
Car Driver with Passenger(s)		
Car as Passenger (including Taxi)		
Bus	3.2%	1.5%
Train (Including Metrolink)	39.0%	32.4%
Walk	8.4%	12.3%
Cycle	3.2%	1.5%
Motorcycle	1.1%	3.1%

Comparison Against Targets

Table 4 presents a comparison of the pre-expansion modal splits from and the post-expansion matchday modal splits.

Table 4: Staff Modal Split: Comparison to 2013 Targets

Mode	Pre-expansion Target (for 2016) ²	Post-expansion Modal Split (2017)	Difference (2017 vs Target)
Car Driver	74%	47%	-30%
Car Driver with Passenger(s)	1%		

² Matchday and non-matchday average

Mode	Pre-expansion Target (for 2016) ²	Post-expansion Modal Split (2017)	Difference (2017 vs Target)
Car as Passenger (Including Taxi)	2%		
Bus	12%	2%	+26%
Train (Including Metrolink)		36%	
Walk	8%	11%	+5%
Cycle		2%	
Motorcycle	1%	2%	+1%

The data demonstrates that significant modal shift has been achieved for staff at the site, ahead of the 2016 targets.

4. Data Comparison – Supporter Travel

Pre-Initial Stadium Expansion

As part of the Transport Assessment for the Stadium Expansion (produced in 2013 by Mott MacDonald), surveys were undertaken with home supporters for three hours prior to two home fixtures; one on a weekday and one on a Saturday. The purpose of the surveys was to understand how supporters travelled to the stadium at that time. The results are summarised in **Table 5**.

A total of around 3,000 surveys were undertaken during the weekday, with approximately 2,000 on the weekend. This represented 6.8% and 4.3% of the stadium capacity at the time.

Table 5: 2013 Mode Split: Matchday (Mott MacDonald 2013 TA Table 7.4)

Mode	2013 Mode Split Weekday Match	2013 Mode Split Weekend Match
Car Driver	57.3%	68.2%
Car Driver with Passenger(s)		
Drop off	1.9%	4.0%
Taxi	6.0%	3.2%
Bus	5.8%	4.0%
Train	5.7%	5.4%
Metrolink	12.9%	11.3%
Walk	6.9%	1.6%
Cycle	0.3%	0.2%
Motorcycle	0.4%	0.0%
Coach	2.9%	2.0%

Post-Initial Stadium Expansion

Supporter Surveys (2015-2019)

Following the completion of the construction of the South Stand, ‘snapshot’ surveys were issued to supporter groups following each home game. Amongst other aspects of the matchday experience, these surveys captured information on matchday travel. Data for the surveys between 2015 and 2019 on weekdays and weekends is shown in **Table 6** and **Table 7** respectively.

It can be seen from these tables that the categorisation of travel modes differs from those in Table 5. The survey method and sample size also differs and therefore making direct comparison between the two sets of data should be done with care. However, for the purpose of this note, an estimate of the combined mode split for 2013 has been included within the tables.

Table 6: 2015-19 Supporter Modal Split Survey Results: Weekday

Mode	2013 TA	2015	2016	2017	2018	2019
Car Driver	65.2%	57.4%	63.0%	59.4%	65.9%	66.4%
Car Driver with Passenger(s)						
Car as Passenger (including Taxi)						
Bus/coach	8.7%	5.5%	5.5%	8.3%	7.1%	6.8%
Train (Including Metrolink)	18.6%	18.3%	22.5%	25.8%	23.3%	19.2%
Walk	6.9%	5.2%	8.0%	6.3%	5.2%	6.6%
Cycle	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%
Motorcycle	0.4%	0.1%	0.1%	0.1%	0.0%	0.1%

Table 7: 2015-19 Supporter Modal Split Survey Results: Weekend

Mode	2013 TA	2015	2016	2017	2018	2019
Car Driver	75.4%	59.4%	58.7%	58.0%	62.3%	62.4%
Car Driver with Passenger(s)						
Car as Passenger (including Taxi)						
Bus/coach	6.0%	6.6%	7.7%	9.7%	8.2%	8.0%
Train (Including Metrolink)	16.7%	23.4%	30.0%	30.3%	27.0%	23.3%
Walk	1.6%	8.5%	11.1%	8.4%	6.3%	9.2%
Cycle	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%
Motorcycle	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%

In general, it is observed that the share for each of the travel modes has fluctuated throughout the period, though care must be taken on drawing any significant conclusions from changes over time given what is understood to be a relatively small sample size for the snapshot surveys.

The following points are noted:

- Car use (including passengers and taxis) is consistently in the order of 60%;
- Train (including Metrolink) is the second most popular mode (this is understood to include supporters using city centre rail stations);
- Bus and coach use has been relatively steady at just under 10%; and
- Walking represents a substantial percentage of supporter travel (this is understood to include people walking from the city centre as well as walking from home locations closer to the Etihad Campus).

2019 Multi-Modal Surveys

In support of the 2020 Co-op Live planning application, a series of bespoke matchday traffic and movement surveys were commissioned before, during and immediately after the following Manchester City home games at the Etihad Stadium during the 2018/19 season including:

- vs West Ham United (Wednesday 27th February 2019 – 20:00 kick-off);
- vs Tottenham Hotspur (Saturday 20th April 2019 – 12:30 kick-off); and
- vs Leicester City (Monday 6th May 2019 – 20:00 kick-off).

Non-matchday surveys were also undertaken (on Thursday 7th November 2019 and Saturday 9th November 2019) to provide an understanding of transport network conditions on dates when there was no event taking place at the Etihad Stadium.

These surveys provide a more comprehensive picture than the snapshot annual surveys as they are based on observed data (for example surveyed pedestrians walking along key routes to the Stadium before/after matches, matchday boarding/alighting data for Metrolink stops and traffic counts at entries to on-site parking) for long-periods before and after matches and cover extended geographies and multiple matches.

Again, as the survey methods and sample sizes differ considerably from the previous surveys, making direct comparison between the sets of data is not recommended. The definition of each mode of travel is also not consistent between the surveys (due to the different methodologies used).

The 2019 Multi-Modal Surveys also breaks the data down into a more refined set of travel modes. For example – people walking to the Stadium are included across four different categories depending on their use of other prior modes alongside walking. Earlier surveys only captured a single mode of travel per respondent with the walking category also including people who had travelled into the city centre by a different mode and completed their journey on foot.

The estimated mode split for a matchday based on this survey data is presented in **Table 8**.

Table 8: 2019 Spectator Modal Split Survey Results (from Etihad Campus Movement Strategy TA)

Mode	Matchday (Weekday)
Park on-site	19%
Drop off	2%
Park and walk (from inside RPS)	30%
Park and walk (from outside RPS)	9%

Mode	Matchday (Weekday)
Public transport and walk	10%
Walk from home	1%
Bus & coach	10%
Metrolink	12%
Cycle	1%
Motorcycle	0%
Taxi	6%

The following points are noted:

- The survey data broadly aligns with the previous snapshot surveys and provides some validation for the recorded mode splits in these surveys;
- Car use (including passengers and taxis) is broadly consistent with the 2019 snapshot survey with in the order of 66% of supporters travelling by car (though more granularity on parking location is provided in this instance);
- The combined ‘walking’ and ‘public transport and walk’ percentage is 11% which is higher than, but broadly similar to, the ‘walk’ totals in previous surveys. This further supports the assumption that the previous surveys included those walking from the city centre (having previously used another mode) within the ‘walk’ category;
- Bus and coach use was observed to be higher than in previous surveys;
- Unlike the previous surveys (which solely included home supporters), the above observed data was for the stadium as a whole.

– 2021 Onwards

During the Covid-19 pandemic there was a period where no supporters were allowed to attend matches. At this time the regular snapshot surveys were paused.

Since 2021 MCFC has been collecting ‘insight data’ on a regular basis. This is a more extensive survey than the previous snapshot surveys and is distributed by email to a sample of ~5,000 ticket holders 30-mins after each match game has finished. In 2021/2022 a total of 7,166 responses were collected. In 2022/23 to date a total of 10,097 have been received.

The results are shown in **Table 9** for all home games.

Table 9: 2021/22 and 2022/23 Supporter Modal Split Survey Results

Mode	2021/22	2022/23
Car Driver	66.4%	64.5%
Car Driver with Passenger(s)		
Car as Passenger (including Taxi)		
Bus	2.3%	2.6%
Coach	4.5%	5.5%

Mode	2021/22	2022/23
Train (Including Metrolink)	22.5%	19.7%
Walk	3.6%	3.4%
Cycle	0.2%	0.2%
Other	2.2%	1.8%

In addition to this data, the Club is working alongside TfGM to collect bespoke matchday travel data for every game which can be analysed on either a match-by-match or aggregate basis.

Conclusions

Data has been collected via a range of sources and methods since the original 2013 application (Planning reference: 104315/FO/2013/N2). As a result the format of the travel survey data across different time periods is inconsistent in terms of the categories of modes recorded. This note compares modal split data obtained from these surveys, noting the limitations of comparing data from a number of sources.

Data collected by the club from supporters and season ticket holders indicates that car use by supporters has been broadly similar over the period over which data has been collected. However, the inconsistency of methods of data collection, small sample sizes and lack of well-defined travel modes makes any comparison and/or establishing of trends difficult to draw out. It is likely that travel patterns (in favour of the private car and away from public transport) established during the Covid-19 pandemic will have had an impact on more recent travel patterns. Notwithstanding that, in terms of staff travel, the data demonstrates that significant modal shift has been achieved for staff at the site, ahead of the Travel Plan targets.

In any case, the data presented does indicate that there has been good progress in terms of a shift away from the car, when comparing 2013 and 2019 data; which collected on-site survey data for all supporters (both home and away fans) across a range of modes at a large sample size. In 2013, 65.2% of supporters travelled by car (Table 5). In 2019 this had reduced to 60% (Table 8).

Critically, travel to the Etihad Stadium involves supporters travelling long distance nationally and internationally across a range of modes. Travel patterns are informed by wider national transport services, which vary significantly and often make it difficult, or impossible to travel to and from matches by non-car modes only. Notwithstanding that, the club has consistently delivered changes to offer fans a choice over the ‘last mile’ of their journey to the stadium. As a result the evidence collected suggests that supporters choose to minimise car use, where services and facilities allow. In 2019, 10% of supporters were parking and travelling to the stadium using public transport, with a further 9% parking outside the existing residents parking scheme, and walking to the stadium.

The club is committed to improving mode choice where they are able to influence supporter travel, particularly across the last leg of their journey. Initiatives implemented by the Club and wider Etihad Campus, alongside committed measures, such as the introduction of the Eastlands Residents Parking Scheme and improvement of walking routes through Section 106 contributions from Coop Live, are anticipated to reduce the use of car to the site and encourage a shift to alternative modes.

The club recognises that there is a need to continue the good progress made and work with stakeholders collectively to review existing operations and travel behaviours, and plan for transport as the Etihad Campus masterplan continues to be delivered.

Next Steps

Given the variations in methodology, sample size, and subsequent findings between surveys it is recommended that further travel surveys for staff and supporters are undertaken following the completion of the North Stand expansion (and on an ongoing basis) as part of the Travel Plan monitoring regime for this application. This has been considered in the updated Travel Plan submitted as part of this planning application.

It is recommended that future monitoring of supporter travel is more consistent, working to agreed definitions of travel modes and enabling year-on-year comparisons to be undertaken in a fair and robust manner. Existing targets were established more than 10 years ago. It is considered that alongside the adoption of consistent and robust data collection methods, targets should be refined to reflect current travel patterns, wider transport services and infrastructure, and the club and its stakeholders' collective aims.

Of particular importance going forward, will be the drive to understand both legs of a visitor's journey to the Campus - how they travelled to Manchester if they are coming from outside of the city and then how they then travelled the last mile to the Campus. Only by understanding both parts of this journey can mitigation and improvement be properly planned. The collective ambition by both Campus Stakeholders and transport authorities / operators should be to:

1. Encourage those visitors coming from within Greater Manchester to travel by public transport / active travel.
2. Encourage those visitors coming from outside of Greater Manchester to travel at least the last mile by public transport / active travel.

Data collection methods will be refined to properly inform this ambition. This will enable trends to be identified, the need for mitigation/improvement to be identified and the impact of implemented measures to be assessed to ensure that the Club's sustainable transport ambitions are realised in accordance with MCC and other stakeholder requirements.

It is considered that the data collection currently underway through the 'Insights' project will put the Club in a strong position to achieve this, supported by increased levels of engagement with Manchester City Council and the continued support of Transport for Greater Manchester.

In recent months, the Etihad Campus has established an inclusive governance structure to enable all Campus Stakeholders to work together and with authorities to effectively manage and continue to improve all aspects of the Etihad Campus. Transport and Movement are a critical component of Campus operations and minimising disruption to local communities. This Stakeholder group has established working relations with city authorities and transport operators, so that areas where transport and movement can be improved are now tackled holistically.

The club has established new ways of working to maximise this engagement and work towards a planned, phased approach to transport and supporter travel. This will bring together Etihad campus operators, the club, and MCC, TfGM, the emergency services, and public transport operators to agree a direction of travel and realise the vision for the campus.

Appendix A: MCC/ TfGM Relevant Scoping Response

Subject: FW: Etihad Stadium North Stand

From: [REDACTED]@manchester.gov.uk>
Sent: 10 November 2022 16:20
To: Peter Webster <Peter.Webster@arup.com>
Cc: [REDACTED]@tfgm.com> [REDACTED]@manchester.gov.uk>
Subject: Re: Etihad Stadium North Stand

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Pete,

Please see TfGM & UTC comments below. In terms of additional comments can I emphasise that it is key that we receive an update regarding Travel Plan data following the initial stadium expansion.

Colleagues within TfGM HFAS and UTC have reviewed the scoping note for the expansion of the North Stand at the Etihad Stadium and have provided the following comments:

- The raw data and calculations for the distribution and turning counts (once collected) will need to be provided to TfGM for review. Strategic model flows should NOT be used for any of the assessments.
- The scoping information provided states that, *"It has been agreed with MCC and TfGM officers that any traffic modelling can be limited to the local junctions used to access the site from the A6010 Alan Turing Way (i.e. Gate 2 and Gate 3). This modelling will utilise existing traffic survey data collected in 2019 as part of the Campus Strategy Transport Assessment."* It should be highlighted that whilst the junctions to be assessed have been agreed the traffic flows used in the modelling weren't agreed. Therefore the suitability of the 2019 flows should be demonstrated. Any existing data sources should be used to justify the use of the 2019 flows. Please note that TfGM have an ATC on Pottery Lane near the Sports City Way junction.
- Although signal timings have not been changed since the 2019 application, UTC advice regarding correctly modelling the appearance of demand dependent stages has changed. TfGM are able to provide FOC signal monitoring logs for the two sites to ensure that the junctions are modelled as correctly as possible.
- The 'busiest' evening peak should be used for the non-event test. This can be determined from the TfGM ATC and not based on an assumption.
- With respect to Paragraph 2.7, mitigation is welcome, however this should help address existing problems with the walking route (reflecting the mitigation provided for the Co-Op Arena).
- Management of events by the TfGM travel teams is made more difficult by lack of visibility from the TfGM control room. It is suggested that extra TfGM CCTV cameras are funded to help better manage events.

- There is no mention in the TA to the management of events; reference to the existing Traffic Management plan and implementation should be referred to and addressed.
- Also the existing pre- and post- event conditions for transport to and from the stadium should be provided. This should particularly cover the walking and cycling trips to and from the stadium to the city centre.
- It would be hoped that the application to extend the stadium provides the potential to significantly improve the walking and cycling trips to and from the stadium. The mitigation should address the existing problems.
- It should be highlighted that since 2014 the frequency of the tram service has increased and hence the interaction between the tram and walking trips has increased.
- With respect to Paragraph 2.1, the guidance used in the TA should include changes in design guidance for cycling facilities issues by DfT in 2020 – LTN1/20.

Thanks,

Neil

[REDACTED]
 Highways Development Control & Flood Risk Manager
 Internal Tel: [REDACTED]
 External Tel: [REDACTED]
 Mobile: [REDACTED]
 Email: [REDACTED]@manchester.gov.uk

Highways Service,
 Growth and Neighbourhoods Directorate
 Manchester City Council
 PO Box 532
 Town Hall
 Manchester
 M60 2LA
 Web: <http://www.manchester.gov.uk>

From: Peter Webster <Peter.Webster@arup.com>

Sent: 07 November 2022 14:27

To: [REDACTED]@manchester.gov.uk; [REDACTED]@tfgm.com>

Subject: RE: Etihad Stadium North Stand

Hi both

Hope you are well. Further to our meeting and my email below I would be grateful if you could confirm by reply that you are satisfied with our suggested scope of assessment as proposed.

Many thanks

Peter

Peter Webster
 Associate Director
 MEng CEng MICE MCIHT

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Appendix B: 2013 Proposed Interventions by Phase

Table 11.3: Summary of measures and implementation phase

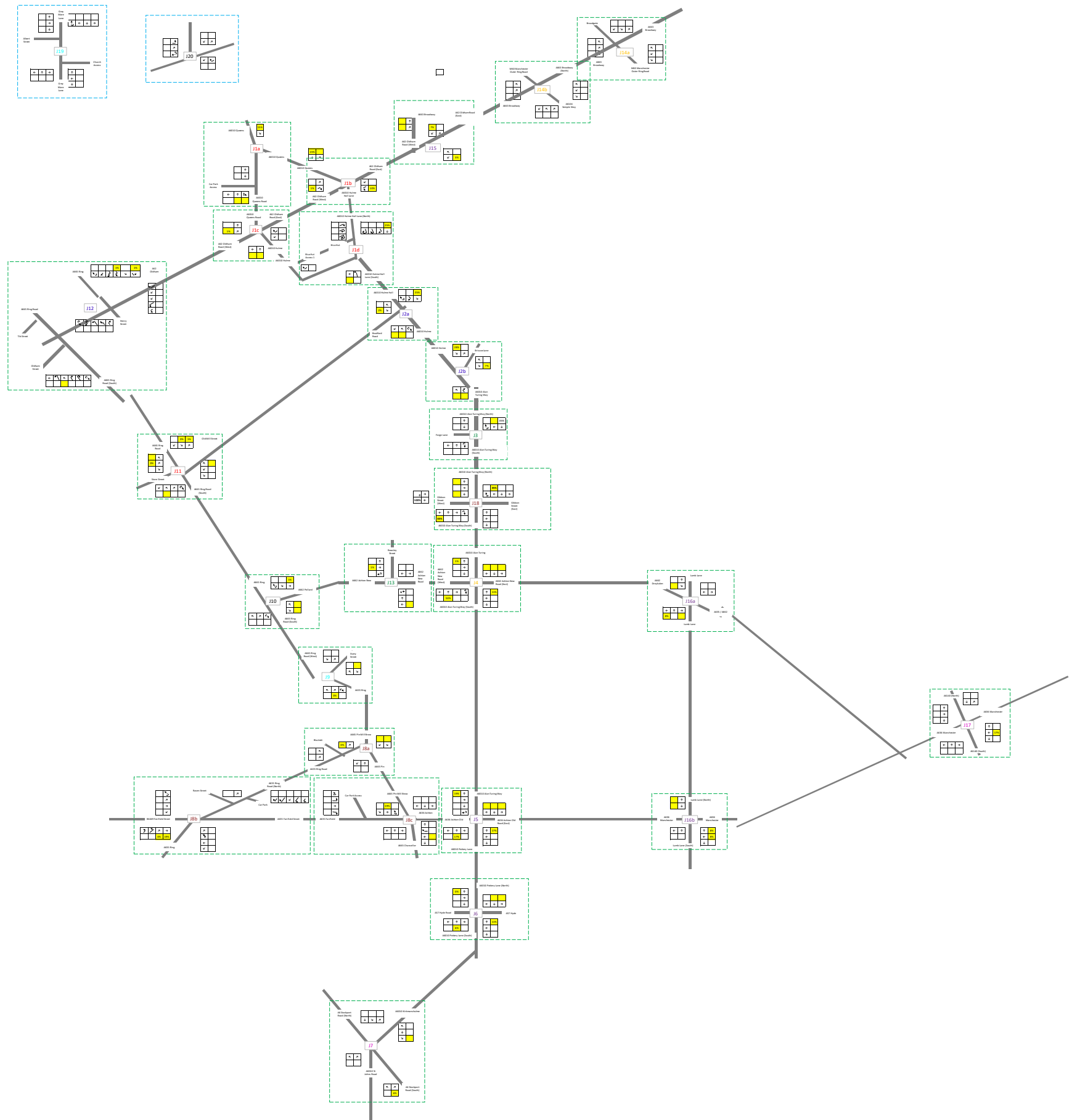
	Scheme / Measure	Phase 1	Phase 2
1.0	CPZ / On-street Waiting Restrictions	✓	✓
2.0	Completion of the Metrolink line to Ashton-under-Lyne	✓	✓
3.0	Park and Ride facilities adjacent to the Ashton-under-Lyne Metrolink	✓	✓
4.0	Improvements to walk routes between Manchester city centre and the Etihad Stadium	✓	✓
4.1	City Link Walk Route, Stadium North	✓	
4.2	City Link Walk Route, Holt Town Metrolink	✓	
4.3	Pollard Street Pedestrian Route	✓	
4.4	Great Ancoats Street Pedestrian Crossing	✓	
4.5	City Centre / Etihad Campus Walk Route Branding	✓	
4.6	Increased Stewarding	✓	✓
5.0	Additional secure cycle stands around the stadium	✓	✓
6.0	Improved Walk Route along Grey Mare Lane and links to Ashbury rail station	✓	
7.0	Improvements to bus facilities on Ashton New Road		✓
8.0	Improved usage of Central Park and Monsall Metrolink stations	✓	✓
9.0	Increased promotion of home coach parking	✓	
10.0	Gate 1 Pedestrian Walk route Improvements	✓	
11.0	Promotion of Stadium Travel Opportunities	✓	✓
12.0	Rowsley Street Taxi Rank		✓
13.0	Combined Ticketing Initiative	✓	✓
14.0	Staff Travel Plan	✓	✓

✓ Physical measures;

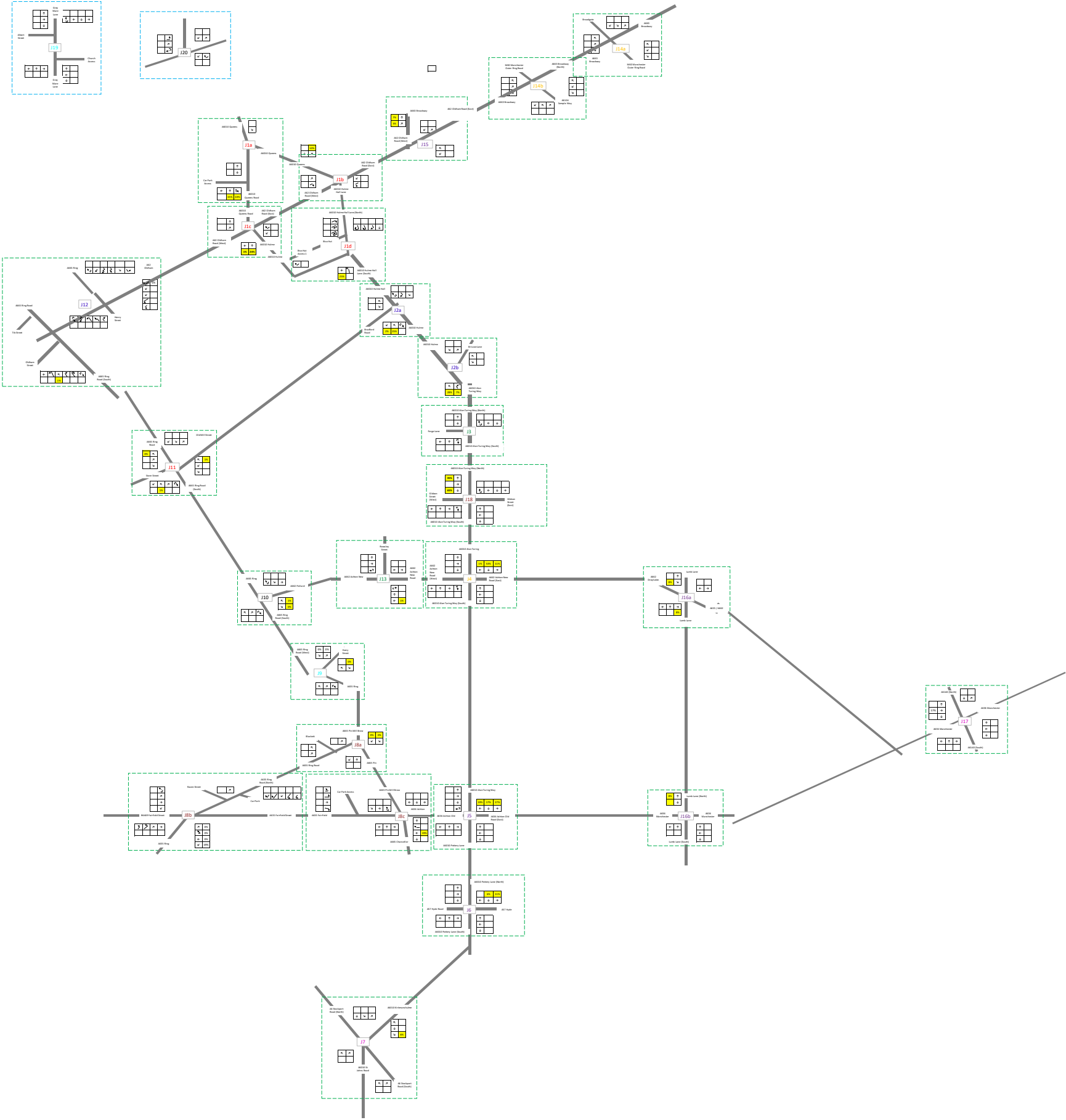
✓ Promotional measures

Appendix D: Tip Distribution Data

Arrival Trip Distribution



Departure Trip Distribution



WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 11 December 2019]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	All categories: Method of travel to work (2001 specification)

usual residence	place of work	
	E02001057 :	E02001059 :
	Manchester 013	Manchester 015
E02001045 : Manchester 001	16	44
E02001046 : Manchester 002	25	64
E02001047 : Manchester 003	29	74
E02001048 : Manchester 004	20	32
E02001049 : Manchester 005	31	79
E02001050 : Manchester 006	21	31
E02001051 : Manchester 007	38	64
E02001052 : Manchester 008	33	36
E02001053 : Manchester 009	32	75
E02001055 : Manchester 011	32	92
E02001056 : Manchester 012	37	192
E02001061 : Manchester 017	29	193
E02001062 : Manchester 018	17	29
E02001063 : Manchester 019	22	21
E02001064 : Manchester 020	32	63
E02001065 : Manchester 021	21	117
E02001066 : Manchester 022	13	27
E02001067 : Manchester 023	12	60
E02001068 : Manchester 024	12	12
E02001069 : Manchester 025	13	17
E02001070 : Manchester 026	13	17
E02001071 : Manchester 027	16	50
E02001072 : Manchester 028	19	21
E02001073 : Manchester 029	21	24
E02001074 : Manchester 030	14	24
E02001075 : Manchester 031	15	29
E02001076 : Manchester 032	10	19
E02001077 : Manchester 033	16	20
E02001078 : Manchester 034	8	27
E02001079 : Manchester 035	6	18
E02001080 : Manchester 036	7	17
E02001081 : Manchester 037	7	6
E02001082 : Manchester 038	5	18
E02001083 : Manchester 039	6	25
E02001084 : Manchester 040	10	20
E02001085 : Manchester 041	7	21
E02001086 : Manchester 042	7	12
E02001087 : Manchester 043	19	21
E02001088 : Manchester 044	5	25
E02001089 : Manchester 045	18	17
E02001090 : Manchester 046	7	23
E02001091 : Manchester 047	11	24
E02001092 : Manchester 048	6	26
E02001093 : Manchester 049	5	20
E02001094 : Manchester 050	9	24
E02001095 : Manchester 051	6	19
E02001096 : Manchester 052	4	15
E02001097 : Manchester 053	0	9
E02006902 : Manchester 054	27	21
E02006912 : Manchester 055	37	11
E02006913 : Manchester 056	9	22
E02006914 : Manchester 057	4	5
E02006915 : Manchester 058	14	19
E02006916 : Manchester 059	15	15
E02006917 : Manchester 060	16	7
Allerdale	0	2
Barrow-in-Furness	0	1
Blackburn with Darwen	1	16
Blackpool	3	6
Bolton	49	148
Burnley	9	16
Bury	152	272
Carlisle	0	2
Cheshire East	72	125
Cheshire West and Chester	14	27
Chorley	8	19
Copeland	2	0
Eden	0	3
Fylde	1	5
Halton	6	6
Hyndburn	1	16
Knowsley	7	11
Lancaster	6	9
Liverpool	11	24
Oldham	188	431
Pendle	2	7
Preston	11	13
Ribble Valley	4	6
Rochdale	99	248
Rossendale	17	50
Salford	179	297
Sefton	10	8
South Lakeland	0	3
South Ribble	9	13
St. Helens	11	32
Stockport	203	530
Tameside	314	1,411
Trafford	182	286
Warrington	35	61
West Lancashire	6	10
Wigan	39	107
Wirral	16	11
Wyre	4	5
East	4	7
East Midlands	38	127
London	5	12
North East	3	15
South East	5	42
South West	4	30
Wales	9	32
West Midlands	9	42
Yorkshire and The Humber	78	134

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

**Route A,A1,
C,G,H,H1,J,J1**

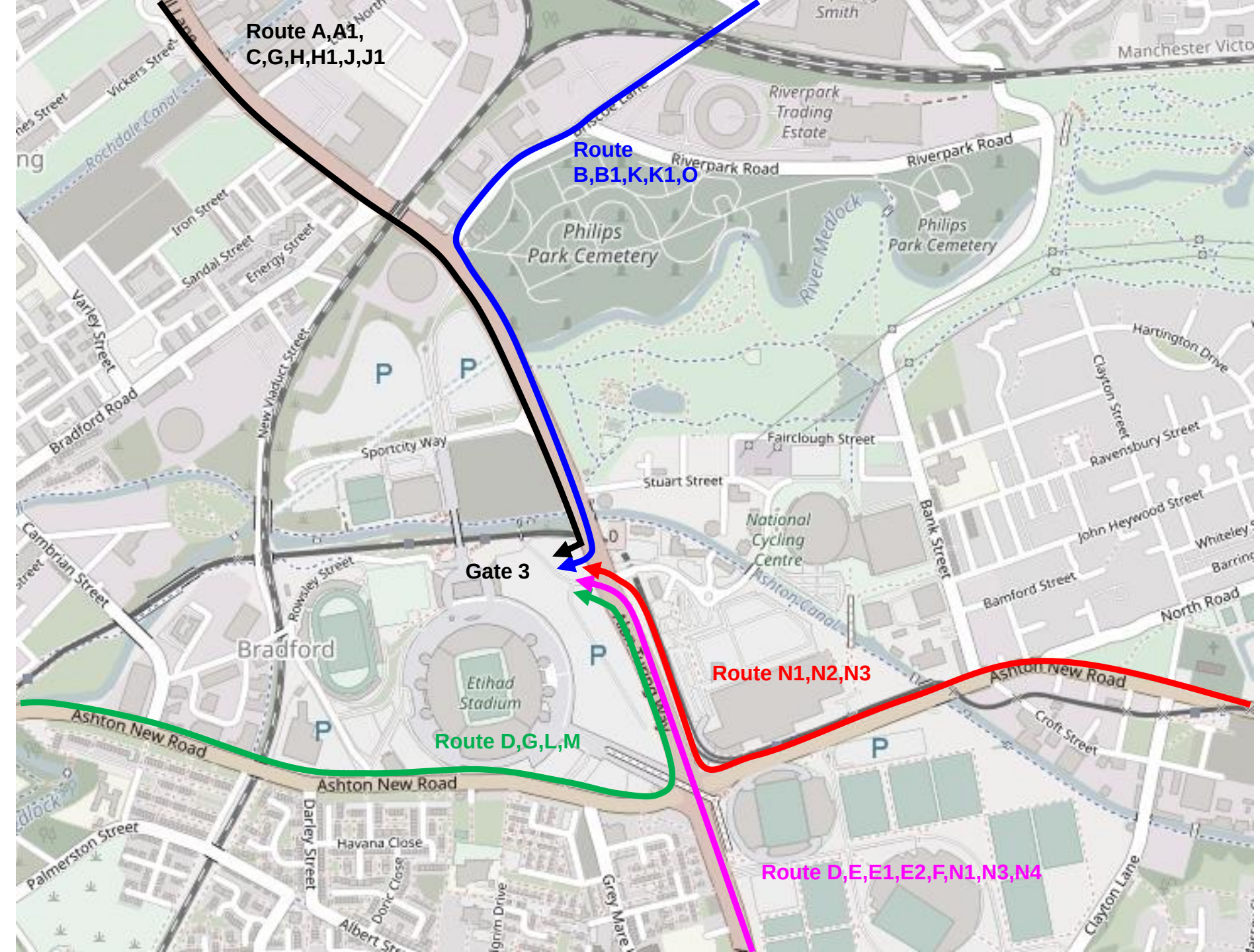
**Route
B,B1,K,K1,O**

Gate 3

Route D,G,L,M

Route N1,N2,N3

Route D,E,E1,E2,F,N1,N3,N4



**Route A,A1,
C,G,H,H1,J,J1**

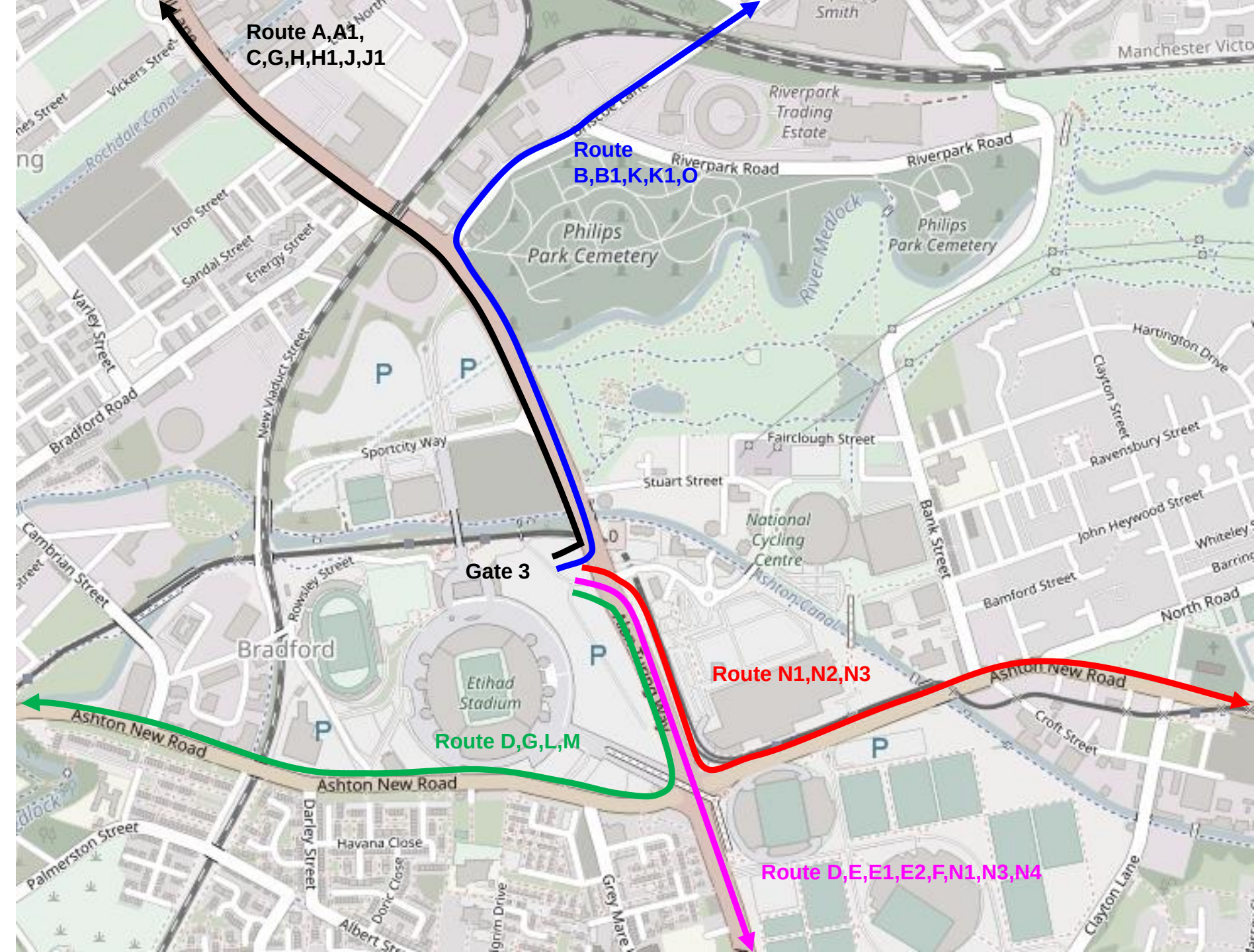
**Route
B,B1,K,K1,O**

Gate 3

Route D,G,L,M

Route N1,N2,N3

Route D,E,E1,E2,F,N1,N3,N4



Appendix E: Updated Framework Travel Plan

Manchester City Football Club

Etihad Stadium North Stand Project, Manchester

Framework Travel Plan

Reference: EtihadNS_FTP

B | 13 June 2023

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 293414-00

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		Name	Luke Peaker	Peter Webster	Peter Webster
		Signature	LP	PW	PW
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		Description	Updated Draft		
			Prepared by	Checked by	Approved by
		Name	Sonia Wong	Luke Peaker	Peter Webster
		Signature	SW	LP	PW
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		Name	Luke Peaker	Luke Peaker	Peter Webster

Signature

SW

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1. Introduction

1.1 Overview

This Framework Travel Plan (FTP) has been prepared by Arup on behalf of Manchester City Football Club in support of the planning application for the expansion of the Etihad Stadium North Stand, including commercial workspace and hotel development, which is due to be complete in 2026 ('The Proposed Development'). A full description of the Proposed Development is provided within the Planning Statement.

The requirement for an FTP has been agreed in scoping discussions with MCC and TfGM. Relevant scoping correspondence is presented in Appendix A.

Notwithstanding this requirement, the FTP has been developed to demonstrate and support Manchester City Football Club's desire to continue to maximise opportunities for sustainable travel across the Etihad Campus. The club has set out its aims with regards to movement and access in the Strategic Vision for Transport (appended).

The club continues to implement sustainable transport measures to, from and across the Etihad Campus in the form of agreed obligations and self-motivated initiatives to encourage staff, visitors, and spectators to travel sustainably to the site wherever possible in line with these strategic aims. This FTP therefore complements committed existing and future planned activities and will ensure that the Proposed Development aligns with these wider goals. Appendix B sets out some of the campus-wide sustainable travel initiatives that are being implemented beyond the scope of this planning application.

1.1.1 Purpose and Scope

This Framework Travel Plan has been developed for the commercial elements of the Proposed Development, namely the Hotel and Workspace uses. Travel to and from the stadium by staff, supporters and visitors will continue to be addressed through the Club's existing commitments and measures.

The overall objective of a Framework Travel Plan is to outline practical measures and initiatives which organisations can adopt to reduce the impact of their travel on the environment and to encourage the use of sustainable modes of transport by staff and visitors.

The Hotel and Workspace uses delivered as part of the Proposed Development will be required to prepare and manage their own travel plans within the objectives and targets set out within this FTP.

The FTP outlines a long-term strategy with a clear set of objectives and targets. As a 'living document' it will require monitoring, review and revision over the timescales set out in the below section, subject to performance against targets.

1.1.2 Background

In 2014 planning consent was granted to expand the Etihad Stadium to provide an additional 12,500 seats. (Planning Ref. 104315/FO/2013/N2). This consent has been partially implemented through the expansion of the South Stand by 6,250 seats. The permission for an additional 6,250 seats in the North Stand was previously consented but is yet to be implemented.

The 2014 consent was supported by a Transport Assessment and Staff Travel Plan. These documents considered baseline travel patterns and modal splits, future targets, and measures required to deliver on these targets. With regard to the latter, packages of interventions were agreed to be delivered on completion of the South Stand expansion ('Phase 1') and North Stand expansion ('Phase 2'). Although the expansion of the North Stand has not yet been implemented, all of these initiatives have since been delivered or funded.

There are already overarching plans for sustainability at the Etihad Campus including the Etihad Campus Strategic Vision – Movement & Transport and a Strategic Sustainability Framework.

The transport strategy for the consented stadium that underpins the 2014 consent is based upon a modal shift in which any trips that are new to the network will be encouraged by a variety of measures to use sustainable modes of transport such as public transport, walking, and cycling. Surveys undertaken as part of this work,

supported by data from previous studies, indicates that this modal shift is being achieved and, since the surveys undertaken as part of the 2014 application, recorded car numbers on site have reduced.

The overarching aim of the transport strategy for the stadium expansion is to maintain and not increase existing levels of parking. New journeys generated by the stadium expansion would use alternative modes to the car. No additional parking supply, junction capacity improvements, or other schemes that might encourage additional traffic are proposed as part of the strategy.

Any measures or initiatives that are proposed as part of the Proposed Development should be fully aligned and supportive of these overarching plans. This FTP is therefore informed by these strategies and associated club-led initiatives that are planned to help deliver the wider strategy for the campus. Proposed measures are discussed in more detail in Section 6 of this FTP. This FTP outlines measures and initiatives that could be promoted to both reduce the dependency on car travel and to promote the use of alternative modes of transport. These measures will look to either adopt, build on or complement measures within the overarching plans.

1.2 Timescales

The period of this FTP is five years. As part of the management of the plan, there will be a requirement to report annually on the progress of the FTP against targets. Where there are departures from the agreed targets set within the full Travel Plans for the Hotel and Workspace uses, corrective measures may be implemented. This could include the extension of the FTP and Travel Plan period beyond this initial five years, until targets are met.

1.3 Travel Plan Structure

The remainder of this FTP is structured as follows:

Section 2: Travel Plan Policy and Guidance

Section 3: Site Context

Section 4: Travel Plan Management

Section 5: Travel Plan Objectives and Targets

Section 6: Travel Plan Measures and Initiatives; and

Section 7: Monitoring and Review

2. Travel Plan Policy and Guidance

2.1 Overview

This section illustrates the national, regional and local policy context that underpins the approach to travel planning that has been developed for the Proposed Development.

2.2 National Planning Policy

2.2.1 National Planning Policy Framework 2021

The National Planning Policy Framework (NPPF) was adopted in 2018 and revised in July 2021. It sets out the Government's planning policies for England and how these should be applied and provides a framework within which locally prepared plans for housing and other development can be produced. At its heart the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

With specific reference to transport, the NPPF states that *“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.”*

The NPPF states that “all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

2.2.2 Ministry of Housing, Communities and Local Government: Travel Plans, Transport Assessments, and Statements (2014)

The guidance states that *‘Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangement 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’.*

It goes on to state 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”.*

This FTP includes specific outcomes, which are aligned to the wider strategies for the local area and in particular the strategic vision for the Etihad Campus.

2.3 Local Planning Policy

2.3.1 Greater Manchester Transport Strategy 2040

TfGM has developed the Greater Manchester Transport Strategy 2040 on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP).

Informed by key trends that will influence transport infrastructure requirements between now and 2040, the Strategy sets out long-term proposals to create a cleaner, greener more prosperous city region through better connections and simpler travel.

The overall vision as set out in the Strategy is for Greater Manchester to have ‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’.

The four key elements of TfGM’s Vision, which represent the goals of their strategy, are as follows:

- Supporting sustainable economic growth;
- Improving the quality of life;
- Developing an innovative City Region; and
- Protecting our environment.

The elements of TfGM’s Vision reflect some of the critical challenges for Greater Manchester. These challenges also apply at a more local level to the Etihad Campus.

The Greater Manchester Transport Strategy recognises the growing regional centre of Manchester, including the Etihad Campus, as a major driver for economic growth and identifies leisure, retail and tourism as being critical to the future economic success of Greater Manchester.

Improved connectivity between the City Centre and the Etihad Campus is identified as a focus area within the Strategy.

The relative proximity of the Etihad Campus to the City Centre is identified as a particular opportunity to promote higher levels of walking and cycling, through investment in pedestrian and cycle networks supported by comprehensive and consistent on-street and digital wayfinding infrastructure. Potential improvements to rapid transit to the Etihad Campus are also identified.

2.3.2 Manchester City Council Core Strategy (2012-2027)

MCC’s Core Strategy is the key Development Plan Document in the Local Development Framework. It sets out the long-term strategic policies for Manchester’s future development and forms the framework that planning applications will be assessed against.

Transport forms one of the six spatial objectives within the Core Strategy. The overriding objective for transport is to *“improve the physical connectivity of the city, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, service, leisure and recreation”*.

Within the Core Strategy there are several policies that set out how this objective will be achieved. These are discussed in greater detail below.

Policy T1 relates to sustainable transport. It states that:

“To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, 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 for 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 (for example the Manchester Cycleway and the Trans Pennine Trail).*

- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - *Pedestrians and disabled people*
 - *Cyclists, public transport*
 - *Commercial access*
 - *General off-peak traffic*
 - *General peak time traffic”*

Policy T2 relates to accessible areas of opportunity and need. It states that:

“The Council will actively manage the pattern of development to ensure that new development: -

- *Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections.*
- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including: -*
 - *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
 - *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
 - *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
 - *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
 - *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
- *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
 - *District Centres; and*
 - *Areas not within the City Centre or District Centres.*
- *The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*

- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.”*

As demonstrated through this transport assessment, the proposed development is in accordance with this policy and in particular seeks to enhance access to strategic employment opportunities within East Manchester and to improve east/west connectivity between the Central Area and East Manchester by walking, cycling, and public transport. It is therefore considered to be in line with policy T2 of the Core Strategy.

2.3.3 Greater Manchester Five Year Transport Delivery Plan

The Greater Manchester Five Year Transport Delivery Plan 2021-2026 is developed as part of the Greater Manchester Transport Strategy 2040 to detail what Greater Manchester wants to achieve in the next five years as the first steps towards delivering TfGM’s vision for transport.

The Five-Year Transport Delivery Plan supports the implementation of Our Network, a ten-year plan to create a world-class, modern, integrated and reliable transport system for Greater Manchester. It brings together different modes of public transport – bus, tram, rail, tram-train and cycling and walking – in an integrated, easy-to-use system with seamless connections, and simplified ticketing and fares.

The plan is structured around five themes:

- Our Bus
- Our Metrolink
- Our Rail
- Our Streets
- Our Integrated Network

These themes are related to promoting more sustainable modes of transport in Greater Manchester such as public transport as well as walking and cycling.

2.3.4 Greater Manchester Active Travel Mission, TfGM (2022)

Active travel includes all kinds of human-powered movement to reach a destination and is fundamental to enabling the success of other key agendas for Greater Manchester, including improved health, decarbonisation, educational attainment and the economy. Greater Manchester has already built the strong foundations of an active travel system, but as our travel habits have changed since the pandemic, the cost-of-living crisis and rising awareness of healthy lifestyles, now is the right time to revisit existing priorities and refresh the mission for Greater Manchester.

So far, 92 km of active travel routes were delivered, and by the end of 2023, 15 fully protected CYCLOPS junctions will be completed. Greater Manchester’s first publicly operated cycle hire scheme were launched and provides over 100,000 people with access to an affordable, reliable and convenient public bike share service.

There are five key priorities that will drive the work and focus of active travel over the coming years. The aim is to develop some core principles of delivery and engagement that will make the biggest difference to every community and area of our region:

- Infrastructure Delivery – four principles to a connected network
- Home to School Travel
- Cycle Hire and access to cycles
- Integration with Public Transport
- Road Danger Reduction

The active travel infrastructure of the Etihad Campus development will particularly be developed with consideration of the key priorities stated above.

2.3.5 City Centre Transport Strategy 2040, Manchester City Council

The City Centre Transport Strategy 2040 is a sub-strategy to the Greater Manchester Transport Strategy 2040. This City Centre Transport Strategy will enable the city-region to realise the ‘Our Network’ vision.

The vision, set out in the City Centre Transport Strategy, is for “a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit”. To deliver the vision, seven ambitions have been set out:

- Walking is the main way of getting around the city centre
- The city centre is cleaner, greener and less congested
- More people choose to cycle to destinations within the city centre
- The city centre benefits from better public transport connections
- Parking in the city centre is smarter and integrated with other modes
- Goods are moved and delivered sustainably and efficiently into and within the city centre
- Innovation is embraced where it benefits the city centre and its users

Improved connectivity between the City Centre and the Etihad Campus is in line with the focus area within the Strategy.

The relative proximity of the Etihad Campus to the City Centre is identified as a particular opportunity to promote higher levels of walking and cycling, through investment in pedestrian and cycle networks supported by comprehensive and consistent on-street and digital wayfinding infrastructure. Potential improvements to rapid transit to the Etihad Campus are also identified.

2.3.6 Eastlands Regeneration Framework (2019)

The overall vision for the Etihad Campus is set out in the Eastlands Regeneration Framework. This vision is to develop a place that can successfully host a globally competitive sport, leisure and recreation offer.

As such the Etihad Campus aims to be:

- The home of a new destination where residents and visitors will come to spend their time on leisure and recreation related activities
- The home of global and national sports organisations which can thrive and develop global best practice. In doing so the Etihad Campus can become the home to new sports related businesses in a new “Sports-Tech” cluster for the city-region
- The home of a Manchester exemplar stimulating a change in behaviours towards the zero-carbon agenda, creating employment opportunities for local people and driving innovation and economic growth across the city.

The Etihad Campus has the capacity to respond to and host significant new opportunities for a globally competitive leisure and recreation offer. If secured this would deliver key benefits to residents and the wider Greater Manchester economy through investment and jobs.

In promoting any such opportunity, it is recognised that there must be a robust and comprehensive movement and transport strategy, together with supporting mitigation measures encompassing a range of infrastructure interventions and behavioural changes.

2.3.7 Zero Carbon Manchester

To make Manchester a healthy, green, socially just city where everyone can thrive, MCC has targeted to make Manchester a zero-carbon city by 2038 at the latest, 12 years ahead of the Government’s target for the UK of 2050.

To achieve this target, the Climate Change Action Plan is developed alongside the citywide framework, splitting into actions to support the city to achieve its climate change ambitions:

- Reducing direct emissions
- Supporting and influencing others in the city to decarbonise
- Rebalance the current use of city centre space
- Promote sustainable and active travel
- Improve air quality
- Plant more trees
- End fuel poverty
- Improve the environment across all the city's neighbourhoods.

The relative proximity of the Etihad Campus to the City Centre is identified as a particular opportunity to promote sustainable and active travel, hence directly reduces emissions and improve air quality. Through investment in pedestrian and cycle networks and rapid transit to the Etihad Campus, the city can be decarbonised with less use of vehicles, improving the environment across the neighbourhood in vicinity of the site.

2.3.8 Greater Manchester Infrastructure Framework 2040

Greater Manchester has experienced major change over the past decades, and this is anticipated to continue, if not accelerate, in the future – particularly as a result of population and employment growth, environmental & climate change and technological advances. The Framework has set out the key trends affecting infrastructure up to 2040, how those trends will affect each infrastructure network and the responses needed.

The infrastructure sectors covered within this Framework focuses on the physical infrastructure broadly in line with the National Infrastructure Commission of:

- Energy
- Transport
- Digital
- Flooding, surface and wastewater management
- Green and blue infrastructure
- Potable (drinking) water

The Transport Infrastructure, changes in travel patterns will occur due to demographic changes (aging population), changing working practices and the prominence of online retail. These changes have the potential to increase congestion and delays across all modes of transport without further action. Also, Greater Manchester requires the associated infrastructure to support a shift to ultra-low emission forms of transport this change to move towards decarbonisation and improving air quality.

Through investment in pedestrian and cycle networks supported by comprehensive and consistent on-street and digital wayfinding infrastructure, the relative proximity of the Etihad Campus to the City Centre is favourable to promote higher levels of active travel hence easing the congestions and delays anticipated. Also, improvement of public transport network and green infrastructure in vicinity of the Etihad Campus would potentially induce mode shift from private cars to walking/ cycling and public transport.

3. Site Context

Site Location

ARUP

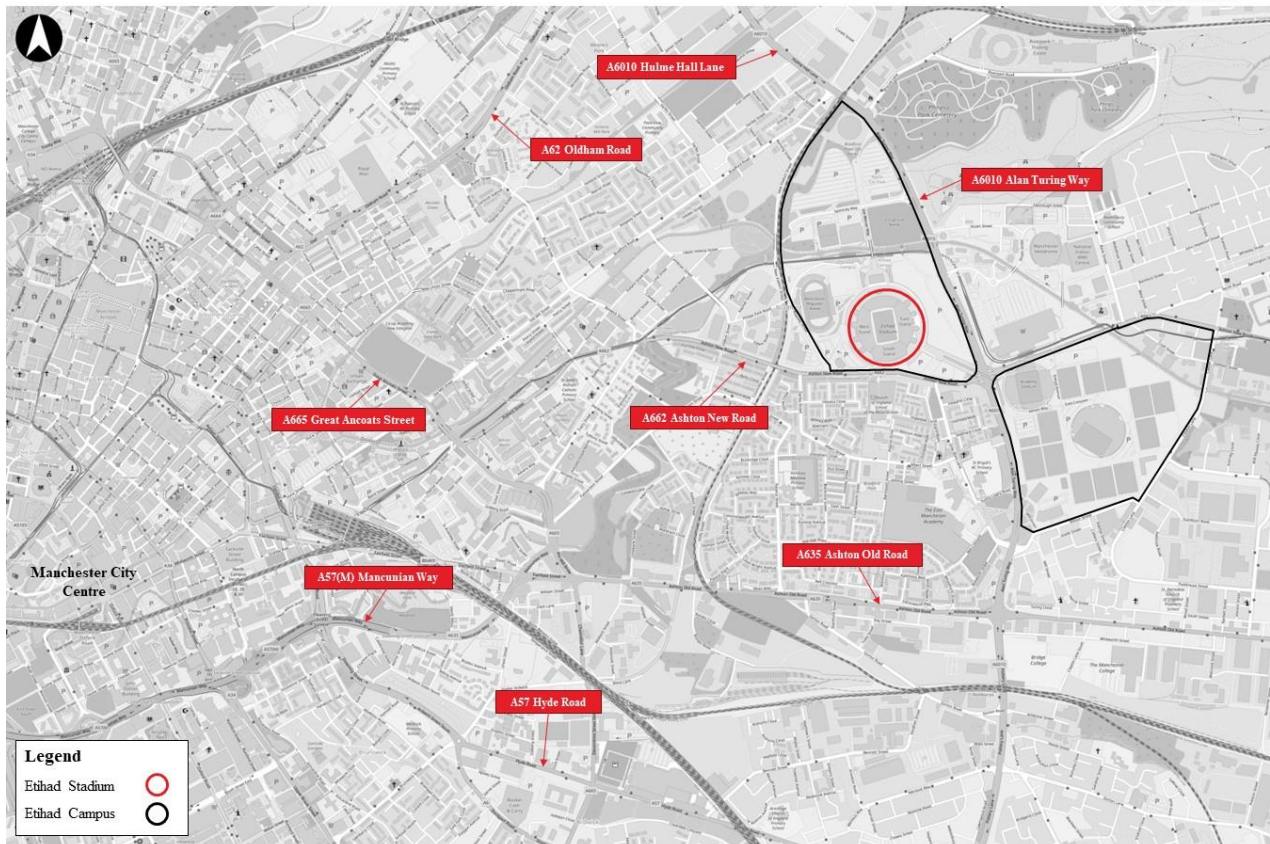


Figure 1: Site Location

3.1 Public Transport

The Etihad Campus is highly accessible by public transport with Metrolink, bus and heavy rail all serving the site. The existing services to and from the Etihad Campus are described below.

3.1.1 Metrolink

The Etihad Campus benefits from having a Metrolink stop located centrally within the site. The Etihad Campus stop has supporting crowd-control infrastructure to enable it to deal with high volumes of passengers before, and particularly following an event at the Stadium. There are additional Metrolink stops to the west and east of the Etihad Campus (Holt Town and Velopark respectively) that serve the areas immediately surrounding the Etihad Campus (and also serve some parts of the Etihad Campus more conveniently than the main stop).

The Etihad Campus stop is on the Ashton-under-Lyne to Eccles/MediaCityUK Metrolink line, which currently has a timetabled 12-minute frequency (i.e. five trams per hour) in both directions. These services call at key City Centre stops including Piccadilly, Piccadilly Gardens, St Peter's Square and Deansgate Castlefield. Interchange onto all other Metrolink lines is possible at these City Centre stops. Three Park and Ride facilities are located on the line providing a total of 845 parking spaces at Ashton West (195 spaces), Ashton Moss (200 spaces) and Ladywell (450 spaces). Other Park and Ride facilities are located across the Metrolink network, providing a further total of over 2,300 spaces.

TfGM currently has a timetabled 'enhanced service' on Metrolink to serve football matches and other major events at the Etihad Campus. This enhanced service is specifically tailored to the requirements of each event based on TfGM intelligence, previous experience and anticipated demand. It is typically intended to operate

such that the service frequency is increased to every 6 minutes in each direction and trams operate as ‘double units’ (i.e. two connected tram units) (subject to vehicle availability) for a period before and after the event.

3.1.2 Rail

The closest heavy rail station to the Etihad Campus is Ashburys. This is approximately 15-minutes’ walk from the southern edge of the Etihad Campus. Ashburys station is served by the following services:

- Between Manchester Piccadilly and Hadfield/Glossop (via Guide Bridge/Newton for Hyde /Broadbottom) – approximately 40 trains per day in each direction;
- Between Manchester Piccadilly and Rose Hill/New Mills Central (via Bredbury/Guide Bridge/Hyde North & Central/Marple) – approximately 30 trains per day in each direction; and
- Between Manchester Piccadilly and Sheffield - two trains per day in each direction.

Whilst there are frequent services to Ashburys station, it has limitations in terms of its capacity to accommodate the large volumes of passengers that may wish to use the station immediately following an event due to the infrastructure. The station can, however, play an important role during non-event times (e.g. for staff access to the Etihad Campus).

Manchester Piccadilly is the main station serving the City Centre. There is a signed walking route between the Etihad Campus and Piccadilly Station. Piccadilly has rail services to a wide range of local and national destinations as well as interchange to other modes including Metrolink, bus and taxi. The Etihad Campus is an 8-minute journey from Piccadilly via a direct Metrolink service

Manchester Victoria is located slightly further from the Etihad Campus but still within the City Centre. Victoria has services to a wide range of local destinations and other locations across the North of England including Leeds, Liverpool and Newcastle.

Rail & Metrolink

ARUP



Figure 2: Rail and Metrolink

3.1.3 Bus

The Etihad Campus is currently well served by high frequency radial bus services between Manchester City Centre and both Ashton-under-Lyne /Stalybridge (services 216, 217 230, and 231) and Oldham (services 76 and 76A). These services stop close to the Etihad Campus along Ashton New Road and Bradford Road respectively. There is also a radial bus service that operates between Cheetham Hill and Salford Quays/Pendleton (service 53), stopping on Alan Turing Way. Table 1 summarises the frequency of the services.

Bus routes near the site are presented in Figure 3.

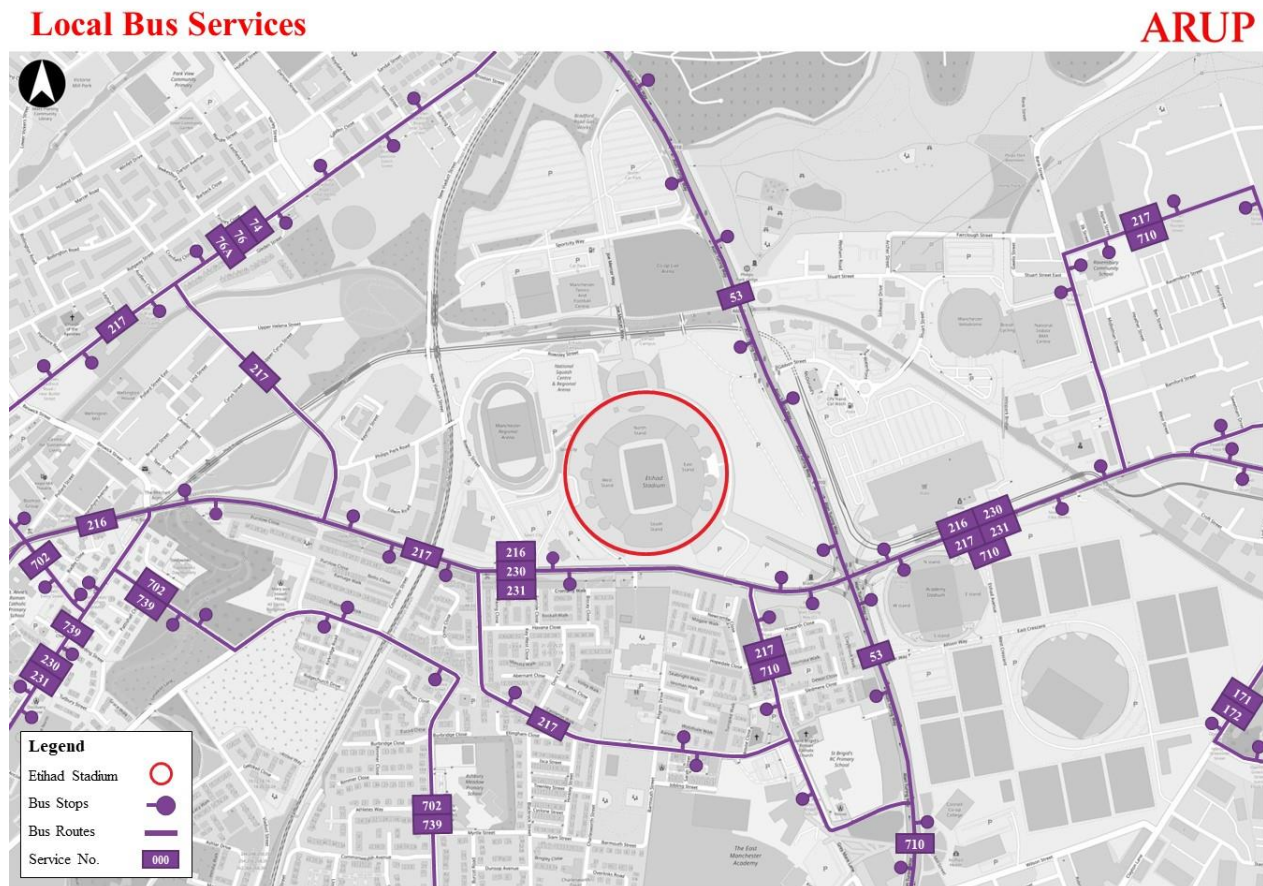


Figure 3: Local Bus Services

Table 1: Local Bus Services

Service Route	Origin - Destination	Frequency
216	Piccadilly Gardens ↔ Ashton-under-Lyne ↔ Stalybridge	6/hr/bound
217	Piccadilly Gardens ↔ Droylsden ↔ Ashton-under-Lyne	1/hr/bound
230	Piccadilly Gardens ↔ Droylsden ↔ Ashton-under-Lyne	1/hr/bound
231	Piccadilly Gardens ↔ Droylsden ↔ Hurst ↔ Ashton-under-Lyne	2/hr/bound
76	Piccadilly Garden ↔ Failsworth ↔ Hollinwood ↔ Oldham Mumps	4/hr/bound
76A	Piccadilly Garden ↔ Failsworth ↔ Limeside ↔ Oldham	1/hr/bound
53	Cheetham Hill ↔ Higher Crumpsall ↔ Old Trafford ↔ Pendleton	2/hr/bound

3.2 Walking Network

The Etihad Stadium is surrounded by heavily trafficked roads on its eastern and southern boundaries however formal crossings are in place at the following locations:

- The junction of Hulme Hall Lane/Bradford Road;
- The junction of Alan Turing Way/Briscoe Lane;
- The junction of Alan Turing Way/Sportcity Way;
- The junction of Alan Turing Way/Gibbon Street;
- The junction of Alan Turing Way/Ashton New Road;
- Ashton New Road (between Grey Mare Lane and Swallow Street); and
- Ashton New Road (between Rowsley Street and Swallow Street).

In addition to the at-grade pedestrian crossings at the junction of Alan Turing Way/Ashton New Road, a pedestrian overbridge provides connectivity between the Etihad Campus, City Football Academy and the communities to the south and east.

The Ashton Canal Towpath provides connections to the communities east and west of the Etihad Campus. Joe Mercer Way provides a grade-separated crossing of the canal itself to allow internal north-south movements within the Etihad Campus. To the west of the Etihad Campus, Philips Park Road/Rowsley Street and the City Link connection provides pedestrian connectivity over and under (respectively) the potential barrier to movement of the railway corridor.

There are a number of alternative walking routes from the City Centre available. The most direct route, known as the 'City Link' is via the A662 Pollard Street/Merrell Street/Ashton New Road. The 'City Link' was initially developed for the 2002 Commonwealth Games. This route is signed between the Etihad Campus and the City Centre and is lit with footways on either side and controlled crossings at junctions with major roads of which there are only two (Carruthers Street and Every Street). A branch of this route connects from Every Street to the centre of the Etihad Campus via a traffic-free route.

An alternative traffic-free walking route between the City Centre and the Etihad Campus is available via the Ashton Canal towpath. This route takes approximately 20-minutes to walk to the edge of the City Centre (as defined by Great Ancoats Street). This route passes beneath Great Ancoats Street alongside the canal.

3.2.1 Access to other modes on foot

Other key transport interchanges can also be accessed on foot from the Etihad Campus. These include the following locations:

- Ashton Old Road bus corridor - approximately 900m south of the Etihad Campus – accessed directly along Alan Turing Way/Pottery Lane. Controlled crossing facilities are provided at the main junctions with Ashton New Road and Ashton Old Road;
- Oldham Road bus corridor - approximately 1,000m north of the Etihad Campus – accessed directly along Alan Turing Way/Hulme Hall Lane. Controlled crossing facilities are provided at the main junctions with Bradford Road and Oldham Road;
- Ashburys Station – approximately 1,100m south of the Etihad Campus – accessed directly along Alan Turing Way/Pottery Lane. Controlled crossing facilities are provided at the main junctions with Ashton New Road and Ashton Old Road;
- Central Park Metrolink stop – approximately 2km north of the Etihad Campus accessed along Briscoe Lane and Ten Acres Lane. This stop is on the Rochdale-East Didsbury line. Controlled crossing facilities are provided at the main junctions with Briscoe Lane and Oldham Road; and

- Queens Road Metrolink stop – approximately 2.5km north-west of the Etihad Campus accessed along Hulme Hall Lane. This stop is on the Bury-Altrincham line. Controlled crossing facilities are provided at the main junctions along the route.

3.2.2 Access to existing amenities

Developments in close proximity of, and accessible to, local amenities can help to enable reductions in car journeys and, therefore, congestion and CO₂ emissions over the life of the building.

Within 500m of the site existing accessible amenities includes the following:

- Food outlets (existing within the Etihad Campus and within/surrounding the Asda Superstore and new outlets proposed as part of the Coop Live development);
- Access to cash (ATM available at the Asda Superstore)
- Access to an outdoor open space (public or private, suitably sized and accessible to building users) in the form of Philips Park;
- Access to a recreation or leisure facility for fitness or sports (multiple facilities across Etihad Campus that are available to the general public);
- Publicly available postal facility (at Asda Superstore); and
- Over the counter services associated with a pharmacy (at Asda Superstore).

3.3 Cycling Network

National Cycle Route 60 runs adjacent to the site along Alan Turing Way. This route starts in North Manchester and then along Queens Road/ Hulme Hall Lane/Alan Turing Way before joining the Ashton Canal east of Alan Turing Way and travelling south to join the Fallowfield Loop in South Manchester. Adjacent to the site, the route is a combination of on-street segregated and unsegregated cycle lanes.

Regional Route 86 is a largely traffic-free route that runs east-west through the site. It connects from Ducie Street within the City Centre along the Ashton Canal towpath through the Etihad Campus and then through Philips Park. A branch of this route runs south from the Etihad Campus alongside the River Medlock down to Ashton Old Road and Pin Mill Brow. There are also cycle lanes on Ashton New Road from a point close to the entrance to City Football Academy through to Holt Town. These lanes are on-street and not segregated from traffic.

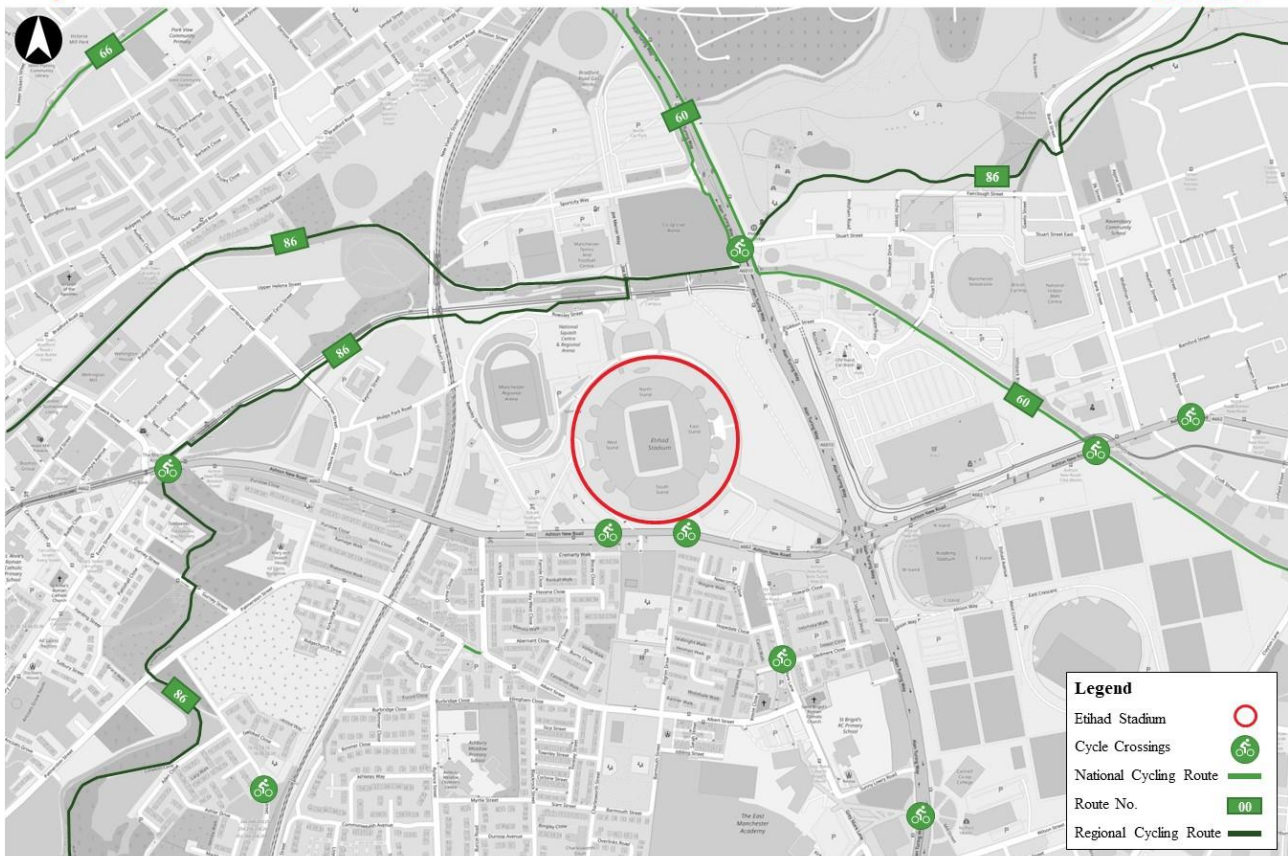


Figure 4: Cycle Network

3.4 Other cycle Infrastructure

3.4.1 Cycle Parking

There are 272 cycle parking stands located around the Etihad Campus. There are also five cycle stands (10 spaces) at the Etihad Campus Metrolink stop. A further 240 cycle parking spaces are being installed at the Etihad Campus as part of the Coop Live development. These cycle parking spaces will be available for all users of the Etihad Campus in accordance with the wider strategy for shared transport infrastructure provision across the Campus.

3.4.2 Cycle Hire

Additional cycle parking facilities, including public hire bikes forming part of the Beryl GM cycle hire scheme are being installed at key locations across the Etihad Campus as part of the supporting infrastructure for Co-op Live development and in accordance with wider strategic plans for sustainable transport at the Etihad Campus.

The Bike Hire Scheme operates across Manchester, Salford and Trafford and the Etihad Campus is within its area of operation. There will be a total of 1,500 bikes, including 300 e-bikes. There are cycle hiring stations around the Stadium at the Etihad Campus:

- On Rowsley Street
- At the junction of Darley Street / Ashton New Road
- Holt Town Tram Stop

- Southern end of Pollard Street.

There are also plans in process with Beryl to bring the Bee Bike stands to another 4 locations within the Campus.

Cyclists can download the Beryl mobile app to locate their nearest cycle hiring stations and see their availability of bikes.

3.5 Highway Network

The site is well situated to the 'A' road network with onward connections to the strategic road network; namely the orbital M60 route to the east. The area is surrounded by a number of routes including:

- A62 Oldham Road – a single-carriageway four-lane road that connects Manchester to the M62 motorway, passing through Failsworth and Oldham. It intersects A6010, which bounds the site at the east.
- A6010 Queens Road – a dual-carriageway two lane road that connects Higher Broughton to Chorlton-cum-Hardy, passing through Bradford, Gorton and Rusholme. It bounds the site at the east.
- A662 Ashton New Road – a single-carriageway two-lane road that connects Manchester to Audenshaw, passing through Droylsden. It bounds the site at the south.
- A635 Ashton Old Road – a single-carriageway four-lane/ dual-carriageway two-lane road that connects Manchester to Doncaster, passing through Stalybridge, Holmfirth and Barnsley. It is parallel to the A662 and intersects the A6010.
- New Viaduct Street – a single-carriageway two-lane road that between its junction with Broxton Street and its junction with Philips Park Road. It bounds the site at the west.

The routes link the site to the Strategic Road Network (M60) and Manchester City Centre and the Inner Ring Road, and radial connections from the city centre towards other regional destinations. The local area is also comprised of a number of residential areas served by more lightly trafficked local distributor roads, and access roads. Furthermore, there are commercial interest in the surrounding communities including warehousing, industrial sites, and local shops and services.

3.6 Car Parking

3.6.1 On-site parking

Once the Co-op Live Arena is complete there will be capacity for approximately 3,700 on-site parking spaces within the Etihad Campus (excluding those spaces dedicated to the Manchester Tennis and Football Centre and the Manchester Regional Arena). This capacity is split across a number of car parks within the Etihad Campus.

Existing on-site parking at the Etihad Campus is presented in Figure 5. Parking associated with the hotel part of the Proposed Development would be accessed via Gate 3 (opposite Gibbon Street) and allocated from existing parking provision on the Etihad Campus. No further parking will be provided for the Proposed Development.

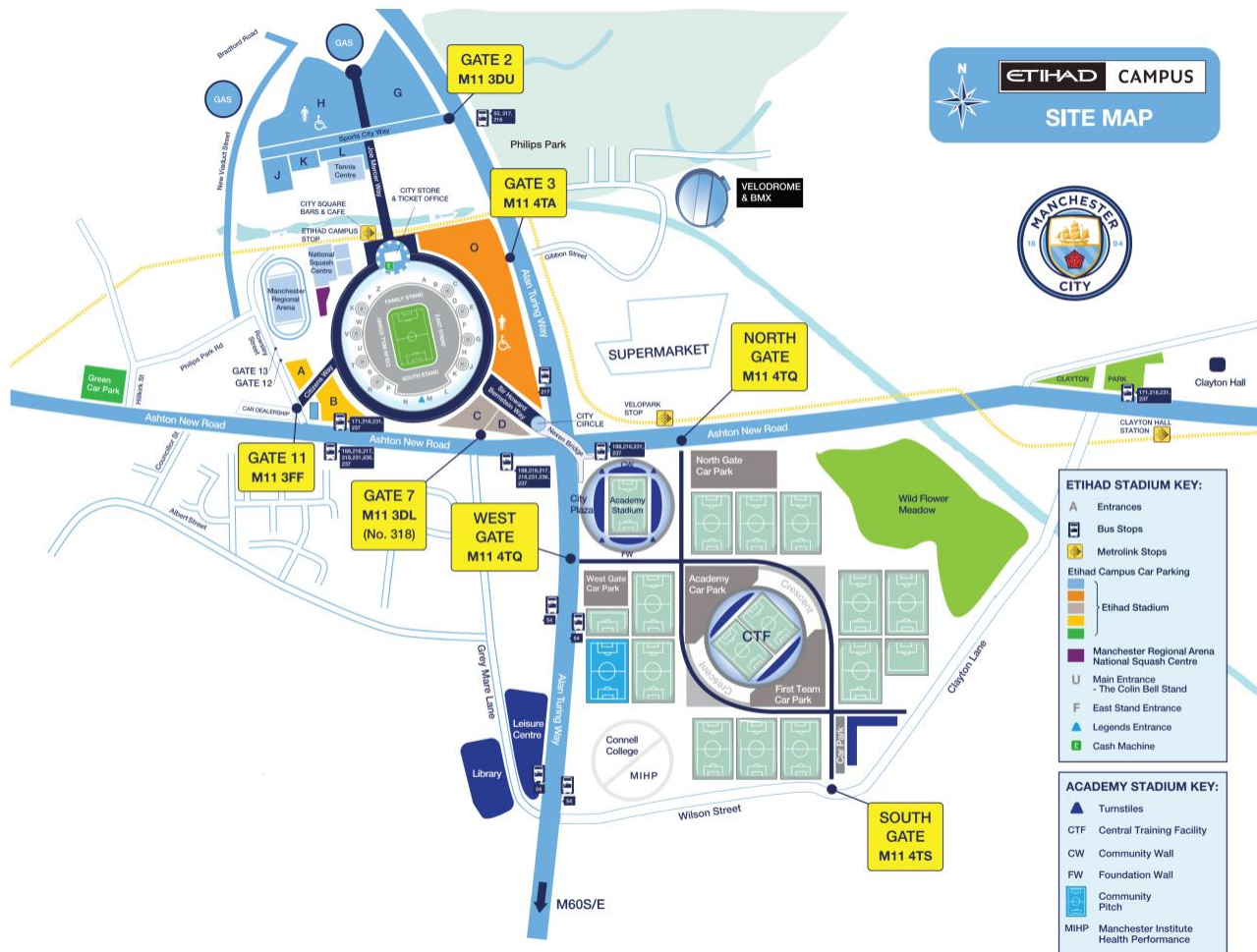


Figure 5: Etihad Campus Site Map

Source: <https://www.mancity.com/etihad-stadium/visiting-the-etihad-stadium>

3.6.2 Off-site car parking

A resident parking scheme operates within the area surrounding the Etihad Campus on Stadium event days. The scheme is enforced from two hours before the event until it ends (if the times of the event fall between 10am to 10pm). Although there are several resident parking schemes in operation across Manchester, the one at the Etihad is unique in that it only operates on Stadium event days. The dates of these events must therefore be advertised on signs within the area that the scheme operates and changed after each event. Local residents and businesses must therefore check when the scheme is due to operate and plan accordingly.

During that time, only people with permits can park. Outside of these hours anyone can park for any time. The normal rules apply for double yellow lines (i.e. permit holders cannot park on them).

Within a radius of approximately 800m from the centre of Campus there are an estimated 1,500 off-street parking spaces. This includes parking at the National Cycling Centre and sites to the east, south and west of the Etihad Campus. Within a radius of approximately 1500m from the centre of Campus there are an estimated further 4,500 off-street parking spaces. These are primarily located towards the north of the Etihad Campus around the industrial areas north-east of Hulme Hall Lane. Beyond 1500m of the Etihad Campus there is additional parking, the majority of which is within Manchester City Centre, but which also includes on-street parking beyond the extent of the current residents parking scheme.

In 2020, the Etihad Campus Movement and Transport Strategy was produced, to plan transport and movement to, from and around all of the future development outlined in the Eastlands Regeneration Framework. This Strategy included for further expansion of the Etihad Stadium (as defined by the capacity expansion permitted by the extant planning permission from 2014), the Co-op Live arena and the other use classes now included within this application. A key recommendation of the Strategy in 2020 was that the

existing 'event day' Resident Parking Schemes should be extended in area and operate on all days to protect resident parking and support the development of the Campus.

In line with the Etihad Campus movement and Transport Strategy 2002, a revised Resident Parking Scheme (known as the Eastlands Resident Parking Scheme) is being implemented. The revised RPS area will fully cover the existing RPS zones in addition to some areas not currently covered by the existing scheme. The new RPS will operate on all days from midday to 11pm. There are two types of proposed restrictions in the proposed RPS area; 'Permit Holders Only' and 'Permit Holders or 90 minutes for non-Permit Holders'. It is anticipated that the scheme will be implemented in late 2023.

3.7 Summary

The Etihad Stadium site is highly accessible by a range of modes, including the car, which regularly facilitate many thousands of people travelling to the Etihad Campus for major events. As such, these modes have significant spare capacity to support day-time uses such as the hotel, workspace and F&B spaces included within the Proposed Development. Given this accessibility by car, the supply and management of car parking for the Proposed Development is critical to achieving the objectives of the FTP, alongside the promotion of non-car modes within the overarching Movement Strategy for the campus. Measures set out to achieve this are presented in Section 6.

4. Travel Plan Management

4.1 Overview

In order to maximise the chances of success of the FTP, it is important to have an implementation strategy with clearly identified roles and responsibilities to maintain momentum.

The most successful Travel Plans have management support and dedicated staff resource to manage and oversee them. It follows that the decision to develop and implement a Travel Plan should be a formal commitment at the highest level of the organisation in liaison with TfGM and Manchester City Council.

This section summarises the proposed framework for managing the FTP and subsequent full Travel Plans for both the hotel and Workspace uses.

4.2 Travel Plan Co-ordinator

A Travel Plan Co-ordinator (TPC) will be appointed to take responsibility for development and management of the plan and for ensuring its delivery. The role of the TPC will be fulfilled by a representative of Manchester City Football Club. The roles and responsibilities of the TPC are set out below:

- Ensuring the structures for the ongoing management of the plan are set up and run effectively;
- Identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives and measures;
- Overseeing implementation of the FTP measures in a timely manner;
- Liaising with public transport operators and other service providers (e.g. car club operators);
- Developing and disseminating appropriate marketing and information materials, considering the use of social media, smartphone and tablet applications;
- Monitoring and reviewing progress and identify targets for taking the Travel Plan forward on a yearly basis;
- Overseeing the travel surveys which will inform the ongoing development of the plan;
- If need be, and in consultation with MCC and TfGM, making further decisions with regards to which measures to maintain and which to revise or replace with alternatives;
- Regularly liaising with any appropriate groups and organisations (e.g. MCC and TfGM officers) to ensure co-ordinated working and notably to agree new, bespoke targets to be set as appropriate, following collection and review of the travel survey results;
- Ensuring that work on the FTP is co-ordinated with other activities of the Development and between each of its land uses; and
- Administration of the Travel Plan, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties are permanent for the duration of the plan.
- Providing personalised advice and information on transport-related subjects to the occupiers and visitors of the Site; and
- Co-ordination of travel survey data collection for the Travel Plan.

5. Travel Plan Objectives and Targets

5.1 Overview

A set of objectives and preliminary targets has been developed for the site using the baseline mode shares outlined later on in this document and informed by the wider strategic vision for transport and movement across the campus.

As the FTP is an evolving document these initial targets will be continually reviewed and revised in agreement with MCC and TfGM.

5.2 Objectives

This FTP has been prepared in alignment with the wider Movement and Transport strategy for the Etihad Campus. Manchester City Football Club has defined its objectives with regards to transport as the campus continues to change and expand in line with the Eastland Regeneration Strategy.

The objectives set out within this document therefore draw on these wider objectives; ensuring consistency with and alignment to the overall vision. Specific targets are identified to meet these objectives, reflecting known transport challenges and opportunities, and the changes required to deliver on the strategic vision.

This is discussed further in the following sub-sections.

5.2.1 The Etihad Campus Strategic Vision: Movement and Transport

This document sets out a strategic vision for movement and transport to, from, and within the Etihad Campus. This document sets out the following objectives with regard to ‘Managing the Transport Network’:

- Seek to improve the reliability of journey times to the campus;
- Influencing demand to minimise peaks and spread demand;
- A well-maintained and resilient transport network.
- Encourage safe means of access by all modes of transport.

It goes on to highlight the role transport will play in supporting its vision for a ‘Sustainable Campus’. The strategy will

- Prioritise the utilisation of existing transport infrastructure;
- Promote and encourage walking, cycling, and public transport use as a means of access;
- Minimise congestion on the surrounding networks; and
- Support the increased use of low (and ultra-low) emission vehicles

5.2.2 The Etihad Campus Movement and Transport Strategy

City Football Group commissioned a Transport Assessment to assess the impacts of future development across the campus as part of its Strategic Vision and the Eastlands Regeneration Framework. The Etihad Campus Movement and Transport Strategy provides an overall plan for movement and transport to, from and across the Etihad Campus, for all future developments encouraged within the Eastlands Regeneration Framework, within the overall Strategic Vision. This document planned for the Stadium expansion, the hotel, the workspace and F&B uses etc, now brought forward as part of this Proposed Development. Of particular relevance to this FTP is the role the strategy plays in setting out the forward plan for initiatives and infrastructure interventions associated with the site in a way that will manage large movements of goods and vehicles now and in the future.

A key element of this is the reliance on existing highways infrastructure and parking. The Campus will seek to rely on sustainable modes and demand management measures to minimise the impacts of staff,

visitor/spectator, and goods traffic. The development of travel plans for each development will play an important role in ensuring that this strategy and the overarching principles are adhered to and supported through each phase of the ongoing expansion of the campus.

Measures such as car-sharing initiatives, improved wayfinding, promotion of public transport services, and use of travel apps for example, already form part of the club-led initiatives being rolled out or planned for the Campus. This framework travel plan will identify any relevant measures and how they can be adopted, supported, or expanded for the Proposed Development.

5.2.3 Objectives and Targets Summary

On the basis of the objectives defined in the strategic vision the following objectives have been identified, which are specific to this FTP and the hotel and Workspace uses:

1. Minimise the number of single occupancy car trips by staff and visitors
2. Promote and encourage walking, cycling, and public transport use as a means of access.

Section 5.3 and 5.4 consider the baseline modal share and detail the specific SMART (specific, measurable, achievable, relevant, time-bound) targets which will be set to achieve this.

5.3 Baseline mode share and car occupancy

Surveys undertaken as part of this work, supported by data from previous studies, indicates that this is being achieved and, since the surveys undertaken as part of the 2014 application, recorded car numbers on site have reduced.

The baseline modal share for each land use are presented in Table 2. The baseline modal shares presented for are taken from the Campus Movement Strategy TA.

Table 2: Baseline Modal Share

Land Use	Walk	Cycle	Bus	Metrolink	Car	Drop Off	Coach	Taxi	Train	Total
Hotel (Visitors)	2.0%	0.0%	11.0%	21.0%	66.0%	0.0%	0.0%	0.0%	0.0%	100%
Hotel (Staff)	0.0%	1.0%	2.0%	15.0%	69.0%	3.0%	0.0%	3.0%	7.0%	100%
Workspace	2.0%	1.0%	13.0%	26.0%	58.0%	0.0%	0.0%	0.0%	0.0%	100%

The Campus Movement Strategy also identified the car occupancy by land use. These are as follows:

- Workspace – 1.12 people per vehicle;
- Hotel – 1.3 people per vehicle;

Given the nature of hotel use and travel it would not be realistic to expect customers to consider lift sharing. The aim would therefore not be to increase car occupancy. Instead, the target would seek to reduce car trips in favour of alternative, more sustainable, modes.

5.4 Preliminary Targets

The suggested targets and their indicators for the Travel Plan will be determined from annual travel surveys carried out at the Proposed Development. The mode shares set out in Table 2 will form the basis for the initial Travel Plan(s) for each use. The first-year surveyed mode share will be used to establish the revised target level as part of the first annual review of the Travel Plan measures and travel mode targets.

It is the intention that the Travel Plan shall be an evolving plan that will be reviewed and updated regularly and refined where necessary. The draft targets are provided in Table 3 and Table 4.

All targets identified in Tables 4 and Table 5 have been designed to be SMART, namely Specific, Measurable, Achievable, Realistic and Time-Bound. The final targets will be reviewed and agreed with MCC and TfGM once Full Travel Plans for each use have been prepared.

Table 4 sets out the preliminary targets for hotel and Workspace staff.

Table 3: Preliminary Targets: Staff (Hotel and Commercial)

Ref.	Target	Land Use	Baseline	Year 1	Year 3	Year 5
A1	Reduce single occupancy car trips by 20%	Workspace and Hotel	TBC*	-5%	-15%	-20%
A2	Increase walking and cycling mode share to 10%	Workspace	2.0%	4.0%	6.0%	10.0%
		Hotel	1.0%	3.0%	7.0%	10.0%
A3	Increase Public Transport (Bus, Metrolink, Rail) Use to 50%	Workspace	39.0%	42%	45%	50%
A4	Increase Public Transport (Bus, Metrolink, Rail) Use to 40%	Hotel	24.0%	30.0%	35.0%	40.0%
*Subject to baseline survey outcomes.						

Table 4 sets out the preliminary targets for hotel customers and visitors.

Table 4: Preliminary Targets: Customers and Visitors (Hotel)

Ref.	Target	Baseline	Year 1	Year 3	Year 5
B1	Increase Metrolink Use by 14%	21.0%	24.0%	30.0%	35.0%
B2	Increase Bus use by 9.0%	11.0%	14.0%	17.0%	20.0%
*Subject to baseline survey outcomes.					

6. Travel Plan Measures and Initiatives

This section outlines the design measures and travel plan initiatives that will be delivered as part of the full Travel Plans. This is a non-exhaustive list and the TPC will be required to identify and implement new measures as part of their management and co-ordination responsibilities.

6.1 Travel Plan Initiatives – Workspace and Hotel Use

Table 5 sets out the initiatives proposed to support the FTP objectives and targets as introduced in section 5.4.

Table 5: Workspace and Hotel Initiatives

Measure/ Initiative	Relevant Target(s)
Provide cycle parking, showers and changing facilities	A1, A2
Develop car parking strategies for the Hotel and Workspace sites (including permit schemes, incentives for car sharing, and minimising supply for single occupancy travel)	All.
Prepare and distribute travel information packs	All.
Provide personalised journey planning service for employees	A1, A2, A3, A4
Prepare and distribute a Travel Plan newsletter to employees	A1, A2, A3, A4
Prepare a sustainable travel page for the Hotel website	B1, B2
Offer season ticket loans (interest free) for employees	A1, A3, A4
Adopt and promote the cycle to work scheme	A2
Develop and promote a staff car sharing initiative	A1, A2, A3, A4
Monitor cycle parking in new double stacked facility and short stay cycle parking on existing cycle parking 'ring'.	A1, A2

6.1.1 Cycle Parking and Changing Facilities

The Design and Access Statement presents the existing cycle parking strategy and facilities. Currently across the site there are 272 cycle parking spaces, with an additional 240 being provided as part of the Co-op Live Arena development. As part of the Proposed Development, it is proposed to provide a further 200 covered spaces to the southeast of stadium. This will bring the total parking provision available to users of the Proposed Development to over 700 spaces.

It is noted that LTN 1/20 requires that a range of facilities, including short-stay cycle parking, is located in close proximity to the entrance to the development. There are currently a number of Sheffield stands located next to the entrances to the proposed hotel and workspace use available for this purpose. Existing and proposed cycle parking locations are presented in Figure 6, extracted from the Design and Access Statement.

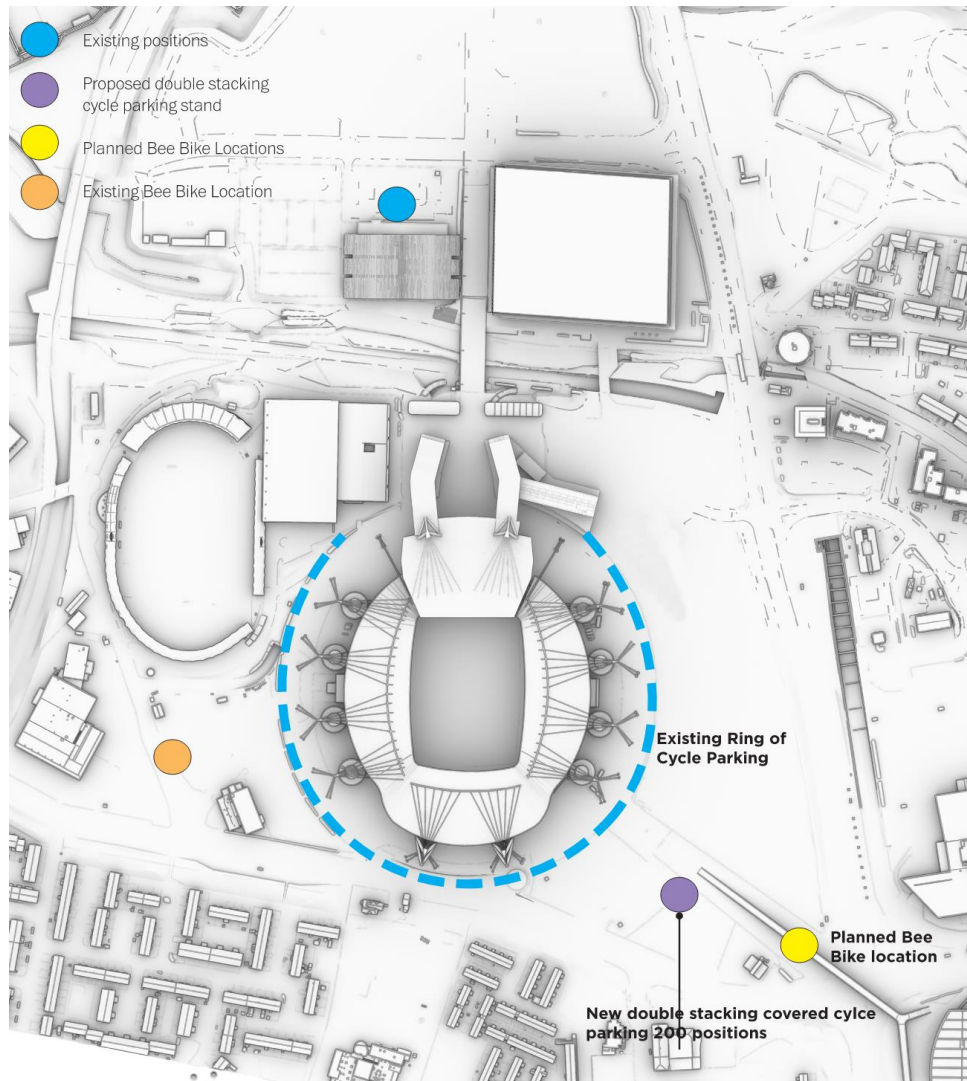


Figure 6: Proposed Cycle Parking Locations

6.1.2 Car Parking Strategy

Parking capacity at the Etihad Campus would not be increased as a result of the Proposed Development. By constraining parking capacity and therefore the ability of visitors to park either on-site or on the surrounding streets, the strategy will discourage people from travelling to the Etihad Campus by car on a matchday.

This is, and will continue to be, supported by communication from the Club that all matchday on-site parking must be pre-booked, that there is a revised RPS in operation and directing people to the alternative sustainable transport modes available.

No additional parking will be made available for the hotel or workspace use and staff and visitors will be required to use existing on-site parking.

6.1.3 Electric Vehicle Charging

As part of the Proposed Development, four new 22kw electric vehicle chargers will be provided within the Etihad Campus. In addition, a further four 22kw chargers will replace existing 7kw chargers. The 7kw chargers will be relocated to City Football Academy.

6.2 Travel Plan Initiatives – Campus-wide Strategy

There are a range of club-led initiatives that have been implemented, trialled, or are being considered irrespective of the development taking place across the campus. These are summarised in Table 6.

Table 6: Campus-wide Initiatives

Measure/ Initiative	Status
Improvements to Ashton New Road, CityLink, and Ashton Canal Towpath Walking routes	Currently being implemented as part of the Coop Live Section 106 Agreement
Additional wayfinding on the existing ‘city link’ walking route to the city centre	Currently being implemented as part of the Coop Live Section 106 Agreement
Promotion of travel plan measures, participation in national initiatives, and incentivisation of sustainable modes	Ongoing
Working with TfGM and bus operators to develop and improved bus network to serve the Etihad Campus, including improved orbital bus services	Ongoing – additional shuttle bus measures to be trialled privately by MCFC in the coming months
Supporting the development of travel apps to promote and encourage sustainable transport journeys	Ongoing
Introduction of electric vehicle charging on the site	Ongoing
Promoting the use and expansion of cycle hire hubs servicing the Etihad Campus	Initial hubs being delivered on site – plans to expand these in line with future developments within the Etihad Campus
Monitoring of cycle parking occupancy	The club will review the usage of campus-wide cycle parking facilities following first occupation

These measures will support shared objectives for developments and organisations across the Etihad Campus and encourage modal shift away from the private car for Workspace and hotel staff.

7. Monitoring and Review

7.1 Overview

Travel Plans are continuously evolving live strategy documents which require regular monitoring and reviewing. This ensures that continuous improvements are implemented to achieve the targets and objectives the document sets out. It is understood that the FTP and subsequent full Travel Plans will be secured via condition to ensure that it is implemented effectively and funded appropriately.

7.2 Monitoring Schedule

Within six months of first occupation of the Proposed Development, a Travel Plan monitoring survey will be undertaken. The aim of this survey will be to confirm the baseline mode shares and adjust the targets as required. The surveys will be analysed against several indicators to establish how well the FTP measures are achieving their aims. Monitoring of the Travel Plans will be based upon questionnaires which will have been distributed to employees annually. Data will be obtained in a qualitative and quantitative format to allow for detailed feedback and for site-specific travel characteristics to be established, to which the target set can be reviewed and adjusted accordingly.

7.3 Reporting

The TPC will prepare a summary monitoring statement, which will be issued to MCC and TfGM and any relevant stakeholders. This statement will contain all survey data as well as any measures that have been implemented.

Most importantly the report will compare the surveyed mode shares against the original targets set. The purpose of this is so that if the targets have not been met then the report will consider why that is the case and where necessary will recommend steps to resolve this.

The contents of the annual monitoring reports are summarised below:

- A summary of the measures and initiatives implemented in the previous 12 months period;
- Information regarding any changes to transport infrastructure and/or services;
- Detailed travel survey results, setting out modal splits, car occupation for staff/ customers, and analysis;
- Updated SMART targets for the next 12-month period; and
- an updated Action Plan

The TPC will review and monitor the plan annually with milestone targets at years one, three, and five (as per Table 4 and Table 5).

7.4 Preliminary Action Plan

The programme for the development and implementation of the Travel Plan will be dependent on clear communication with employees, spectators, and other stakeholders. A preliminary Action Plan is shown in Table 7.

Table 7: Preliminary Action Plan

Action	Responsibility	Timescales
Appoint Travel Plan Coordinator	Applicant	One month prior to occupation
Arrange Kick-off meeting with TPC and MCC/ TfGM officers	Applicant	One month prior to occupation. Note: Campus working group have already started meeting regularly with MCC / TfGM officers – this provides a forum for travel plan discussions to be structured around.
Update preliminary Action Plan	TPC	Within one months of first occupation
Develop full Travel Plans for the hotel and Workspace uses	Occupier/ TPC	Within 6 months of first occupation
Produce monitoring framework	TPC	Within 6 months of first occupation
Undertake monitoring in accordance with the framework	TPC	Ongoing
Identify and agree initial measures for implementation at the site	Applicant/ TPC	Within 6 months of first occupation
Complete baseline travel surveys	TPC	Within 6 months of first occupation
Update modal shift targets	TPC	Within 12 months of first occupation
Produce monitoring report	TPC	Annually
Implement corrective measures	TPC/ Occupier	End of Year 5 (where targets not met)

Appendix A

Scoping Note and MCC/ TfGM Response

Appendix B

Existing and Planned Campus-Wide Sustainable Transport Initiatives

Mode	Initiative
Cycle	Providing additional facilities in terms of cycle parking hubs (including Beryl bike hire)
Public transport and walk	Investment in walking routes between city centre and Etihad Campus
Taxi	Working with taxi groups to improve pick up and drop off provision and facilities at the Etihad Campus
Bus	Implementing pilot of increased capacity shuttle services Increasing the prominence of bus stops as hubs within the Campus and enhancing facilities Working with TfGM to explore franchising/longer-term opportunities
Metrolink	Working alongside TfGM to operate more double tram services pre and post match Encouraging longer arrival/dwell time to maximise service capacity Improved queuing facilities at Etihad Campus stop
Coach	Working with supporters clubs to review the number of services and destinations served
Drop-off	Implementing the RPS to create additional on-street drop off capacity Review and enhance matchday traffic management operations on an ongoing basis
Park on-site	Providing no additional capacity Implementing a system whereby pre-booking of parking is mandatory Advising supporters not to try to park if not- pre-booked
Park and walk (within RPS)	Implementing the enhanced RPS will prevent non-permit holders ability to legally park on-street in this area for events. People can park within RPS in off-street car parks. These need to be better enforced and managed.
Park and walk (outside RPS)	Delivery and subsequent promotion of city centre walking routes Working alongside car park owners and managers to offer initiatives to utilise city centre parking and walk to the Etihad Campus