

Manchester City Football Club

Project Taverna

Framework Travel Plan

Reference: 314031-FrTP

A | 3 March 2026

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 314031

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Document Verification

Project title Project Taverna
Document title Framework Travel Plan
Job number 314031
Document ref 314031-FrTP
File reference 314031-FrTP

Revision	Date	Filename
A	March 2026	Description
		</

Issue Document Verification with Document ☒

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1. Introduction

1.1 Overview

Ove Arup and Partners Ltd ('Arup') has been commissioned by Manchester City Football Club (MCFC) to prepare a Transport Statement (TS) to support an application ('the application') for full planning permission of a standalone immersive events space, referred to as Project Taverna ('the Proposed Development'), at the existing Etihad Campus, Manchester. Project Taverna will be an immersive events space with a theoretical maximum capacity of 600 seats.

There are no permanent structures at the proposed site location and no previous planning applications. The site area is currently unused and serving as a space for construction movement.

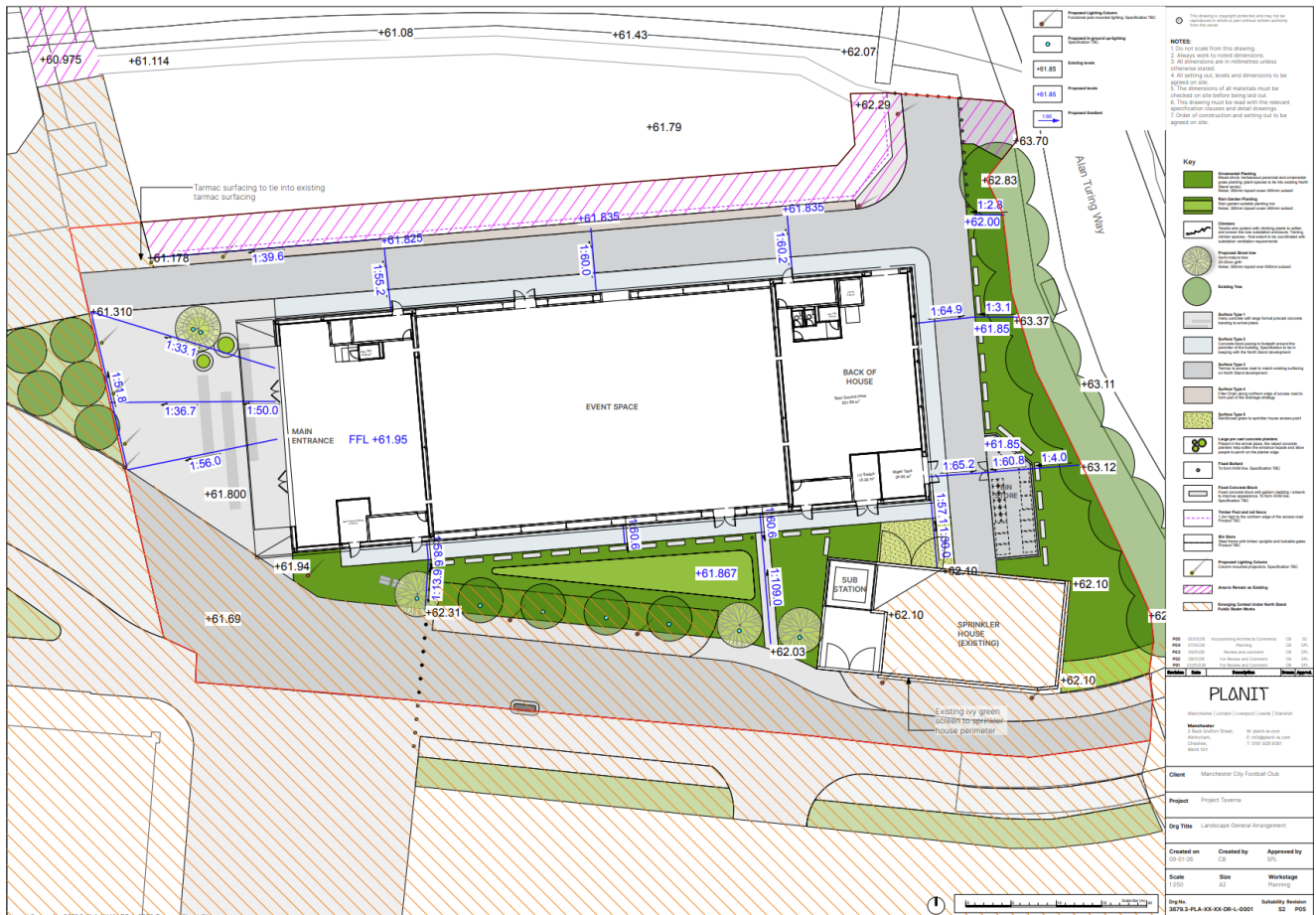


Figure 1-1: Venue Name Building Layout. Source: Planit

1.2 Purpose of a Travel Plan

A Travel Plan (TP) is a site-specific strategy and action plan for managing multi-modal access and travel to a site or development which focuses on promoting travel by sustainable and active modes of transport. Travel Plans are concerned with changing the travel behaviours of site users to reduce the number and length of motorised journeys and increase travel by walking, cycling and public transport.

This is a site-specific TP for the Project Taverna which outlines the following:

- Methods proposed to reduce the number of visitors travelling to and from the site by car;
- Timescales for surveying travel patterns following occupation of the site; and
- The measures that will be used to monitor the effectiveness of the TP in its objective to reduce the volume of private car trips to the site.

1.3 Type of Travel Plan

In reference to ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’ (GPG) by the department for Transport, there are five types of travel plans, which include: Full; Interim; Framework; Statement’ and Area-wide plans.

Staff and visitors arising from the development proposals cannot be surveyed at this time to determine the baseline accessibility requirements, as all individuals and their potential travel patterns are currently unknown. Consequently, a Framework Travel Plan (FrTP) is appropriate for Project Taverna at this stage in the planning process.

However, it would be beneficial to capture a comprehensive baseline travel situation which includes all future visitors to ensure an effective Full Travel Plan (FTP) can be implemented once the development has fully opened.

It is proposed that this FrTP will be extended to a broader FTP for Project Taverna within six month’s time of completion.

This timescale follows national guidance outlined in the GPGP. This FrTP outlines the requirements of an FTP and a commitment to assist in delivering an effective FTP for the site.

1.4 Document purpose

This FrTP is intended to be read alongside the Transport Statement (TS) that has been prepared separately for the development and submitted with the application. The FrTP sets out initiatives and measures to be implemented to achieve objectives relating to reducing private car use and promotion of sustainable modes of travel. It is intended that in doing so, the FrTP will support sustainable transport ambitions set out in National and local policy.

It is intended that the FrTP will be a dynamic document that evolves over time through continuous monitoring and review.

2. Benefits of a Travel Plan

Whilst this document does not suggest there are specific issues with any of the below topics which need to be addressed, there are still numerous benefits that can arise from implementation of a Travel Plan at the development. The potential benefits are addressed in the following sections.

Benefits for future staff and visitors include further improvements to the following:

- Further improvements to road safety in the local area by reducing vehicle traffic from the site;
- Contribution to healthier lifestyles of staff and visitors by increasing active travel;
- Further improve social inclusion by reducing reliance on car travel for staff and visitors; and
- Contribute to sustainable and vibrant communities in the local area by reducing car use.
- Provide even greater choice of travel for staff and visitor journeys for greater flexibility, improved mobility and meeting access needs;
- Assist with identifying and removing any possible barriers to walking and cycling;
- Further reduce the pressure on the local highway capacity and parking availability, especially at peak times.

Benefits for the local environment include the following:

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

Other benefits include:

- Corporate responsibility;
- Increase in travel choices;
- A more accessible site;
- Financial savings (both corporate and personal); and
- Better time management.

3. Relevant Policy and Guidance

This section describes relevant policy and guidance that has been considered in the preparation of this FrTP.

Policy or guidance	Description
Travel Plans, Transport Assessments, and Statements, Ministry for Housing Community, and Local Government (2014)	<p>This guidance provides advice regarding the preparation of these documents for new development. With regard to Travel Plans it states that <i>“Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation”</i>.</p> <p>It advises that Travel Plans, along with Transport Statements, can contribute to</p> <ul style="list-style-type: none">– <i>encouraging sustainable travel;</i>– <i>lessening traffic generation and its detrimental impacts;</i>– <i>reducing carbon emissions and climate impacts;</i>– <i>creating accessible, connected, inclusive communities;</i>– <i>improving health outcomes and quality of life;</i>– <i>improving road safety; and</i>– <i>reducing the need for new development to increase existing road capacity or provide new roads”</i> <p>The guidance states that Travel Plans should be proportionate to the size and scope of the development, established at the earliest possible stage of new development proposals, tailored to local circumstances, and be brought forward through collaboration with stakeholders.</p>
TfGM Travel Plan Toolkit	<p>The TfGM Travel Plan toolkit provides guidance to developers, consultants and businesses looking to develop Travel Plans.</p> <p>The Toolkit has been used as a reference point in designing this FrTP and will be a key guide for implementation of the future Full Travel Plan.</p>

4. Development Proposals

4.1 Opening Hours

It is proposed that the unoccupied site on Etihad Campus is developed to host an immersive events space, Project Taverna, operated by Pophouse. The proposed development will comprise a circa 600-seat venue with evening shows running daily Monday to Sunday, and additional matinee shows running at weekends. An indicative schedule for sessions is shown in Table 4-1.

Table 4-1: Schedule of sessions

Session	Monday to Thursday	Friday	Saturday	Sunday
Matinee Doors			12:00-1:00pm	12:00-1:00pm
Matinee Performance			1:00-4:30pm	1:00-4:30pm
Dispersal (est)			3:45-4:30pm	3:45-4:30pm
Evening Doors	6:30-7:30pm	6:30-7:30pm	6:30-7:30pm	6:30-7:30pm
Evening Performance	7:30-11:30pm	7:30pm-12:00am	7:30pm-12:00am	7:30-11:30pm
Dispersal from	10:30pm	10:30pm	10:30pm	10:30pm
Close	1:00am	2:00am	2:00am	1:00am

4.2 Gibbon Street

As part of the North Stand development, Gibbon Street is being redesigned. See Section 5.1 for further detail. The drop off facilities do not form part of this proposed development but will also be used by visitors to Project Taverna. The layby would allow up to seven taxis/PHVs to pick up and drop off of passengers safely every minute. The front of house/visitor entrance will be at the west wing, accessed by pedestrians via footpaths along Gibbon Street and past the HVM.

4.3 Car Parking

Ample parking is available at the site as part of the current multi-purpose offer of the Etihad Campus, and in line with the Regeneration Framework. In line with the existing Etihad Campus parking strategy, car parking provision for Project Taverna will be located in the Orange car park, to the south of the site, including accessible parking

4.4 Servicing and refuse strategy

It is expected that waste from Project Taverna will be stored in the external bin store to the east of the building and collected daily by Facilities Management to transfer to the central waste compound on the Etihad Campus via EV bin tugs. For full details on the waste strategy, see the 'Waste Management Plan' as part of the planning application.

Swept paths have been generated to demonstrate the possibility for a large refuse or service vehicle to access the proposed development site for back of house facilities, including deliveries and, should this occur on the site itself, waste management.

The large servicing and refuse vehicles will drive through Gibbon Street and the HVM, to travel around the building along the northern side before completing a 3-point manoeuvre to reverse parallel to the eastern side of the building. See the accompanying Transport Statement and the 'Project Taverna – Deliveries and Servicing Plan' for more details.

Swept path assessment show the possible vehicle manoeuvres within the boundaries of the site and highway characteristics. There are wide footpaths providing safe pedestrian routes when these vehicles are accessing the site.

5. Baseline Conditions

This section outlines the existing site conditions and the surrounding transport network conditions local to the site. This includes the local highway, public transport and active travel connections as well as parking provisions and road incident statistics. At present, the proposed site is being used as a construction compound for the ongoing development on the expansion of the Etihad Stadium.

5.1 Site location and use

The site is located in Bradford-with-Beswick at the existing Etihad Campus, Manchester, approximately 2km east of Manchester City Centre.

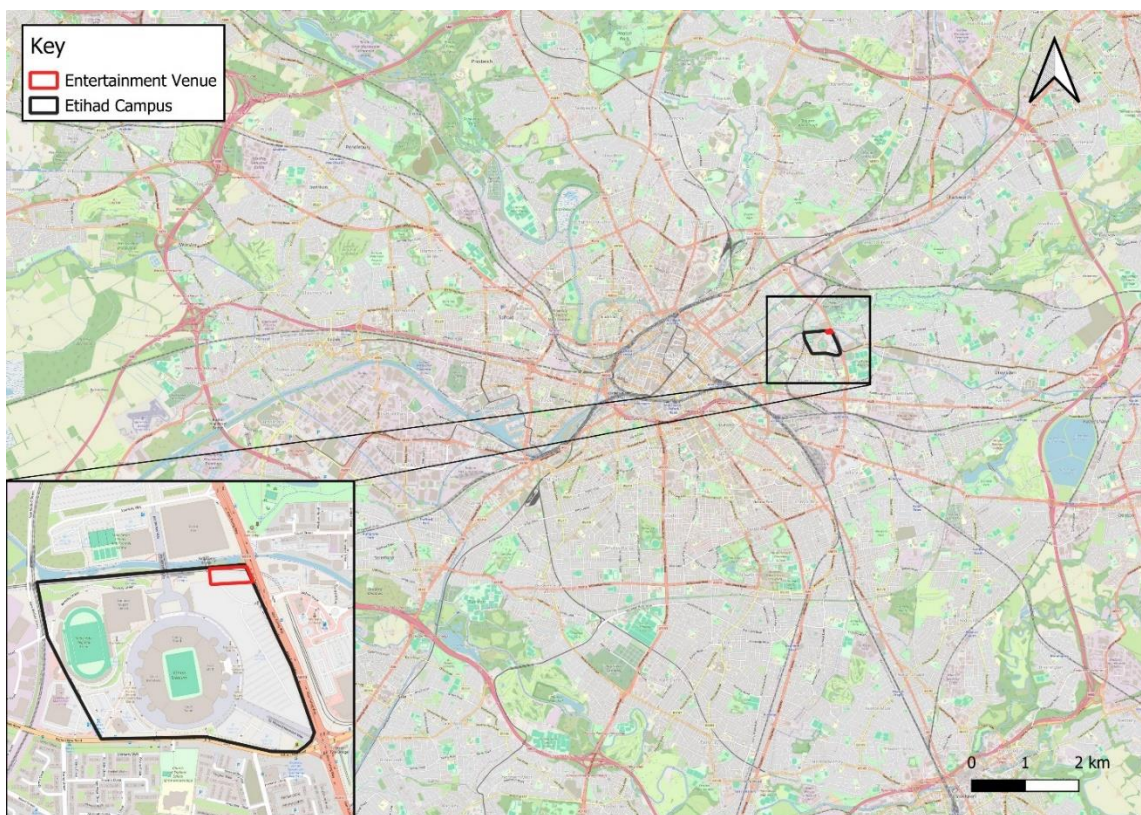


Figure 5-1: Project Taverna location within Greater Manchester and the Etihad Campus

The site is bound by the Metrolink track and the Ashton Canal to the north and the A6010 / Alan Turing Way to the east. Gibbon Street off of the A6010 provides highway access to the site location. The Etihad Stadium (home of MCFC) lies immediately south-west of the Site, whilst the Co-op Live lies immediately north of the Ashton Canal. The Etihad Stadium and Co-op Live are connected by two footbridges over Ashton Canal.

The site is adjacent to the Etihad Stadium North Stand extension and development, see Figure 5-2, which is currently under construction. This development will provide an additional stadium seat capacity of 7,700, a sky bar, a fan zone of 3,000 capacity, a new club shop, a new museum, a 400-bed hotel and food and drink outlets to the campus.



Figure 5-2: Etihad Stadium North Stand development CGI. Source: Manchester City Council (MCC), Application number 136763/FO/2023

As part of the North Stand development, Gibbon Street is being redesigned as an access road, see Figure 5-3. The planned improvements include a vehicular turning circle around an intercom island with integrated traffic light system, a taxi waiting area, 2m wide pedestrian footpaths and planted vegetation. A new Hostile Vehicle Mitigation (HVM) line circa 100m away from the Gibbon Street/Alan Turing Way junction is also being introduced, allowing for up to c.20 vehicles to queue at the HVM line before blocking the Alan Turing Way junction.

To facilitate drop off and pick up for taxis and private-hire vehicles (PHVs), a layby is being constructed on the northern edge of Gibbon Street and directly in front of the venue. This has capacity for up to seven vehicles.



Figure 5-3: North Stand development drawing. Source: Populous

5.2 Local Highway Network

Project Taverna benefits from a direct access off the A6010 / Alan Turing Way, which is a major arterial road outside the Manchester city centre, to the East, via Gibbon Street into the Etihad Campus.

The A662 / Ashton New Road runs past the Etihad Campus to the South, which is a major road which branches off from the city centre outer ring road / Great Ancoats Street.

The junction between the A6010 and Gibbon Street provides existing vehicular access to Gate 3 / Orange car park on the Etihad Campus. This junction will provide direct access to the proposed venue site and as stated above, is being re-designed as part of the North Stand development.

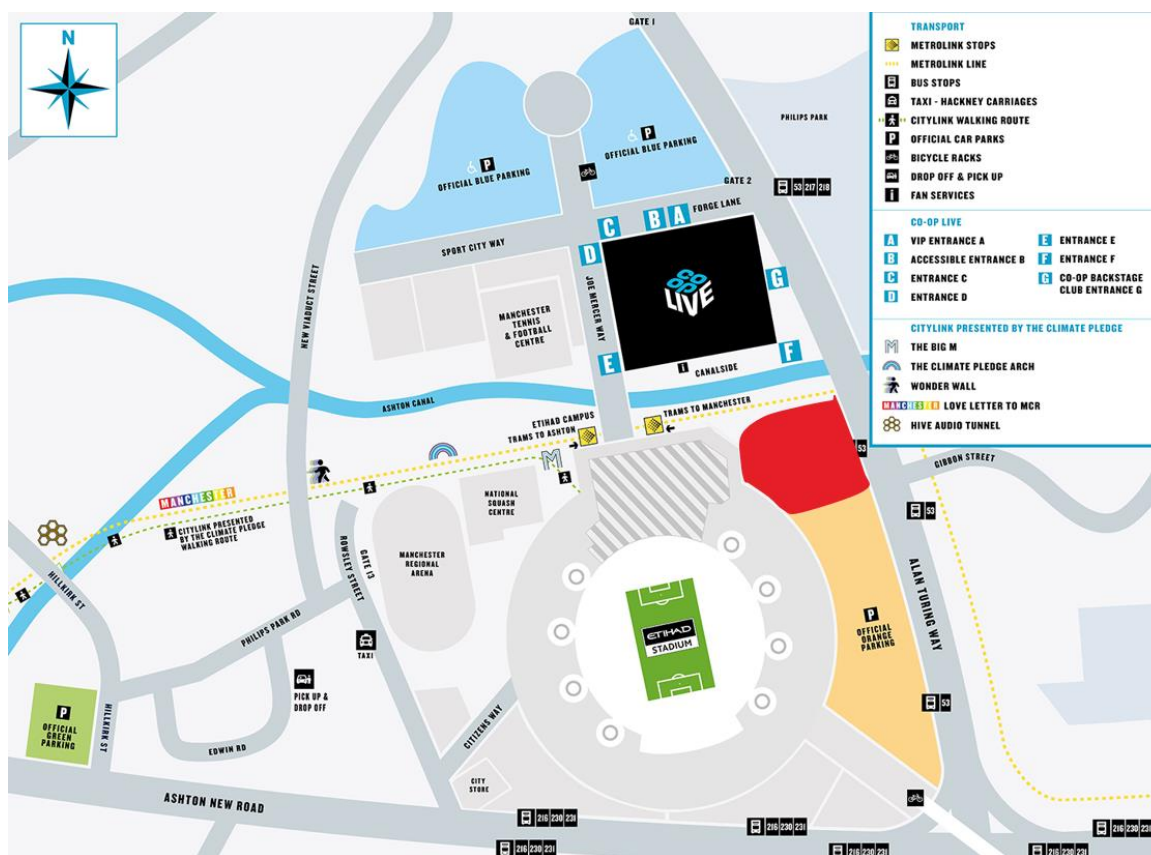
5.3 Car parking provision

There are five car park areas on the Etihad Campus – Green, Yellow, Grey, Orange and Blue. The spaces in these car parks are usually purchased and allocated via an online booking system that opens before matches and events, including at the Co-op Live. Accessible/Blue Badge parking is available at the Blue and Orange Car Parks.

The Manchester Tennis and Football Centre car park on the Etihad Campus, north of the Ashton Canal, has 5 electric vehicle (EV) charging stations. This is approximately a 5-minute walk from the site location and is open to the public 24/7.

A free Park and Ride service operates at Ashton Moss, Ashton West and Ladywell Metrolink stops, which provide direct travel via tram to the Etihad Campus stop in 25-45 minutes.

The Eastlands Resident Parking Scheme discourages visitor parking on local roads in close proximity to the Etihad Campus to allow for residents with permits to park.



5.4 Coach services

The nearest public coach services to the site are accessible from Manchester Coach Station and Shudehill Interchange, in Manchester city centre. Manchester Coach Station is located on Chorlton Road and is operated by National Express. Shudehill Interchange is located close to Victoria station, on Shudehill with services provided by Megabus and FlixBus. Both coach stations are accessible by a 45-minute walk or 12-minute cycle from the site. Operators at both coach stations provide numerous regional and national services to regional and national destinations. Heathrow, Gatwick, London & Birmingham are just some of the directly reachable destinations.

The Etihad Campus Blue Car Park has official spaces for coach drop-offs should group trips to the proposed development be ever organised as part of the visitor offer.

5.5 Sustainable transport appraisal

This section outlines the sustainable transport mode options, public transport modes and walking and cycling accessibility, to the proposed site. The development can mainly be served by sustainable transport modes and reduce the reliance on, and infrastructure required for, the private car given the excellent public transport and active travel connections to the site.

5.5.1 Local Bus Network

Guidance published by the IHT 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should not exceed 400m, equating to an approximate 5-minute walk.

The closest bus stops to the site are located on Alan Turing Way, which is within the immediate vicinity of the site abutting the Etihad Campus eastern boundary. Further bus stops, within a 15-minute walk of the site, can be accessed at the southern Etihad Campus boundary on Ashton New Road. The stops provide accessibility from the site to various locations within Greater Manchester ensuring that visitors from various locations and service lines can use public transport to access the site area.

Details on the public bus services are provided below.

Bus shelters on the A6010, adjacent to the site access/Gibbon Street junction, are a 2-minute walk from the proposed site. The services that run at these stops are:

- 53 - Cheetham Hill/Pendleton Salford

Bus shelters on Ashton New Road are a 7-minute walk from the proposed site. The services that run at these stops include:

- 216 - Piccadilly Gardens/Stalybridge
- 230 - Piccadilly Gardens/Ashton-under-Lyne
- 231 - Piccadilly Gardens/Ashton-under-Lyne

Bus shelters on Briscoe Lane are a 10-minute walk from the proposed site. The services that run at these stops include:

- 76 - Piccadilly Gardens/Oldham
- 76A - Piccadilly Gardens/Oldham

- 76B – Piccadilly Gardens/Medlock Road

5.5.2 Local Metrolink Network and Services

The site is ideally located in proximity to public transport connectivity, which a large proportion of visitors to Project Taverna are expected to use travelling to/from the site.

The site is approximately 150m from the Etihad Campus Metrolink stop. This stop is served by the orange line (MediaCityUK/Etihad Campus), the blue line (Eccles/Ashton-under-Lyne) and, at a reduced schedule, the purple line (Altrincham/Etihad Campus).

The Etihad Campus stop has wide platforms and a staggered platform layout and provides double trams to cope with high volume foot traffic and crowding on match days and other events. Pedestrian access to the tram stop is only on one side of the tram line, to the south.

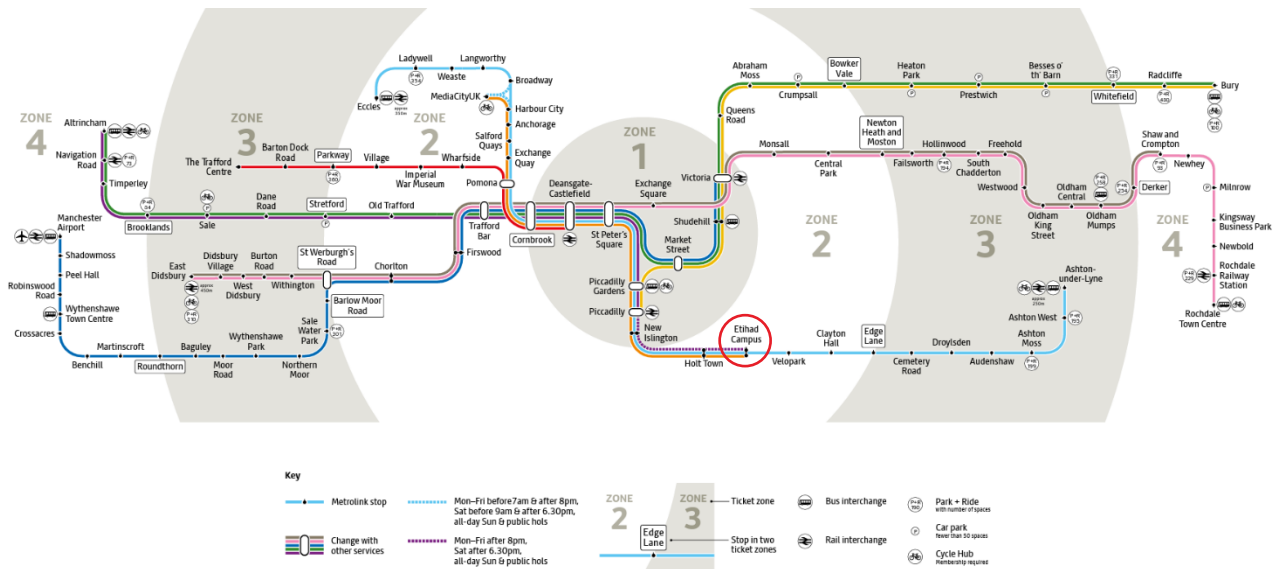


Figure 5-5: Metrolink Zone and Services Map, with the Etihad Campus stop circled. Source: TfGM

Table 5-1 provides a breakdown of the service frequency for these Metrolink services.

Table 5-1: Etihad Campus Metrolink services

Line	Route	Daytime Frequency			Service Note
		Weekdays	Saturday	Sunday	
Blue Line	Eccles - Ashton	12 mins	12 mins	15 mins	
Blue line	MediaCityUK – Etihad Campus	12 mins (07:00 – 20:00)	12 mins (09:00 – 18:30)	No service	Part service
Purple Line	Altrincham – Etihad Campus	12 mins (20:00 – 00:00, 01:00 Fridays)	12 mins (18:30 – 01:00)	15 mins (07:00 – 00:00)	Part service

All these services run through Manchester Piccadilly Train Station. Visitors travelling to Project Taverna from Manchester Piccadilly, using mainline rail services, can easily change at the station to the Metrolink services to Etihad Campus.

5.5.3 Rail Network

Although the site is not directly served by a railway station, the location and connectivity to Piccadilly station allows for access by other modes, meaning multi-modal journeys are possible. Manchester Piccadilly is approximately 2.9km from the site, accessible by 10 minutes cycling or 40 minutes walking. The Metrolink provides direct access into Manchester Piccadilly railway station, with a 7-minute journey and accessible from the Etihad Campus stop.

Manchester Piccadilly is the main railway station of Manchester and a major national interchange. The station is served by a wide range of services, offering high-frequency inter-city services alongside regional and local connectivity. Local and regional services provide strong coverage across the northwest of England. The station is served by several operators, such as Avanti West Coast, TransPennine Express, Northern Trains, CrossCountry and Transport for Wales, with services destined for London, Edinburgh, Bristol, Liverpool, Stockport, Manchester Airport and Lancaster, as well as numerous other destinations on these routes and beyond.

Manchester Victoria is accessible from the site within a 50-minute walk or 14-minute cycle, or by Metrolink, with a change at Manchester Piccadilly or Piccadilly Gardens onto the Yellow Line. The station acts as a regional hub for services mainly travelling east to west in the north of England. There are frequent services to a host of regional destinations, such as Leeds, Huddersfield, Newcastle, Hull, York, Liverpool and Blackburn, in addition to other services on these routes and beyond.

Figure 5-6 below provides an overview of the public transport networks, bus, Metrolink and rail, in the vicinity of the site.

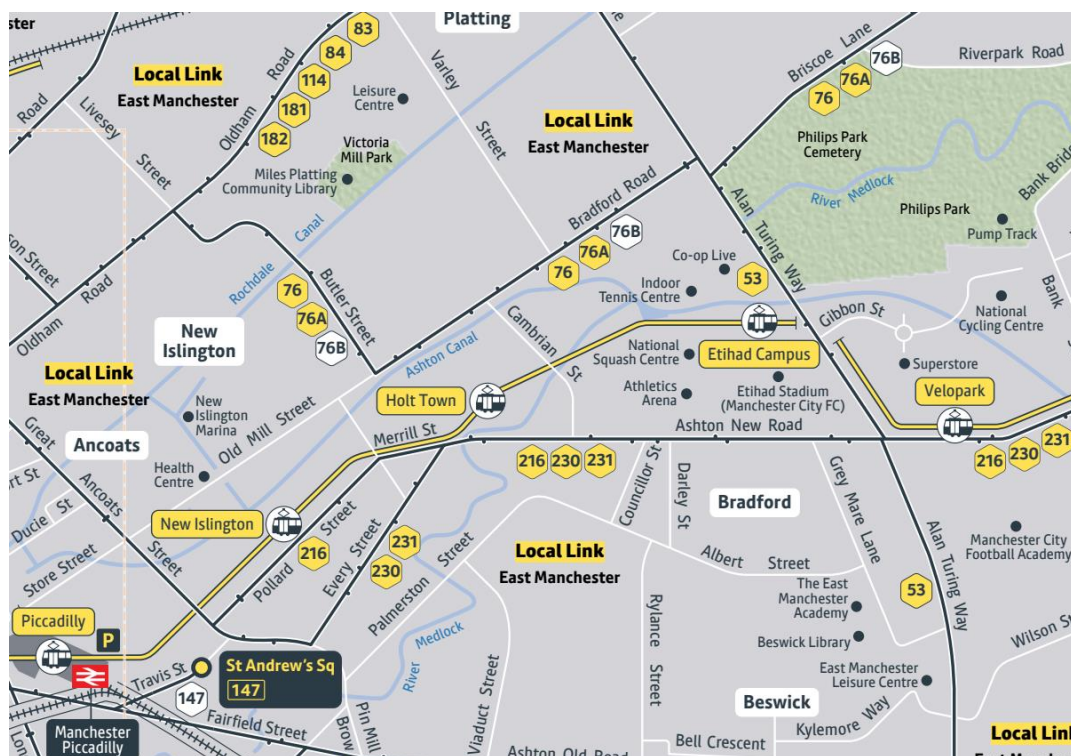


Figure 5-6: Public transport networks. Source: TfGM

5.5.4 Walking Connectivity

Pedestrian access to the site is taken directly from Gibbon Street which bounds the site to the south, or Alan Turing Way, which bounds the site to the east. Gibbon Street also serves as vehicular access to the site. footways are provided along local roads in the vicinity of the site, with toucan crossing provided on all arms

of the Gibbon Street and Alan Turing Way junction, except the for the western arm of Gibbon Street. Access to the wider campus and Metrolink stop is pedestrianised with wide footways.

Walking to the city centre takes approximately 30 to 40 minutes with good pedestrian connections from the site, such as the upgraded Citylink path and the Ashton Canal tow path. The Citylink is a path between the Etihad Campus and Manchester Piccadilly station, with the route fully segregated from vehicular traffic between Etihad Campus and Holt Town Metrolink stop, with good lighting, security cameras, guiding landmarks and signs directing pedestrians and cyclists through New Islington and Ancoats. The Ashton Canal tow path is fully segregated from vehicular traffic for the duration of the route into the city centre but offers a less direct route than Citylink. The Ashton Canal towpath also provides connection eastbound, to Ashton-under-Lyne.

Public pedestrian access through to the site from the Etihad Campus public grounds is currently limited, with construction work on the North Stand underway. The development masterplan, see Figure 5-3, includes the enhancement of the public realm with a largely pedestrianised area around the stadium and wide footpaths and landscaping along Gibbon Street.

A walking time accessibility isochrone demonstrating the different areas the site is accessible from within a 25-minute walk is provided in Figure 5-7.



Figure 5-7: Walking distance/time catchment

5.5.5 Cycling Connectivity

Within the vicinity of the site, a cycleway is provided along A6010 Alan Turing Way, which runs adjacent to the site's eastern boundary. The cycle way provides north and southbound connectivity for the duration of the A6010 between the junction with Oldham Road to the north of the site, and the junction with Redgate Lane to the south of the site. The majority of cycleway is segregated from vehicular traffic, with sections of non-segregated marked cycle lanes with advance stop lines on carriageways in the vicinity of crossroad junctions and at the north and south ends of the corridor.

The city centre can be reached by cycle on the same routes as walking, along the Citylink corridor and Ashton Canal tow path. Eastbound on the Ashton Canal tow path, Ashton-under-Lyne can be accessed. Additionally, to the east of the site, the tow path provides access to the National Cycle Network route 60.

The route is segregated from vehicular traffic and connects with National Cycle Network route 85 to the south. Route 60 forms part of the Fallowfield Loophole, with route 85 providing segregated access to Fairfield station to the east. Detail on the areas in which the site can be accessed from within a 15-minute cycling catchment are provided in Figure 5-8.

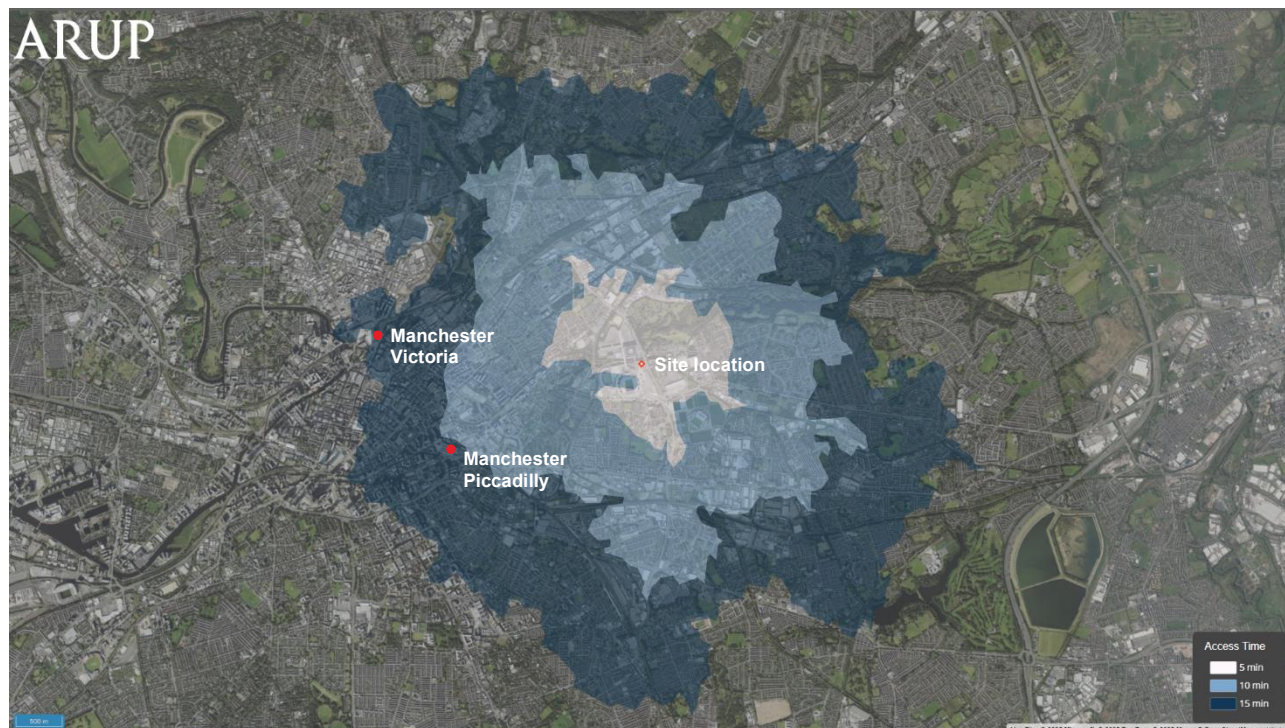


Figure 5-8: Cycling distance/time catchment

5.5.6 Cycle Parking

There are several locations of cycle parking in the vicinity of the site within the Etihad Campus, comprising over 300 cycle parking spaces. The largest storage facility is located under the Nexen Tyre Bridge, approximately 400m from the site. Also, 400m from the site is another large storage facility, on Joe Mercer Way. Additional storage facilities are provided outside of the Etihad Stadium's East and West Stands and around the wider Etihad Campus.

As part of the Co-op Live strategic vision, 240 new covered cycle spaces at the Etihad Campus were provided and further bikes in the Beryl cycle hire scheme installed.

5.5.7 Cycle Hire

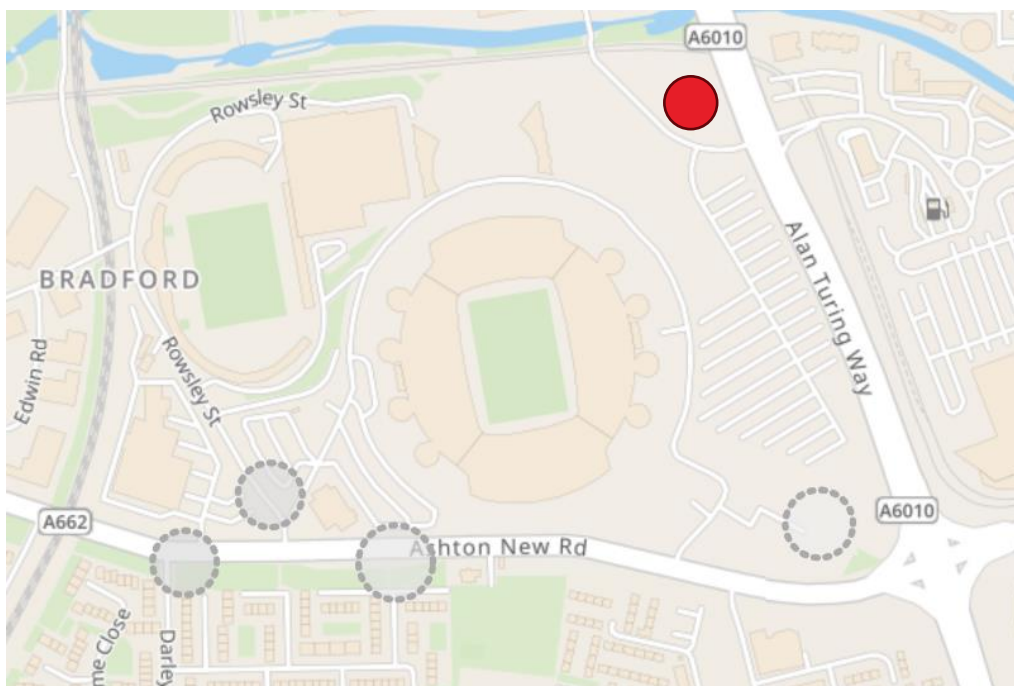


Figure 5-9: Map to show the cycle hire docking stations in close proximity to the site (represented by the red circle). Source: Bike Share Map

Greater Manchester has a self-service, 24/7 cycle hire scheme providing affordable and convenient access to bicycles and e-bikes in the city. The closest docking stations to the site are on Sir Howard Bernstein Way and Rowsley Street, with 15 and 18 docks respectively. There are two more docking stations along Ashton New Road.

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

There is also a cycle hire station at Holt Town Metrolink stop, one stop from the Etihad Campus, and which links into the Citylink path that follows along the Metrolink line to the Etihad Campus.

5.5.8 Summary of sustainable transport appraisal

Project Taverna, located on Etihad Campus, has excellent public transport connections with Metrolink and bus stops in close proximity, and these networks can operate with the demands of thousands of football spectators and arena visitors to the Co-op Live. The recently upgraded Citylink path between the city centre and Etihad Campus provides the infrastructure for walking and cycling trips.

5.6 Road Safety

The roads surrounding the Etihad Campus are major arterial roads connected to the city centre, seeing high volumes of traffic and increased risk of accident.

Accident data surrounding the proposed site area in the most recent 5-year period (2020-2024) has been obtained from Crash Map UK.

- At the A6010/Gibbon Street junction to the site there has been 7 slight incidents involving all types of vehicles, with 5 pedestrian casualties.
- At the Alan Turing Way/Ashton New Road traffic junction there has been 12 slight incidents involving all types of vehicles; with 2 pedestrian casualties, 2 cycle casualties, 1 child casualty.

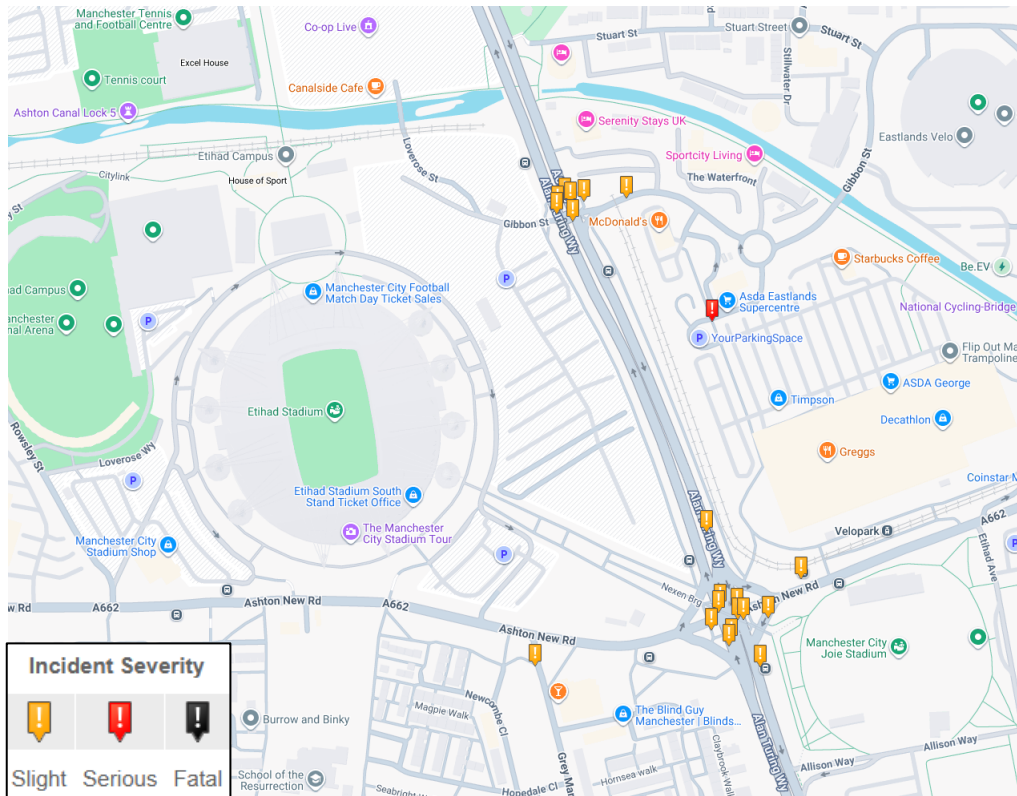


Figure 5-10: Map of incident locations and severity (CrashMap UK)

All 19 of the incidents that have occurred at the major traffic junctions serving the site have been slight and across major junctions at key arterial roads. The pre-existing highway conditions and road safety in the vicinity of the proposed development are not considered to be unusual for the type and location of the highways and junctions. Thus, the proposed development and additional highway use between the site and the surrounding roads is not expected to have a significant additional impact on the pre-existing road safety conditions.

6. Outcome Objectives and Targets

6.1 Aim of the Travel Plan

The aim of the Travel Plan is to increase the sustainable mode share of travel to and from the development and achieve a lasting shift towards the use of sustainable travel modes to access the development, such as walking and public transport. The method for achieving this is throughout the provision of a package of measures to influence the travel behaviour of staff and visitors of the development.

The aims of this FrTP are in line with local, regional and national policy which are to encourage the use of sustainable transport and to maximise the potential to use sustainable modes when accessing or returning from the development.

This FrTP is a provisional document that covers the substantive element of a FTP. Specifically, this means the FrTP will identify outcome objectives, interim targets, and an initial package of measures.

The FTP for the development, when produced, will streamline and improve upon the elements in the FrTP based on staff travel surveys and consultation.

6.2 Objectives

To achieve the aim of this FrTP in line with national, regional, and local transport aspirations, the following objectives have been set:

- Identify and manage deterrents to walking and cycling that prevent staff and visitors using active modes;
- Identify the predominant origin locations of staff and visitors and use the information to complete an accessibility audit;
- Promote walking and cycling by emphasising the benefits of sustainable and active modes, such as healthier lifestyle choice;
- Promote existing public bus and tram services and identify any gaps in provision;
- Seek to ensure that future demand for car parking within the development does not exceed car parking provision;
- Create a sustainable employee community at the site by making employees aware of the FrTP and inviting their contributions to develop the FTP;
- Develop the FrTP in time for submission to MCC following occupation of the respective development uses, amending the above objectives if necessary; and
- Undertake staff and visitor travel surveys as part of the development of the FrTP.

6.3 Interim Target

The nature of proposed development being an events venue with food and beverage and that it is in close proximity to a high-frequency tram service and good bus provision, with good provision for active modes, such as cycle hire and parking, means it can be expected that a large proportion of visitors and staff will be travelling by sustainable modes.

Specific SMART (Specific, Measurable, Agreed, Realistic, Time-based) targets will be developed for each mode of transport. These can be adapted upon receipt of travel survey information as part of FTP to accommodate staff and visitor needs.

Targets will be set out upon completion of the travel survey. However, these would emphasise the need to travel to the Cycle Hub by sustainable modes of travel, in particular cycling. These include:

- Set percentage increase in trips by active modes of travel

- Set percentage increase in public transport trips for those visiting the site from wider Greater Manchester, regionally and nationally.
- Where car trips are made to the site, a set percentage increase in car share.

7. Management plan

7.1 Full Travel Plan

A Full Travel Plan is the finalised document that facilitates and monitors targeted changes in travel behaviour of staff and visitors and is produced following completion of the proposed development.

A Full Travel Plan establishes staff and visitor travel patterns by carrying out tailored travel surveys.

The travel survey will include questions relating to an individual's reasons for choosing their current mode of transport; how they may prefer to travel; what would encourage them to use sustainable modes when visiting the venue; what could be done to change their travel behaviour; and if there are any barriers that exist for the use of sustainable modes.

The travel survey will ensure measures are applicable and effective for encouraging sustainable travel, to and from the venue amongst visitors.

Staff and visitors will also be invited to suggest ideas for measures to be added to the FTP to promote and increase active and sustainable travel. The FTP process aims to give staff and visitors shared input and ownership of the plan.

7.2 Travel Plan Coordinator

A Travel Plan Coordinator (TPC) will be appointed to take responsibility for development and management of the FrTP and ensuring its delivery. The role of the TPC (which may not be full time and may be integrated with wider roles within the organisation) will be fulfilled by a member of the site Management Company of the Proposed Development.

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 FrTP measures in a timely manner.
- Communicating the TP and travel options to the occupants of the development, including promotion of the benefits of travelling by active travel modes, and acting as a point of contact for staff and visitors to the development.
- Developing and disseminating appropriate marketing and information materials, considering the use of social media, smartphone and tablet applications.
- Monitoring and reviewing progress in line with the annual Travel Plan surveys.
- Identifying targets for the FrTP.
- Carrying out annual surveys and reporting on findings to necessary parties.
- If need be, and in consultation with MCFC, 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 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.
- Administration of the FTP, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. The TPC should be in role for no less than the initial five-year term of the FTP.

8. Travel Plan Measures

For the FrTP to be successful in persuading people to use sustainable and active modes of transport in favour of a car, it is necessary to introduce a varied mix of incentives, a combination of hard and soft measures. The measures considered in this FrTP are described below.

8.1 Physical Measures

It is difficult to be prescriptive about specific FrTP measures given that detailed information about staff and visitor travel characteristics are not known yet.

Notwithstanding this, an annual budget will be allocated to develop and bring forward the identified measures within the FTP.

Whilst initial measures have been identified for each mode of transport, the TPC will oversee all modes of transport. Ensuring that all staff and visitors are encouraged to be part of the wider group.

8.2 Walking Measures

The following measures will be considered in the FrTP to encourage and promote walking:

- Travel Welcome Packs distributed to staff and visitors that will include information and advice regarding safe walking routes. This can include desire lines being mapped on plans showing safe and comfortable routes to and from various nearby transport drop-off points, such as bus stops or the Etihad Campus Metrolink stop.
- Identifying any common areas travelled to by employees and visitors which are suitable for walking and produce walking maps specific to those routes and identify areas along walking routes which are deterrents to potential walkers;
- The TPC could liaise with the Highways Authority to ensure that the key pedestrian desire lines identified are appropriately maintained, as well as to report maintenance requirements;
- Put up signs showing the direction and distance or time it takes to walk to the site on key walking routes (e.g. transport hubs);
- Setting up an Active Travel User Group;
- Guaranteed free public transport ticket to return home for walkers in case of an emergency;
- Ongoing promotion of walking and promotion of online resources.

8.3 Cycling Measures

The following measures will be considered in the FrTP to encourage and promote cycling:

- Travel Welcome Packs distributed to staff and visitors that will include information and advice regarding safe cycling routes. This can include desire lines being mapped on plans;
- Showing safe and comfortable routes to and from various transport drop off points such as nearby cycle parking facilities;
- Identifying any common areas travelled to by employees and visitors which are suitable for cycling and produce cycling maps specific to those routes and identify areas along cycling routes which are deterrents to potential cyclists;
- The TPC could liaise with the Highways Authority to ensure that the key cycling desire lines identified are appropriately maintained, as well as to report maintenance requirements;
- Put up signs showing the direction and distance or time it takes to cycle to the site from key local areas (e.g. transport hubs or neighbourhood centres);

- Setting up an Active Travel User Group;
- Joining a Cycle to Work scheme that provides tax-free bicycles and gear to cyclists;
- Guaranteed free public transport ticket to return home for cyclists in case of an emergency;
- Ongoing promotion of cycling and promotion of online resources.

8.4 Public Transport Measures

The following measures will be considered in the FrTP to encourage and promote public transport:

- Travel Welcome Packs distributed to staff and visitors will include information on public transport accessibility, including bus and Metrolink stop locations, timetables and route maps;
- Providing public transport information updates to all staff and visitors when, for example, there are changes to public services or new services are being introduced which would benefit them; and
- Educating staff and visitors on the importance of using public transport as an alternative to the car for the array of benefits that this can bring, including health and environmental benefits.
- Interest free loans for season tickets;
- Investigate subsidies for bus / tram tickets;
- Encourage staff to use public transport for business travel;
- Promotion of useful websites or collation of material from such websites that will be provided to staff and visitors.

8.5 Car Sharing Measures

The car sharing scheme would target journeys to work amongst employees from similar locations. The following measures will be considered in the FrTP to encourage and promote the use of car sharing on those journeys made by car:

- Measures to raise the profile of car sharing such as providing promotional literature in the Travel Welcome Packs;
- Provide a car share database for staff where they can view offers and requests for lifts from their colleagues.
- Advertising campaign involving regular car sharers in which they mount a small sticker to their vehicle to advertise that they are willing to car share with fellow employees. This will spread awareness throughout the site by publicising this scheme;
- Promoting the benefits of car sharing associated with financial savings, social benefits associated with getting to know people etc;
- Providing incentives for the uptake of car sharing, for example, providing a free car wash at a local garage once a month for employees that are proven to car share often; and
- Guaranteed free public transport ticket to return home for car shares in case of an emergency.

8.6 Sustainable Transport Measures

The following are measures that will be considered in the FrTP to encourage the use of sustainable and active transport amongst employees:

- Travel Welcome Packs will be distributed to all staff and visitors which will promote all modes of sustainable transport; and
- Investigating other financial / reward-based incentives that may encourage staff and visitors to use sustainable and active travel following completion of travel surveys.

8.7 Action Plan

Table 8-1: Action Plan

Action	Responsibility	Timescale	Indicator / Success
Management, Monitoring and Review			
Travel Plan Co-ordinator (TPC) assumes role	TBC	3 months from completion	TPC appointed
Undertake baseline travel surveys	TPC	3 months from completion	Surveys undertaken within timescales
Produce Full Travel Plan	TPC	6 months from completion	Full Travel Plan (FTP) produced and approved by LPA
Annual Review	TPC	12 months after FTP completion	Update FTP accordingly
Measures and Initiatives			
Production and distribution of Travel Welcome Packs (TWP)	TPC	6 months from completion	TWP produced and distributed to all
TPC liaison with staff and visitors, via emails, staff inductions, etc	TPC	Ongoing after FTP completion	Employees aware of Travel Plan and encouraged to engage
Personalised travel planning advice	TPC	Ongoing as required after FTP completion	Visitors and staff provided with personalised travel planning advice as required
Employee and visitor walking, cycling and car sharing user groups set up and promoted	TPC	In line with FTP completion	Database in place, increase in number of employees and visitors walking, cycling and car sharing
Programme of sustainable travel events distributed to staff and visitors	TPC	Ongoing after FTP completion	Visitors and staff aware of events and encouraged to engage
Negotiation and provision of incentives to support and encourage walking, cycling, public transport and car sharing	TPC	Ongoing after FTP completion	Incentives made available to all, increase, in number of employees walking, cycling, using public transport and car sharing
Liaison with MCC and TfGM regarding pedestrian and cycle desire lines and routes	TPC	Ongoing after FTP completion	Potential improvements identified, increase in number of walking, cycling and public transport trips
Monitoring of on-site active travel facilities and discussions with users	TPC	Ongoing after FTP completion	Improvements of active travel facilities as required

9. Communication, Marketing and Monitoring

9.1 Marketing Strategy

A communication and marketing strategy will be developed to support the Full Travel Plan to ensure:

- Awareness of the Travel Plan amongst staff, and visitors at the site;
- Promotion of the package of measures contained in the Action Plan; and
- Provision of travel information from the outset and consistently throughout the lifespan of the FTP and an awareness of the sustainable and active travel options available.

The communication and marketing strategy communicates the FTP to all staff, and visitors to raise awareness of its contents. This publicises its outcome objectives, targets and the package of measures being delivered.

The communication and marketing strategy should be effective in keeping the FTP visible and relevant to staff, and visitors. The strategy will be the responsibility of the Travel Plan Coordinator and will be fully developed on completion of the FTP. Key aspects of the strategy include:

- Maintaining confidence in the FTP among staff, and visitors. This can be achieved by monitoring the effectiveness of the measures and amending them when problems are encountered;
- Regularly communicating with employees to remind them of the FTP;
- Making the TPC easily contactable for staff, and visitors to resolve issues with changing modes of travel;
- Ensuring all travel information available is up to date;
- Developing a successful feedback procedure for the purpose of developing the FTP that will consider the views of all staff and visitors; and
- Regular updates from TPC and MCC.

9.2 Marketing Material

Publicity material within the Travel Packs and made available by the TPC could include:

- Contact details of the TPC;
- Sustainable and active travel advice and information;
- A list of further travel resources, online or offline;
- Questionnaires, letters, and leaflets relevant to the objectives of the Travel Plan; and
- Quarterly newsletters and bulletins providing updates on the FTP, updated travel information, and success stories, etc.

The TPC must identify the most effective way of conveying messages, whether this is for example electronically via email or website, or via noticeboards.

Further to this, the platform used to promote and communicate the FTP should be accessible to all.

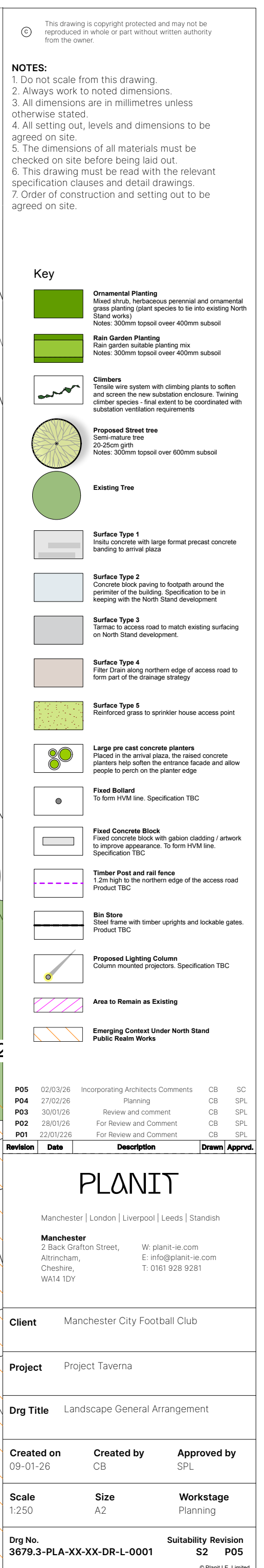
9.3 Monitoring Strategy

A monitoring strategy will advise on the effectiveness of the FTP measures and inform where any additional actions might be taken. A monitoring strategy that regularly tracks progress of the measures in achieving the SMART targets enables proportionate and appropriate adjustments to the FTP.

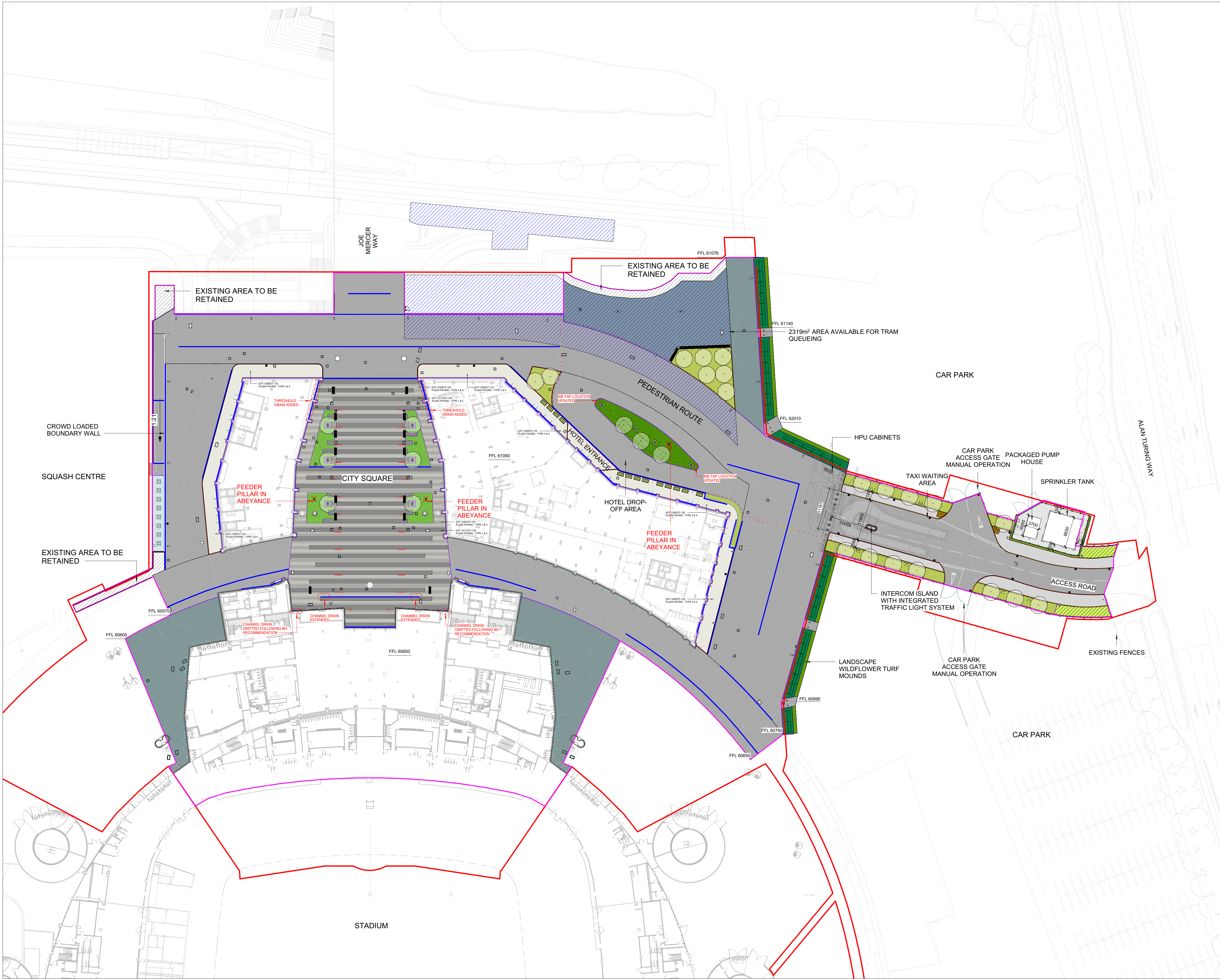
The monitoring strategy may consist of a visitor travel survey, a database of evidence, regular progress reports and updates to the FrTP.

Appendix A

A.1 Project Taverna Landscape General Arrangement

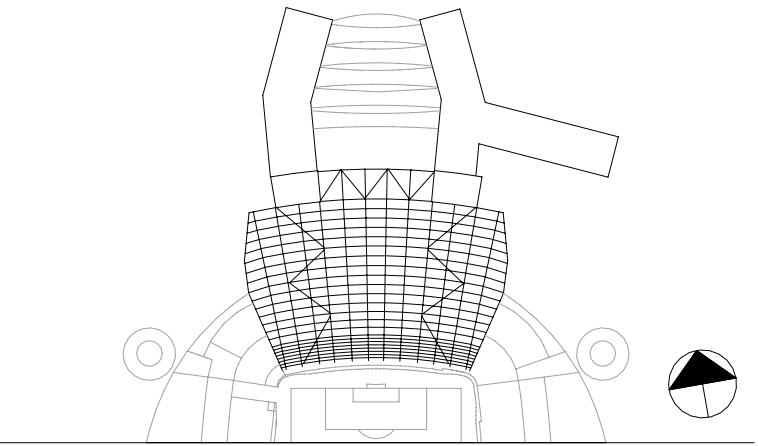


A.2 North Expansion Landscape General Arrangement



REVISIONS		
REV	DATE	DESCRIPTION
P06	14.07.23	ISSUED FOR STAGE 4
P07	20.07.23	DISCIPLINE CHANGED FROM "A" TO "L"
P08	12.01.24	ISSUED FOR STAGE 4 UPDATE
P09	02.02.24	ISSUED FOR STAGE 4 UPDATE
C01	01.05.24	ISSUED FOR CONSTRUCTION
C02	20.06.24	ISSUED FOR CONSTRUCTION - TANK ENCLOSURE UPDATE
C03	16.07.24	ISSUED FOR NON MATERIAL AMENDMENT
C04	30.07.24	ISSUED FOR CONSTRUCTION - DRAINAGE UPDATE
C05	10.01.25	ISSUED FOR CONSTRUCTION
C06	30.01.25	ISSUED FOR CONSTRUCTION: ACCESS ROAD UPDATE
C07	13.02.25	ISSUED FOR CONSTRUCTION: ACCESS ROAD UPDATE
C08	21.02.25	ISSUED FOR CONSTRUCTION: ACCESS ROAD UPDATE
C09	07.03.25	ISSUED FOR CONSTRUCTION: ACCESS ROAD UPDATE
C10	22.08.25	ISSUED FOR CONSTRUCTION

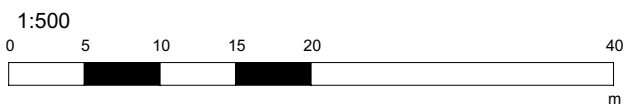
KEY PLAN



KEY

- PROJECT PLANNING BOUNDARY
- PROJECT CONSTRUCTION BOUNDARY
- EXT-121/EXT-125 PLAZA PAVING - TYPE 1 & 2
- EXT-129/EXT-133 PLAZA PAVING - TYPE 3 & 4
- EXT-101 CONCRETE BLOCK PAVING - TYPE 1
- EXT-109 CONCRETE BLOCK PAVING - TYPE 3
- EXT-141 TARMAC SURFACING - TYPE 1
- EXT-145 TARMAC SURFACING - TYPE 2
- EXT-131 PRECAST CONCRETE TACTILE SLAB PAVING
- EXT-151 ARTIFICIAL TURF
- EXT-525 UNDERSTORY PLANTING
- EXT-325 SUDS PLANTER
- EXT-529 WILDFLOWER PLANTING
- EXT-601 SECURITY ORIENTATED LANDSCAPED MOUND
- EXT-329 GRASS GRID
- QUEUEING ZONE
- EXISTING AREA TO BE RETAINED
- HOTEL SIGNAGE
- INTERCOM BOLLARD
- EXT-405 TIMBER BOARD ENCLOSURE
- EXT-435 STEEL SECURITY GATE - TYPE 2
- EXT-439 STEEL SECURITY GATE - TYPE 3
- BAL-145 EXTERNAL METAL BALUSTRADE - TYPE 1
- BAL-147 EXTERNAL METAL BALUSTRADE - TYPE 2
- EXT-421/EXT-423 METAL FENCING TYPE 1&2
- DOUBLE HEADED LIGHTING COLUMNS
- TREE UP LIGHTS
- LINEAR LED LIGHTS IN CITY SQUARE PAVING
- LIGHTING COLUMN WITH 4 PROJECTORS
- EXT-451 DOOR BARRIER - TYPE 1
- EXT-453 DOOR BARRIER - TYPE 2
- EXT-501 PROPOSED TREE
- EXT-327 TREE GRILLES
- EXT-705 ROOT BARRIER
- EXT-401 BOLLARDS STATIC - TYPE 1
- EXT-405 BOLLARDS STATIC - TYPE 2
- EXT-409 BOLLARDS RETRACTABLE - TYPE 1
- EXT-411 BOLLARDS RETRACTABLE - TYPE 2
- EXT-201 PRECAST CONCRETE KERBS - FLUSH
- EXT-205 PRECAST CONCRETE KERBS - DROP
- EXT-209 PRECAST CONCRETE KERBS - RAISED
- EXT-212 PRECAST CONCRETE KERBS - TRAFFIC MANAGEMENT
- EXT-313 METAL PLANTER
- EXT-221 METAL EDGINGS
- EXT-323 HOPPER WELL GRILLE
- CHANNEL DRAIN
- EXT-815 DRAINAGE GULLY - TYPE1
- EXT-819 DRAINAGE GULLY - TYPE 2
- EXT-821 DRAINAGE GULLY - TYPE 3
- EXT-345 GREEN SCREEN
- SAN-751 EXTERNAL BIB TAP
- EXT-341 EXTERNAL FLOOR BOXES
- EXT-309 PICNIC BENCH
- EXT-311 MANHOLE COVER
- EXT-305 BENCHES
- EXT-321 SHRUB PLANTERS - TYPE 1
- EXT-322 SHRUB PLANTERS - TYPE 2
- FEEDER PILLARS
- ANPR CAMERA COLUMN

REFER TO ENLARGED AREA PLAN FOR DETAILED LANDSCAPE LAYOUT AND SETTING OUT INFORMATION.
REFER TO MATERIAL SCHEDULE AND SPECIFICATION FOR HARD LANDSCAPE AND FURNITURE DETAILS.
REFER TO KERB AND EDGING SCOPE OF WORK DRAWING FOR KERB AND EDGING TYPOLOGIES.
REFER TO CIVIL ENGINEERS PACKAGE FOR IN CITY CONCRETE, TARMAC, DRAINAGE RELATED LAYOUT AND DETAILS.
REFER TO LIGHTING PACKAGE FOR LIGHTING LAYOUT, DETAILS AND SPECIFICATIONS.
REFER TO WAYFINDING PACKAGE FOR WAYFINDING LAYOUT, DETAILS AND SPECIFICATIONS.
REFER TO CIVIL ENGINEERS PACKAGE FOR ROAD MARKING.



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PROJECT NAME

MCFC - NORTH EXPANSION

DRAWING TITLE

**LANDSCAPE
GENERAL ARRANGEMENT PLAN
LEVEL 00**

STATUS	RIBA STAGE	PROJECT NO.
A5	5	4348
DATE	SCALE	SIZE
28/02/23	1 : 500	A1
DRAWN	CHECKED	APPROVED
SA	TJ	MT

PROJECT	ORIGIN	ZONE	LEVEL	TYPE	ROLE	DRAWING	REV
NSE-POP-ZZ-	00	-DR-	L	-	000600	C10	