

Manchester City FC Ltd

Travel Plan

Proposed Training Facility – Manchester City FC
550 Ashton New Road, Manchester

230859

FEBRUARY 2026



SCP GENERAL NOTES

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

Background

1.1 SCP have been commissioned by Manchester City FC Ltd to provide transport planning advice in support of a planning application for the repurpose and extension of former bank to create new training facility for Manchester City Women's first team, with associated earthworks, landscaping, boundary treatment, parking and access, located at 550 Ashton New Road at the north-eastern corner of the Etihad Campus in Manchester.

1.2 A planning application (Reference: 138987/FO/2024) was submitted to Manchester City Council for the 'Erection of a two-storey side extension to former bank to form training facility with associated earthworks, landscaping, boundary treatment, parking and access.' This application was approved with conditions on the 16th of April 2024. The following conditions have been set with regard to the travel plan:

Prior to the first use of the development hereby approved, a Travel Plan Framework shall be submitted for approval in writing by the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those visiting and working at the development;

ii) a commitment to surveying the travel patterns of spectators and staff during the first three months of the first use of the building and thereafter from time to time

iii) mechanisms for the implementation of the measures to reduce dependency on the private car

iv) measures for the delivery of specified travel plan services

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - *To assist promoting the use of sustainable forms of travel for spectators, staff and visitors, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).*

1.3 This report sets out Manchester City FC's commitment to reducing the number of vehicular trips generated by the residential development and seeks the discharge of the above condition.

- 1.4 It should be noted that Manchester City FC are already operating a number of measure and incentives to encourage attendees and staff accessing the wider Etihad Stadium/Campus, particularly on matchday, to travel by sustainable modes. These include interactive lighting installations, live music, and QR codes that invite fans to take selfies and upload them to the Cityzens platform as part of the monthly and end-of-season 'Walk to the Match' selfie competitions. Whilst this Travel Plan specifically relates to the new Manchester City Women's first team training facility it will, where possible, integrate and coordinate with the wider Travel Planning measures and initiatives currently in place at the wider Etihad campus. This will be managed by the Travel Plan Coordinator, as detailed later in this report.

Travel Plan Approach

- 1.5 A travel plan is an important tool for delivering sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action.
- 1.6 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.
- 1.7 This travel plan focuses on influencing greater use of sustainable transport by staff and players, when travelling to and from the site and will establish and promote the sustainable transport links available. The travel plan will also suggest measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that site users travel.

2 POLICY CONTEXT

- 2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access.
- 2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

- 2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:
- Promote healthy lifestyles and sustainable, vibrant communities;
 - Provide adequately for all users, with a variety of mobility needs;
 - Reduce demand for car parking, thereby enabling more efficient land use;
 - Reduce pressure on highway capacity, particularly at peak times;
 - Improve social inclusion;
 - Cut carbon emissions and their contribution to climate change;
 - Reduce road danger and protecting vulnerable road users; and
 - Improve local air quality, while reducing noise pollution.
- 2.4 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.
- 2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

National policy

- 2.6 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.
- 2.7 Travel plans were first secured within the planning system within the context of “*Planning Policy Guidance Note 13: Transport*” published by the Government in March 2001. The publication of the government’s ‘**National Planning Policy Framework**’ (NPPF - 2023) is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.
- 2.8 The NPPF is published by the Department for Levelling Up, Housing and Communities (DLUHC) and sets out the government’s planning policies for England and how these are expected to be applied. The NPPF has been revised most recently in December 2024.
- 2.9 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- *“Approving development proposals that accord with an up-to-date development plan without delay; or*
- *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - a) *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - b) *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”*

2.10 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

2.11 Importantly, NPPF states that:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

‘Within this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Local policy

2040 Greater Manchester Transport Strategy

- 2.12 The 2040 Transport Strategy focuses on creating an integrated, sustainable and well-coordinated transport system that supports a wide range of different travel needs. The strategy is based on seven core principles:

- Integration – to allow customers to move seamlessly between modes and services;
- Inclusion – to provide accessible and afford transport;
- Health – through promotion of walking and cycling for local trips;
- Environmental Responsibility – to deliver lower emissions, and a better quality environment;
- Reliability – to give customers confidence in journey times;
- Safety and security – to reduce accidents and deaths; and
- Well maintained and resilient – to be able to withstand unexpected events and weather conditions.

- 2.13 The ambition for 2040 is to deliver a transport system which makes it easier for residents, business and visitors of Greater Manchester to travel by sustainable means to a wide range of destinations and opportunities, and where sustainable transport is a viable and attractive alternative to the car.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance Adopted April 2007

- 2.14 Manchester City Council has prepared this document to assist those involved in the development process with the preparation of these statements. It outlines the Council's position on a variety of issues and, where relevant, highlights their connection to the Manchester Unitary Development Plan (UDP).

- 2.15 According to the guide, a travel plan is described as follows:

'At an early stage, before submitting a planning application, developers should consult with the Council to determine whether a Travel Plan is required in line with PPG13 (see references). A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. At the planning stage consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling, pedestrian facilities and potential for parking restraint. More detailed guidance on the content of Travel Plans is available from the Council.'

Manchester's Local, Development Framework, Core Strategy, Development Plan Document (2012)

- 2.16 The Core Strategy, adopted on 11th July 2012, is the main planning document in Manchester's Local Development Framework. Covering 2012 to 2027, it outlines the current state of the city, the Council's vision for 2027, and the planning policies to achieve that vision. The Local Development Framework is a collection of planning documents guiding development in Manchester.
- 2.17 Policy T1 promotes a sustainable, high-quality, and integrated transport system in Manchester. It aims to reduce car dependency by encouraging a shift to public transport, cycling, and walking. The policy supports developments that meet the needs of residents and businesses, and that prepare for carbon-free transport options.

Summary

- 2.18 In general, the national and local transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable.
- 2.19 This travel plan has been developed in line with local and national transport policy and guidance.

3 SITE AUDIT

Existing Site

- 3.1 The application site is located to the south of the A662 Ashton New Road at the north-eastern corner of the Etihad Campus, approximately 3.5km east of Manchester City Centre.
- 3.2 The site boundary is shown in relation to the local highway network in red on **Figure 3.1** below.

Figure 3.1 – Site Location Plan – Local View



Development Proposals

- 3.3 The development proposals consist of the repurpose and extension of former bank to create new training facility with associated earthworks, landscaping, boundary treatment, parking and access at 550 Ashton New Road at the north-eastern corner of the Etihad Campus in Manchester.
- 3.4 The proposal includes new changing facilities, a separate gym and clinic/therapy rooms, a refractory and direct access to the adjacent pitches.
- 3.5 Vehicular access for general cars (staff and players) will continue to be provided via the access to the North Car Park, which is accessed off the A662 Ashton New Road via the North Gate entrance to the Etihad Campus, known as Etihad Avenue. Vehicular access to the proposed development site for coaches and deliveries, including daily kit deliveries, will be provided via a gated extension to the existing North Car Park access and pedestrian/cycle access will take place from the same location as the vehicular access.

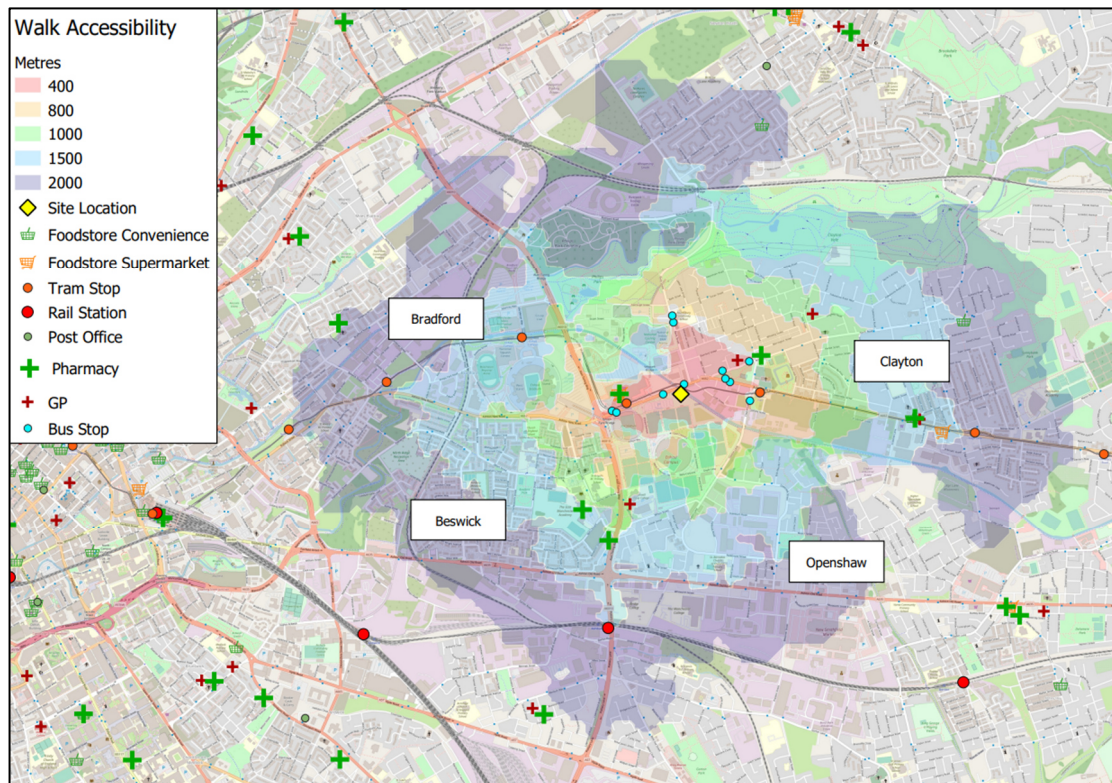
Parking

- 3.6 In order to improve security and allow players/staff to park directly outside the proposed facility, the existing North Car Park will be split with a secure fence line to provide 35 dedicated parking spaces for the proposed training facility
- 3.7 The site currently provides four EV charging spaces, with future-proofed infrastructure in place to facilitate the installation of a further 20 charging spaces, allowing for a total of up to 24 spaces. The delivery of the additional charging spaces will be subject to a commitment to undertake an annual review of demand.
- 3.8 The proposals include the provision of two Sheffield stands, positioned beneath a covered and secure shelter, providing a total of four cycle parking spaces. The adequacy and usage of these spaces will be reviewed annually as part of the Travel Plan to ensure they continue to meet demand. Proposed Access Arrangements

Access by Non-Car Modes: Walking

- 3.9 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.10 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 3.2** below.

Figure 3.2 – Walking Accessibility 2km Isochrone



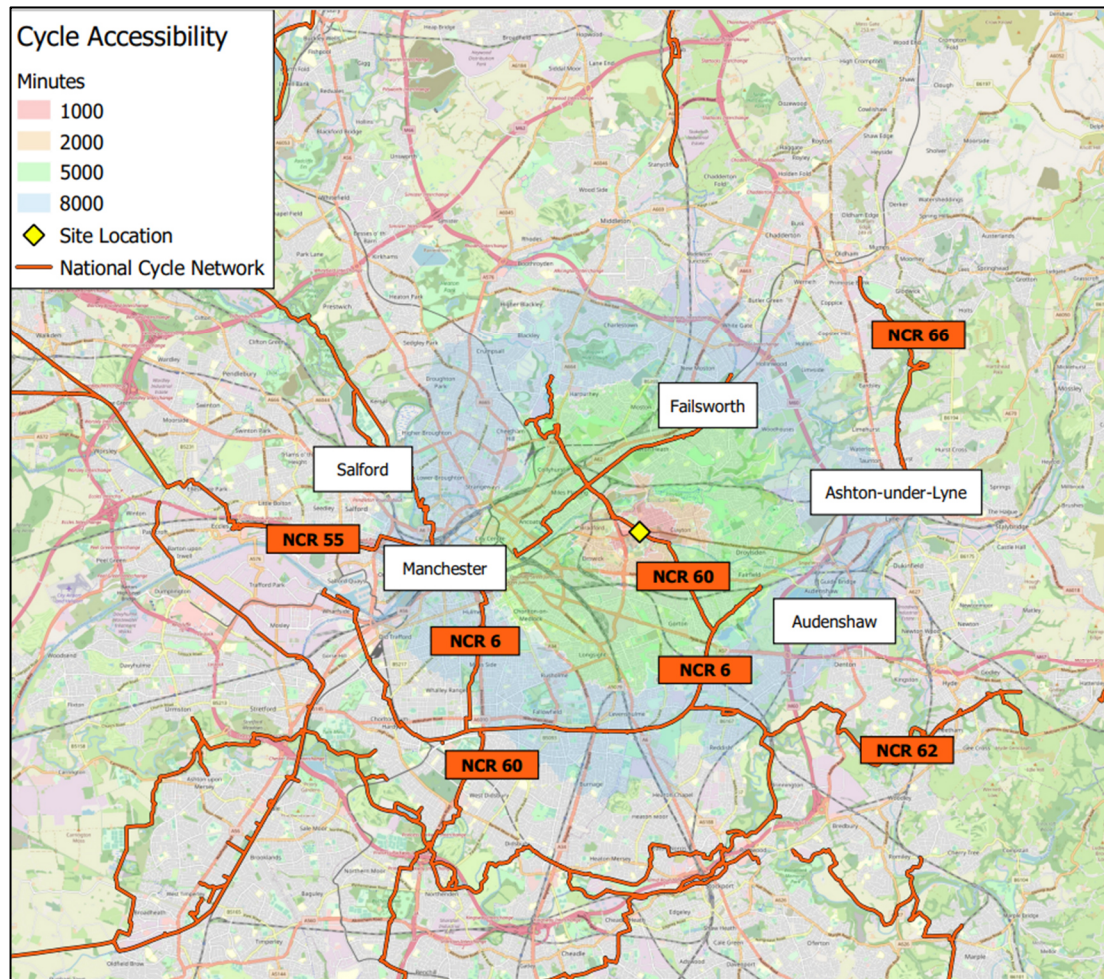
- 3.11 The site is within an acceptable walk distance of the nearby residential areas of Clayton, Bradford and Openshaw as well as an array of local facilities including numerous transport links to encourage prospective staff and players to travel via sustainable modes. There are bus stops located on both sides of the A662 Ashton New Road, immediately opposite the site, and the site is located in close proximity to Metrolink and rail services. Velopark Metrolink Stop is located less than 500m (under a 6-minute walk) north-west of the site and Ashburys Railway Station is located to the south-west of the site and can be accessed in under a 21-minute walk time (or circa 1.5km walk distance).
- 3.12 The local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes. The local area is well lit and generally benefits from wide footways.
- 3.13 Overall, the site benefits from high levels of accessibility by foot with the nearby residential areas of Clayton, Bradford and Openshaw, which provide a catchment for prospective staff members and players, only a short walk from the site as well as an array of local facilities including numerous transport links to encourage prospective staff and players to travel via sustainable modes.

Access by Non-Car Modes: Cycling

- 3.14 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

- 3.15 GIS TRACC software has again been used to assess the accessibility of the site by bicycle for a 5km cycle distance, as well as a reasonable 8km cycle distance which reflects a viable option for many cyclists and is shown on **Figure 3.3** below.

Figure 3.3 - Cycle Accessibility 8km Isochrone



- 3.16 The plan demonstrates that the nearby areas of Manchester city centre, Failsworth, Audenshaw, Salford, and Ashton-under-Lyne, amongst others, are all located within the catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective staff and players to travel to/from work via bicycle.
- 3.17 **Figure 3.3** shows the sites close proximity to NCR 60 which is located along the site's eastern boundary. NCR 60 provides a local connection between the Velopark Metrolink Stop, to the north-west, and Openshaw, Gorton and NCR 85 to the south-east.

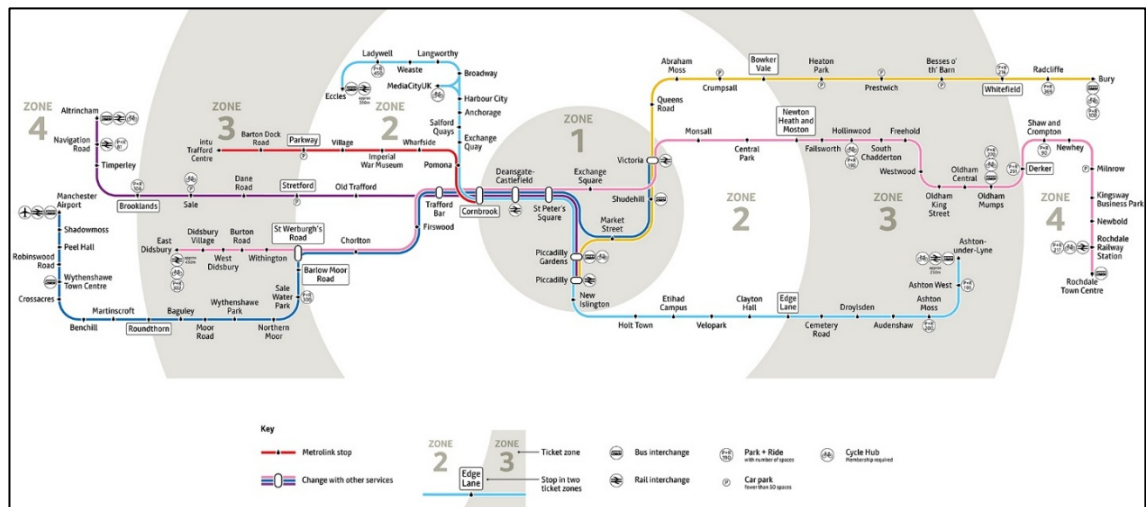
Access by Non-Car Modes: Public Transport

- 3.18 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 3.19 As detailed earlier, there are bus stops located on both sides of the A662 Ashton New Road, immediately opposite the site, well within the acceptable walk distance. These bus stops are served by several busses which are detailed in **Table 3.1** below.

Table 3.1: Bus Services				
Bus Service	Route	Frequency (Mins.)		
		Mon-Fri	Sat	Sun
216	Manchester - Ashton	Approximately every 10 mins	Approximately every 15 mins	Approximately every 15-20 mins
230	Manchester - Littlemoss/Ashton	Approximately every 30 mins	Approximately every 30 mins	Approximately every 60 mins
231	Manchester - Littlemoss/Ashton	Approximately every 30-40 mins	Approximately every 30 mins	Approximately every 60 mins
703	Wright Robinson College - Monsall	<i>School</i>	-	-

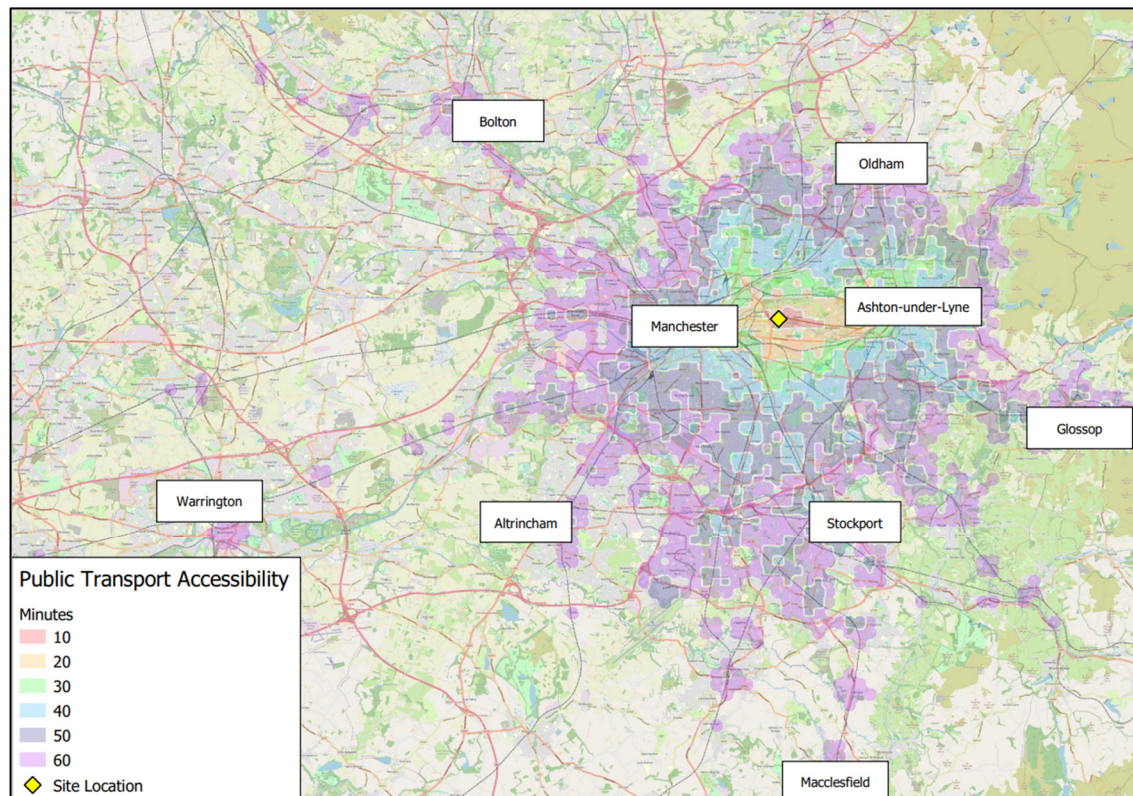
- 3.20 As shown in **Table 3.1**, these bus stops provide regular services, seven days a week, to numerous locations including Ashton, Manchester city centre, and Littlemoss, amongst others. Therefore, prospective staff and players of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.
- 3.21 Velopark Metrolink Stop is located less than 500m (under a 6-minute walk) north-west of the site which can be accessed in an acceptable walk and cycling distance. The Manchester Metrolink Map is shown on **Figure 3.4** below.

Figure 3.4 – Manchester Metrolink Map



- 3.22 The Velopark Metrolink Stop is served by the light blue line which provide direct services every approximately 12 minutes between Ashton-under-Lyne, Manchester city centre, and Eccles, amongst several others throughout Greater Manchester. Other destinations such as Altrincham, East Didsbury, MediaCityUK, Rochdale Town Centre and Manchester Airport are all available with a connecting service.
- 3.23 In terms of rail services, Ashburys Railway Station is located to the south-west of the site and can be accessed in under a 21-minute walk time (or circa 1.5km walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Manchester Piccadilly, Hadfield, New Mills Central and Rose Hill Marple, amongst others.
- 3.24 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 3.5** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 3.5 – 60 Minute Public Transport Catchment Isochrone



- 3.25 The above demonstrates that the site is within a close proximity to a number of bus, tram and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester city centre, Warrington, Macclesfield, Stockport, Glossop, Bolton, Oldham and Ashton-under-Lyne amongst others, are in an acceptable 60-minute commute time.

Conclusion

- 3.26 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple public transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff and players will not be wholly reliant on the private car to travel for to work.

4 TRAVEL PLAN ADMINISTRATOR

- 4.1 This travel plan forms a framework for future development once the training facility is occupied and in use.

Travel Plan Coordinator

- 4.2 Management of the travel plan will be achieved through identification of a suitable person to act as Travel Plan Coordinator (TPC). A TPC provides a key role in delivering a successful travel plan, by helping to ensure ownership of the process is in place. A TPC is not a full-time role but requires an individual with time to implement and monitor the travel plan, with the requisite communication skills to deliver information to all staff and players.
- 4.3 The TPC will inform the Local Planning Authority and the appropriate local public transport operators of their contact details.
- 4.4 The TPC will act as the main contact for the TP and will be responsible for setting up and managing the action plan, implementing measures, involving new staff members, and players, maintaining a database and monitoring the effects of implementation. After the final travel plan has been approved, the site TPC will provide a strategic overview role in the management of the Travel Plan and influencing travel patterns.
- 4.5 Whilst this Travel Plan specifically relates to the new Manchester City Women's first team training facility the TPC will, where possible, ensure integration and coordination with the wider Travel Planning measures and initiatives currently in place at the Etihad campus.
- 4.6 A final Travel Plan will be submitted within 6 months of the opening of the training facility and will be implemented within 3 months of the date of written approval from the LPA. The final TP will include all survey data and final measures and targets as agreed with the LPA.

Funding

- 4.7 Appropriate funding has been allocated by at the start of the travel plan process to cover the costs involved in assisting each unit in the preparation of a TP, over the five-year period it covers.
- 4.8 The funding will cover all costs related to the TPC, implementation of measures and initiatives, marketing of the travel Plan, annual monitoring and submission of review reports. The funding stream will allow the travel plan to operate for a minimum of five years, subject to the requirements of Manchester City Council.

5 TRAVEL SURVEY

Travel Survey

- 5.1 Travel surveys are undertaken at opening of the training facility, in order to understand how staff and players currently travel, how they would like to travel and what would encourage them to make those changes; repeat surveys are used to monitor ongoing travel patterns, over time.
- 5.2 In order to understand how staff and players are travelling, along with changes to those journeys over time as a result of the travel plan, regular staff travel surveys are required. The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.
- 5.3 The TPC will undertake an initial travel survey within 3 months of occupation of the site, to enable a staff travel database to be set up. The TPC will prepare and distribute a questionnaire to each member of staff and player, to collect the following details:
 - Staff and players profiles, including age, gender etc;
 - Normal working & training hours;
 - Mode of travel to work;
 - Car ownership / usage;
 - Reasons for not using public transport and other modes;
 - The anticipated take-up of a car sharing scheme for work journeys as well as use of public transport or other non-car modes of travel to work; and
 - Information relating to potential areas for sustainable travel improvement, upon which the TPC could act and draw up measures to improve the TP.
- 5.4 On receipt of the completed questionnaires the TPC will set up the travel database within 1 month. The individual unit TPCs will ensure that all new staff members and players are entered into the database within one month of commencing employment/training with all staff members and players who leave their employment having their details removed from the database.
- 5.5 The TPC will submit the results of the survey data to the Local Planning Authority for their information within 3 months of occupancy. Information contained within the database and the travel patterns derived from the data will inform the annual review process which will be carried out in conjunction with the Local Planning Authority.
- 5.6 All data collected from the travel survey in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC for each unit will hold the database and be responsible for the release of information, with all data held being used solely for the purposes of the TP.

6 OBJECTIVES AND TARGETS

- 6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.
- 6.2 The travel plan recognises that there is not one specific mode of transport suitable for all staff and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.
- 6.3 This travel plan has been prepared to achieve the following objectives:
- Achieving the minimum number of single occupancy car traffic movements to and from the development;
 - Reducing reliance upon the car and improving awareness and usage of alternative modes;
 - Promoting walking, cycling, public transport and car sharing;
 - Minimising the total travel distance of staff and customers; and
 - Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all

Modal Share Targets

- 6.4 The TPC will analyse the travel survey questionnaires within 1 month of setting up the travel database to determine the existing travel patterns to the site.
- 6.5 In order to achieve the long-term objective of the TPs of reducing single occupancy vehicle travel over the first 5 years of the TP, the TPC will set realistic short-term annual targets for mode share based on the initial surveyed travel patterns.
- 6.6 Following the results of the travel surveys, the TPC will set realistic short-term annual targets in agreement with the local highway authority to increase the percentage of walk/cycle travel associated with the site. These targets will be based on the surveyed travel patterns and will be examined in light of the existing mode share usage for these types of travel.
- 6.7 The TPC will agree the annual targets with the LPA within 1 month of completion of the survey review reports. The initial travel survey results for the proportion of staff and players travelling by single occupancy vehicles should be recorded along with the agreed short-term annual targets.
- 6.8 The agreed short-term annual targets will form the basis of the annual review and monitoring process, which alongside the assessment of the implementation of measures will gauge the effectiveness of the TP.

- 6.9 **Table 6.1** shows the initial modal share targets which have been drafted based on the existing modal split for staff and players travelling from the Manchester 015 (E02001059) area, in which the site is located, for work, as recorded in the 2011 census (Source: Office of National Statistics)

Table 6.1 – Travel to Work Modal Split

Mode	Modal Split
Car Driver	66%
Car Passenger	6%
Public Transport	15%
Walk and Cycling	11%
Motorcycle	1%
Taxi	1%
Other	0%

Source: Nomis

- 6.10 The modal split for Manchester 015 shows that the majority of people travelling from the area in which the site is located do so by private car, with the remainder by other sustainable modes such as public transport, followed by walking and cycling.
- 6.11 **Table 6.2** below highlights the initial 5-year targets which cover the development site, these will be reviewed and updated as necessary after initial staff and player surveys at this site have been completed and returned to the TPC.

Table 6.2 – Proposed Targets

Mode	Target	
	1 Year	5 Year
Car Driver	63%	59%
Car Passenger	6%	7%
Public Transport	16%	18%
Walk and Cycling	13%	11%
Motorcycle	1%	1%
Taxi	1%	1%
Other	0%	0%

Indicators

- 6.12 Mode share targets will be set once the updated baseline travel surveys have been undertaken, within 3 months of the development becoming occupied. The targets will be updated annually for a period of 4 years following on from baseline surveys, to ensure they are representative of SMART targets based on the travel patterns of the staff and players.

7 TRAVEL PLAN MEASURES

- 7.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development. Consultation with staff and players is therefore key to achieving support from those who the measures are targeted at and avoiding measures which may be unpopular.
- 7.2 The following sections outline the measures to be promoted by the TPC.
- [Travel Awareness](#)
- 7.3 Good accurate information on the range of services and travel initiatives available will be a critical element of a successful travel plan.
- 7.4 The TPC will make staff and players aware of the existence of the TP by providing them with an information leaflet summarising the TP as part of a welcome pack, included with the staff induction, and providing information on noticeboards. Any parking management policies will be explained to staff and players during opening.
- 7.5 The travel information pack will include, though not exclusively, the following:
- An introduction to the new travel plan, listing any key measures along with the contact details of the TPC;
 - A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities within easy walking distance of the site;
 - Public transport information, including:
 - A map showing the location of the store in relation to the local area, highlighting nearby bus stops;
 - Bus timetables of existing local services from nearby bus stops;
 - Active travel information, including:
 - A map showing local cycle and walking routes, which would also indicate the locations of cycle parking and cycle shops in the area;
 - Details of local bike repair shops/retailers and available discounts/promotions, along with available training and maintenance sessions;
 - Health information;
 - Information about car sharing
 - Details of local taxi firms
- 7.6 The TPC will ensure that any changes to the TP or any relevant information are passed on to members of staff and players on a biannual / annual basis in the form of leaflets and on the noticeboards. The TPC will promote and encourage staff and players to participate in National and Local events, organised by others, aimed at promoting awareness of sustainable transport. The range of events that will be promoted will be agreed and co-ordinated with the Local Planning Authority and the working group.

Walking

- 7.7 Walking is suitable for journeys under two kilometres and can be combined with other methods such as public transport to cover longer distances.
- 7.8 The TPC will encourage walking as a mode of travel to work by implementing the following initiatives:
- Raise awareness of the health benefits of walking through promotional material in the welcome pack;
 - Promote Google Maps for journey planning on foot;
 - Promote the availability of walking information, including route maps and useful tips and guidance on the Manchester City Council website
 - Provide a map showing walking routes as part of the welcome pack, indicating distances and times to key local facilities near to the site; and
 - Promote the availability of walking information from the below cycle related websites: <https://beeactive.tfgm.com/walking/>
 - Walk to work week – Is an annual event run by living streets an aim is to encourage workers to walk to work and experience the benefits it brings. More information on this can be found at: <https://www.livingstreets.org.uk>
- 7.9 There are currently several incentives and attractions in place at the wider Etihad Stadium/Campus to encourage matchday attendees to walk to the venue. These include interactive lighting installations, live music, and QR codes that invite fans to take selfies and upload them to the Cityzens platform as part of the monthly and end-of-season ‘Walk to the Match’ selfie competitions. The Travel Plan will ensure full coordination with other existing Travel Plan measures.

Cycling

- 7.10 The TPC will encourage cycling as an alternative mode of travel by implementing the following initiatives:
- Raise awareness of the health benefits of cycling through promotional material in the welcome pack;
 - Providing cycle facilities on site, including a cycle store to accommodate four cycle parking spaces. The adequacy of this provision will be reviewed annually to ensure it meets demand,
 - Promote the availability of cycling information, including route maps and provide information on cycle proficiency courses and adult cycle training from the Manchester City Council and TfGM website: <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>
 - Promote the availability of cycling information from the below cycle related websites: <https://beeactive.tfgm.com/cycling/>
 - Liaise regularly with the cycling officer at Manchester City Council and TfGM to ensure that up-to-date information is available.
- 7.11 In addition to the existing walking measures implemented across the wider Etihad Stadium for matchday attendees, incentives are also in place to encourage cycling. Through a collaboration with Love To Ride, fans are currently encouraged to cycle to

matches for a chance to win exciting prizes. As previously mentioned, the Travel Plan will ensure full coordination with the existing Travel Plan measures.

Public Transport Information

- 7.12 The TPC will actively promote public transport with the following specific measures to be implemented, which will be promoted through the welcome information as well as via noticeboards and newsletters:
- Staff and players will be provided with public transport route and timetable information in the travel information packs, which will be updated by leaflet drop as necessary;
 - Provide details of journey planning websites and telephone advice services to enable staff to obtain details on their individual requirements, including Traveline (Telephone: 0871 200 2233 and Website: <http://www.traveline.info/>);
 - Liaise with a local taxi firm to provide competitive rates for staff and players in case of emergency to replace the regular/work bus/train journey.

Car Sharing Scheme

- 7.13 Car sharing can provide monetary benefits for individuals, as well as reducing demand for on-site car parking.
- 7.14 The TPC will update the car sharing scheme / register within 3 months of receiving the initial staff and player travel surveys. Staff and players will be consulted by their TPC to allow potential car sharers to register an interest and provide details of their journey to and from work. The TPCs will then identify suitable matches for staff and players that may be able to share their journeys to and from work.
- 7.15 For those travelling by car, the site currently provides four EV charging spaces, with future-proofed infrastructure in place to facilitate the installation of a further 20 charging spaces, allowing for a total of up to 24 spaces. This approach accords with national and local sustainable transport and air quality objectives by supporting the transition to ultra-low emission vehicles where travel by private car is necessary.

Journey Planning

- 7.16 A particularly useful journey planning website is:
- National Traveline www.traveline.info / 0871 200 22 33
- 7.17 Traveline contains region-specific journey planning support, and can help you plan your bus, tram or rail journey. The website provides access to public transport information, as well as allowing you to develop journey plans, view timetables and find out about any public transport disruptions.

Marketing Summary

- 7.18 The TPC will be responsible for providing staff and players, with an overview of the travel plan in order to promote the use of a range of modes of transport.
- 7.19 As noted above, the following marketing tasks will be undertaken as part of the travel plan implementation and will be reviewed on a regular basis:

- Development of introductory information for the travel plan, to be disseminated to staff and players upon the opening of the site (prior if possible), as well as to new staff and players as appropriate;
- Regular updates will be provided to staff and players via printed and noticeboard information, to promote new and ongoing measures; and,
- Any local authority leaflets, posters, timetables will be obtained, for display on noticeboards within the training facility.

8 ACTION PLAN

- 8.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

Action	Target Date	Responsibility	Budget Indication
Initial Setup – Prior to Occupation			
Provide all highway and transport measures as agreed with Manchester City Council	As per planning agreements with Manchester City Council	Developer / Manchester City Council	Developer
Appointment of TPC	At least 1 month prior to site completion	Developer	Staff and player time
Exchange contact details with relevant officers	At least 1 month prior to site completion	TPC	Staff time and player
Obtain public transport timetables, maps, car sharing information, route plans etc. to provide to staff and players	At least 1 month prior to site completion	TPC	Staff time and player
Procure and produce information to populate welcome packs	2 weeks prior to site completion	TPC	Staff time and player, + materials
Upon Occupation			
Issue travel welcome packs to staff and players	Upon occupation	TPC	Staff time and player + printing
Ensure travel noticeboards are erected and populated in communal areas, and further leaflets/info are available	Upon occupation	TPC	Staff time and player + noticeboards
Within 3 Months of Occupation			
Prepare staff and player baseline travel survey	Within 3 Months of occupation	TPC	Staff time and player
Issue surveys to staff and players	Within 3 Months of occupation	TPC	Staff time and player
Collect travel plan surveys and analyse responses	Within 3 weeks of issue	TPC	Staff time and player
Review travel plan objectives	Review travel plan objectives and	TPC	Staff time and player

Produce full travel plan document and submit to Manchester City Council	Within 3 months of survey completion	TPC	Staff time and player
Liaise with Manchester City Council to agree final travel strategy, objectives and targets	Within 3 months of survey completion	TPC / Manchester City Council	Staff time and player
Ongoing Tasks			
Update staff and players with regard to any service or provision changes with regard to local transport on annual basis	Annually	TPC	Staff time and player
Implement measures in line with staff and players requirements / interest, including promotion of e.g. Bike Week, Walk to Work Week etc.	Ongoing	TPC	Staff time and player
Annual Monitoring / Review			
Conduct repeat travel survey one year after the baseline survey, and thereafter, annually, for four years	For four years after baseline survey completed	TPC	Staff time and player + printing
Analyse responses, produce progress report and submit to Manchester City Council	Within 3 months of receipt of responses	TPC	Staff time and player
Report updates to staff and players	Within 1 month of analysis taking place	TPC	Staff time and player + printing
The number of EV and cycle parking spaces to be reviewed	Annually	TPC	Staff time
Continue regular monitoring as set out and agreed with Manchester City Council	As agreed with Manchester City Council	TPC	Staff time and player

9 MONITORING AND REVIEW

- 9.1 To establish the success of the travel plan, an effective monitoring and review process must be agreed. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

- 9.2 Monitoring of the plan is important for the following reasons:
- It demonstrates to the local authority the effectiveness of measures implemented and the progress being made towards travel plan objectives;
 - It justifies the commitment of the TPC and of other resources;
 - It maintains support for the travel plan by reporting successes;
 - It helps to identify any deficiencies within the travel plan, including any measures that are not effective; and
- 9.3 The TPC will monitor travel patterns associated with the site on an annual regular basis over a total of five year, commencing with baseline surveys within 3 months of occupation and another 4 years of annual surveys. Upon completion of the first baseline travel survey, a Full Travel Plan will be developed and submitted to Manchester City Council for review. The document will be submitted within three months of survey completion.
- 9.4 As part of the annual monitoring, surveys will be distributed to all occupied households to monitor travel to and from the site and gain an understanding of travel habits.
- 9.5 The TPC will agree the monitoring programme with Manchester City Council to ensure that the monitoring procedures are appropriate.

Reviewing

- 9.6 The TPC will undertake a review of the travel plan annually following monitoring, in conjunction with Manchester City Council. This review will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of car / non-car usage at the site; and
 - Comments received from staff and players.
- 9.7 The TPC will use data collected during the survey to compare the mode share statistics to the targets set for the development. The TPC may choose to revise the targets, with agreement with the local authority, in order to maintain a realistic travel plan goal.
- 9.8 The TPC will also use spot check data regarding usage of facilities such as cycle and car parking, to investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards travel plan objectives. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with the local authority.
- 9.9 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review and agreement.

10 SUMMARY

- 10.1 This travel plan reviews the existing transport facilities at the development site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 10.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:
- Reduce reliance upon the car and improve awareness and usage of alternative modes
 - Promote walking, cycling, public transport and car sharing;
 - Reduce the transport impact of the development upon the environment;
 - Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.
- 10.3 This document therefore ensures that sustainable access to the development is facilitated.