

Alliance Leisure Services

**Wythenshawe Park Sports Hub,
Wythenshawe Road, Manchester
Travel Plan**

October 2025

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October 2025

Client Commission

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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown, and CVs are available upon request to demonstrate our experience and credentials.

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WYTHENSHAWE PARK SPORTS HUB, WYTHENSHAWE ROAD, MANCHESTER TRAVEL PLAN

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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Travel Plan (TP) in support of a proposals for a mixed-use development on land to the south of Wythenshawe Road, Manchester. This TP provides a strategy for encouraging users of the site to travel by sustainable modes of transport, including walking, cycling, public transport and car sharing. A plan of the proposed site layout is attached as Appendix 1.
- 1.1.2 The local planning and highway authority for the site is Manchester City Council (MCC).
- 1.1.3 A Transport Statement (TS) (LTP, 2025) that provides a detailed appraisal of all transport aspects associated with the proposed development has been produced in support of the planning application. Reference has been made to the associated TS when preparing this document, with specific information and traffic projections taken directly from the TS.

I.2 Scope

- 1.2.1 This Travel Plan is written in accordance with the Government's '*National Planning Policy Framework*' (MHCLG, 2024) and '*Planning Practice Guidance*' (MHCLG, 2014), with the scope summarised below:

- **Background:**
 - Introduction to the Travel Plan, the approved development and the relevant planning history;
 - Outline of the Travel Plan scope;
 - Determine the benefits that a successful Travel Plan can achieve, relative to site users, staff and visitors, the local community and the developer;
 - Outline the relevant travel planning policy context, including the latest local and national travel planning guidance.
- Assess **accessibility** of the site by sustainable modes, including:
 - Walking;
 - Cycling;
 - Public Transport;
 - Car Sharing.
- Definition of the overall **aim and objectives** of the Travel Plan.
- Establish the expected **baseline travel situation**.
- Set appropriate **targets** to minimise car journeys to/from the site, based on the expected baseline situation.
- Establish **roles and responsibilities** for implementing the Travel Plan, including the role of the Travel Plan Coordinator and the overall responsibility for funding.
- Outline the Travel Plan Strategy and **Action Plan**, which would include a range of measures for achieving the objectives, under the following headings:
 - Walking;
 - Cycling;

- Public transport;
 - Car sharing;
 - Welcome Travel Pack.
- The Action Plan would also contain details on the **funding and timescales** for each of the proposed schemes.
- Outline the **monitoring and evaluation strategy** of the Travel Plan, to include annual surveying and other indicators.
- Establish **intervention measures** to be implemented if the review process identifies that the Travel Plan targets are not being achieved.

1.3 Site Location & Existing Use

- 1.3.1 The site forms part of the wider Wythenshawe Park and is located on land to the south of Wythenshawe Road, currently comprising a number of sports facilities and a car park served by an access road connecting with Wythenshawe Road to the north. The site is bound by a mix of woodland and the wider parkland on all sides, with dwellings served by Lawnhurst Avenue to the southwest of the site boundary. The approximate location of the site is highlighted in Figure 1, with the formal red line boundary for the planning application shown in Appendix 1.

Figure 1: Site Location



Source: NPS, 2025

1.3.2 There are several existing uses on the site, many of which will be retained. The existing uses are outlined below:

- Athletics track;
- Weightlifting/gym facility (used by Wythenshawe Weightlifting Club and understood to be an Olympics-standard facility);
- Baseball pitches (used by Manchester Baseball Club);
- Wythenshawe Park Cycle Hub, comprising:
 - Cycling 'Learn to Ride' training facility; and
 - Wythenshawe Park Pump Track

1.3.3 With the exception of the weightlifting facility, all of the above facilities are expected to be retained on the site, and whilst there may be some changes (e.g. relocation of the baseball pitch to a different location within the red line), the Applicant team has confirmed that the number/timings of movements associated with staff/visitors for these existing facilities are not expected to change as a result of the proposals. So the car park will need to accommodate the demand associated with these retained existing uses, in addition to the proposed uses on the site.

- 1.3.4 The only existing use that will be relocated to a separate off-site location is the weightlifting facility, which is expected to be moved to Wythenshawe Sports Ground.
- 1.3.5 There are additional cycling facilities/trails available across the wider Wythenshawe Park, including to the east of the site, although as these wider facilities are outside of the red line for this application, they will not be considered in detail as part of this TP. It is noted that the primary vehicular access and car park for the wider Wythenshawe Park site is separate to the access for the Sports Hub part of the park, with the main access road for the park located approximately 380m east on Wythenshawe Road. The wider park is open dawn to dusk daily.

1.4 Development Proposals & Access Arrangements

- 1.4.1 This TP is based upon the proposals outlined on the site layout plan attached as Appendix 1. The proposals involve the redevelopment of the site to accommodate a number of new facilities alongside the retained uses, as outlined below:
- 1.4.2 The proposals involve the development of the site to accommodate the following facilities:
- A new proposed building to accommodate:
 - Northern Moor Medical Practice (NMMP), a local GP surgery which is to be relocated on-site from the existing facility located opposite the site access on the northern side of Wythenshawe Road (property 216A).
 - Changing rooms and other ancillary facilities for the sports clubs on the site.
 - A small gym facility which will accommodate an assisted exercise programme.
 - A meeting room/café.
 - Two Artificial Grass Pitches (AGP), both full-size and able to accommodate 11v11 football;
 - A Multi-Use Games Area (MUGA);
 - Informal 'kickabout' grass pitch; and
 - Possible skatepark area (to be confirmed).

1.5 Vehicular Access Arrangements

- 1.5.1 The proposed site is to be accessed via the existing access road that connects with Wythenshawe Road on the northern site boundary. This access junction onto the public network is connected to the on-site car park via an access road that is currently circa 80m long and circa 3m wide in places.

Photo 1: Site Access Road



- 1.5.2 There are some parts of the access road that informally are wider, also with a sign for a 'passing place' near the access gate to the north, although there are also existing trees that constrain the width in some locations. There are marked double yellow lines on both sides of this access road, with 'no loading at any time' signs too. There are traffic calming speed humps and a signed 5mph speed limit. MCC Highways confirmed that the access road is not part of the adopted public highway. This existing route is shared by vehicles, pedestrians and cyclists, with no separate footway into the site. The continued use of this existing access road was approved as part of the planning consent for the Wythenshawe Park Cycle Hub (Ref: 130542/VO/2021).
- 1.5.3 It is acknowledged that this existing access road is not wide enough to accommodate two-way passing vehicles along its full length, therefore as part of the development proposals, and based on feedback from MCC Highways, the access road is to be widened to provide a continuous 5.5m wide carriageway. In accordance with '*Manual for Streets*' (MfS) (DfT, 2007b), this is sufficient for the close passing of two goods vehicles, and is consistent with a typical width for new roads. Vehicle tracking has been undertaken and demonstrates that this width would be sufficient for the largest vehicles that may visit the site (refuse collection and fire tenders), and can comfortably accommodate the passing of two cars.

- 1.5.4 Different options to improve the access road have been explored by the Applicant's team, including ecology/landscape specialists. The potential to provide a footway(s) adjacent to the carriageway have also been explored, although it has been advised that there would be a significant impact on the existing trees adjacent to the road if the access road were widened any further, either to provide a wider carriageway and/or footways. There are also concerns over a ditch and the biodiversity impact of any further widening. So, in order to balance the impact of the scheme, whilst still allowing two-way traffic, a 5.5m wide carriageway is proposed, as provisionally agreed with MCC Highways as part of pre-application discussions.

1.6 Pedestrian & Cycle Access Arrangements

- 1.6.1 Rather than provide a separate footway adjacent to the access road, it is proposed to provide a connection between the site and the access junction via a connection to, and extension of, the existing shared pedestrian/cycle trail paths in the park land to the east of the application site. This proposed footpath link would run approximately parallel to the site access road, facilitating an off-road pedestrian route to/from Wythenshawe Road. This would connect with proposed footways in the car park and allow pedestrians to avoid the need to cross the car park in order to access the existing and proposed facilities. A dropped kerb and tactile paving is also proposed within the vicinity of the site access junction and this new footpath link in order to facilitate movements to/from the existing footway on the northern side of Wythenshawe Road.
- 1.6.2 A short footpath link between the pedestrian/cycle trail paths in the park land to the east of the application site and the southern footpath on Wythenshawe Road will not be provided as part of the proposals, due to the ecological/BNG impact. It is considered that the proposed footway running approximately parallel to the site access road will sufficiently accommodate movements between the site and the bus stops on Wythenshawe Road (the closest of which are located circa 150m east of the access junction) as it provides a direct pedestrian link, via a connection to the existing northern footway on Wythenshawe Road.
- 1.6.3 There is an existing footpath through the trees within the grass verge on the southern side of Wythenshawe Road. This verge footpath is not hard-surfaced and runs along the entirety of the frontage for Wythenshawe Park. It has been advised by specialists in the Applicant team that providing hard-surfacing for this existing verge footpath would be expected to have negative impacts on wildlife and biodiversity, and there may be impacts on tree roots too. And so given the provision of alternative routes, it is not proposed to provide hard-surfacing to this verge footpath.
- 1.6.4 Given the likely expected usage of these crossing points by pedestrians on Wythenshawe Road, it is considered that uncontrolled dropped kerb/tactile paving crossings would be sufficient.
- 1.6.5 As existing, cyclists would share the access road with vehicles, although there would be more space for vehicles to pass these road users with the proposed improvement, and there is considered to be good intervisibility and forward visibility along the straight access road.

1.7 Parking Provision

1.7.1 The existing car park has 89 bays, as outlined below:

- 81 standard parking bays; and
- 8 accessible bays.

EXISTING TOTAL = 89 space

1.7.2 The design of the proposed car park is understood to have been primarily based on the available size and a brief defined by the Applicant, which requires:

- 126 standard parking bays;
- 17 accessible bays;
- 8 minibus bays; and
- 18 Electric Vehicle (EV) bays, comprising 4 points installed upon completion, but with infrastructure for a further 14 in the future.

PROPOSED TOTAL = 169 space

1.7.3 So the proposals would represent an increase of 80 bays, or +90%.

1.7.4 The local parking standards are contained within the 'Manchester Core Strategy' (MCC, 2012), although there are no standards that match the proposed uses on the site, particularly given the sharing of car parking by multiple different land use types (e.g. sports/leisure and healthcare). Therefore the suitability of the proposed car parking provision has been based on traffic generation estimates for the site, as discussed in Section 5.8.

1.7.5 For both leisure and health uses, MCC's parking standards require a minimum of 4 disabled bays plus 4% of the total parking capacity, which equates to 10 spaces for this scheme (152 proposed non-disabled bays x 4% = 6). The site will accommodate 17 disabled spaces, which is therefore above the local requirements.

1.7.6 The barrier from the existing track adjacent to the car park is to be retained as part of the proposals. Hatched line markings are to be provided to denote a pedestrian route to the proposed new building. The existing vehicular barrier is to be relocated to allow the proposed footpath to provide direct access to the crossing leading to the proposed building.

1.7.7 A total of 28 cycle parking spaces are to be provided via Sheffield stands adjacent to the proposed building to the east of the athletics track. As with the car parking provision, it is acknowledged that the standards do not provide a good estimate for the proposed mix of uses on the site. However, the provision of 28 spaces is considered to be suitable, with a measure included in Section 7.4 to monitor cycle parking usage in the future, and increase the level of provision if required.

1.8 Planning History

- 1.8.1 The Wythenshawe Park Cycle Hub was opened to the public in September 2022, following planning consent obtained in October 2021 (Ref: 130542/VO/2021). It is noted that MCC Highways (Leanne Chapman) offered no objection to the application, subject to planning conditions, including a Travel Plan (TP) (condition #5) and a Car Park Management Plan (CPMP) (condition #6); both of these conditions have been subsequently discharged through a TP (WSP, 2022a) and CPMP (WSP, 2022b). It is noted that no Transport Statement (TS) or Transport Assessment (TA) was produced in support of the application, with no information contained within the planning documents with respect to the expected level of staff/visitors at the site.
- 1.8.2 There have not been any other pertinent planning applications relating to the development site.

2. TRAVEL PLANNING BACKGROUND

2.1 What is a Travel Plan?

- 2.1.1 Planning Practice Guidance (PPG) entitled *‘Travel Plans, Transport Assessments and Statements in Decision-taking’* defines Travel Plans as *“long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)”* (MHCLG, 2014).
- 2.1.2 Best practice has been identified within the appropriate national guidance and has informed the development of this Travel Plan. Within the *‘National Planning Policy Framework’* (NPPF) (MHCLG, 2024) Travel Plans are identified as a key tool to promote sustainable modes of travel, stating that *“All developments that will generate significant movements should be required to provide a Travel Plan.”* The NPPF identifies that Travel Plans should exist as a long-term strategy and should be regularly reviewed.
- 2.1.3 As well as the guidance highlighted above, this Travel Plan is situated within the context of the following policy documents:
- National Planning Policy Framework (MHCLG, 2024);
 - Addendum to Manchester Core Strategy 2024 (MCC, 2024);
 - Greater Manchester Transport Strategy 2040 (GMCA, 2017);
 - Planning Practice Guidance (MHCLG, 2014);
 - Manchester Local Plan Core Strategy 2012 to 2027 (MCC, 2012);
 - Manual for Streets 2: Wider Application of the Principles (CIHT, 2010);
 - Guidance on Transport Assessment (DfT, 2007a); and
 - Manual for Streets (DfT, 2007b).

2.2 Why Prepare a Travel Plan? – The Benefits

2.2.1 A successful Travel Plan can be expected to realise a number of environmental, economic, health and social benefits. These benefits can be experienced by individuals, the developer, the Local Authority and the wider community. Figure 2 highlights a number of benefits that a successful Travel Plan can bring.

Figure 2: Potential Benefits of a Successful Travel Plan

Benefits to the individual

- Improved travel choices which can provide travel options that are ***cheaper, quicker and more convenient***.
- There are various health benefits associated with walking and cycling, including improved physical fitness and reduced stress.
- A more attractive and cleaner environment at the site as a result of reduced congestion and lower demand for parking.

Benefits to the local community

- Improved travel links in the area for local people.
- Reducing the number of car journeys on the local roads can help make the streets less congested.
- A reduction in pollutants will improve air quality and help contribute towards wider local, national and global environmental targets.

Benefits to the Developer

- Enhances site accessibility.
- Provides evidence of sustainable credentials against criteria such as BREEAM.
- Producing a Travel Plan could offer positive image enhancement benefits to the development.
- Creates good relations with the local community.
- Improve marketability with an added value product.
- Potentially reduce the need for expenditure on new highway infrastructure.
- Residents and visitors are provided with a better experience from the reduced congestion and demand for parking.

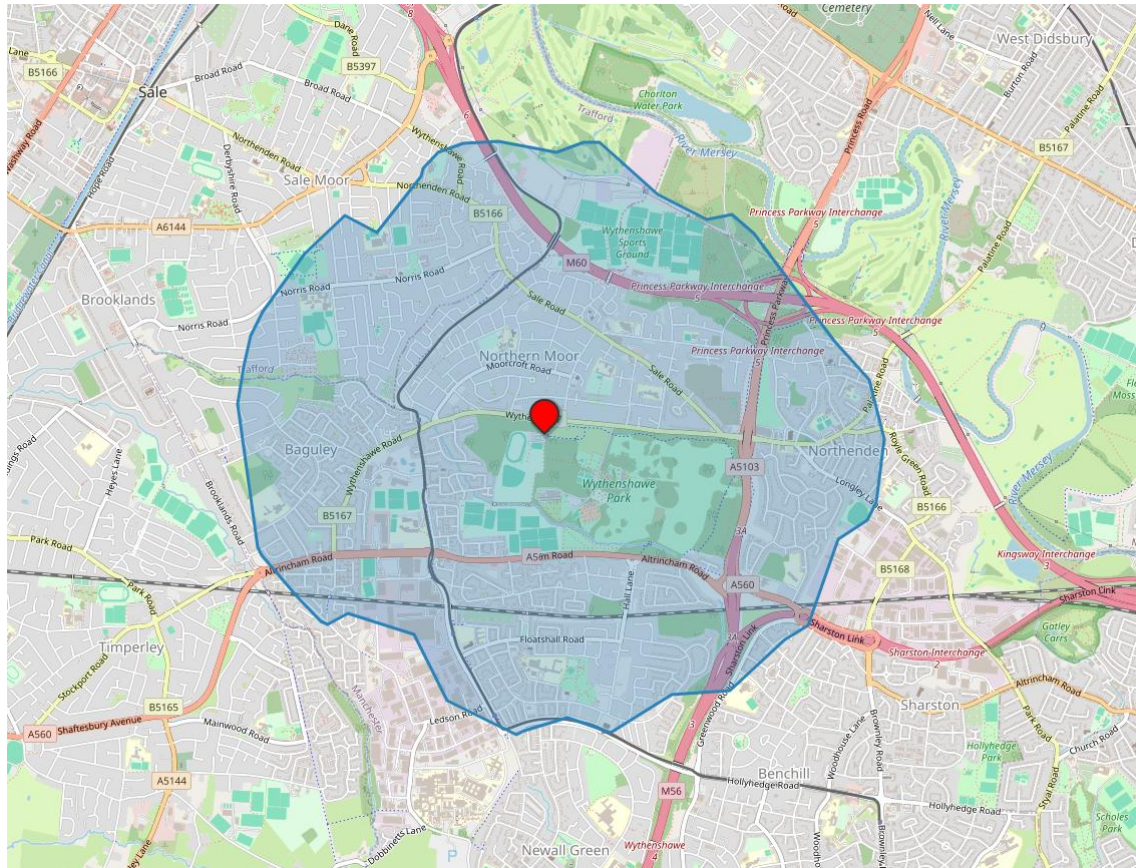
2.2.2 This Travel Plan sets out the proposals for promoting sustainable travel choices by staff and visitors of the proposed development.

3. OPTIONS FOR SUSTAINABLE TRAVEL

3.1 Pedestrian Provision

- 3.1.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). The site is located within a 2km walking distance of Wythenshawe, Northern Moor, Northenden and Baguley, as shown in Figure 3.

Figure 3: 2km Walking Isochrone



Source: ORS, 2025

- 3.1.2 Footways measuring approximately 2.5m in width are provided along the northern side of Wythenshawe Road within the vicinity of the site, with an unadopted verge path on the southern side. These footways provide pedestrian access to the wider area of Wythenshawe. There are also internal paths within Wythenshawe Park that provide pedestrian routes to/from the site from other surrounding areas to the south-east and south-west.
- 3.1.3 Dropped kerbs and tactile paving are provided at the majority of local junctions within the vicinity of the site.
- 3.1.4 Figure 4 shows the existing Public Rights of Way (PRoW) within the vicinity of the site (indicated by the blue star). Restricted byways are shown in green and footpaths are shown in red.

Figure 4: Local Public Rights of Way



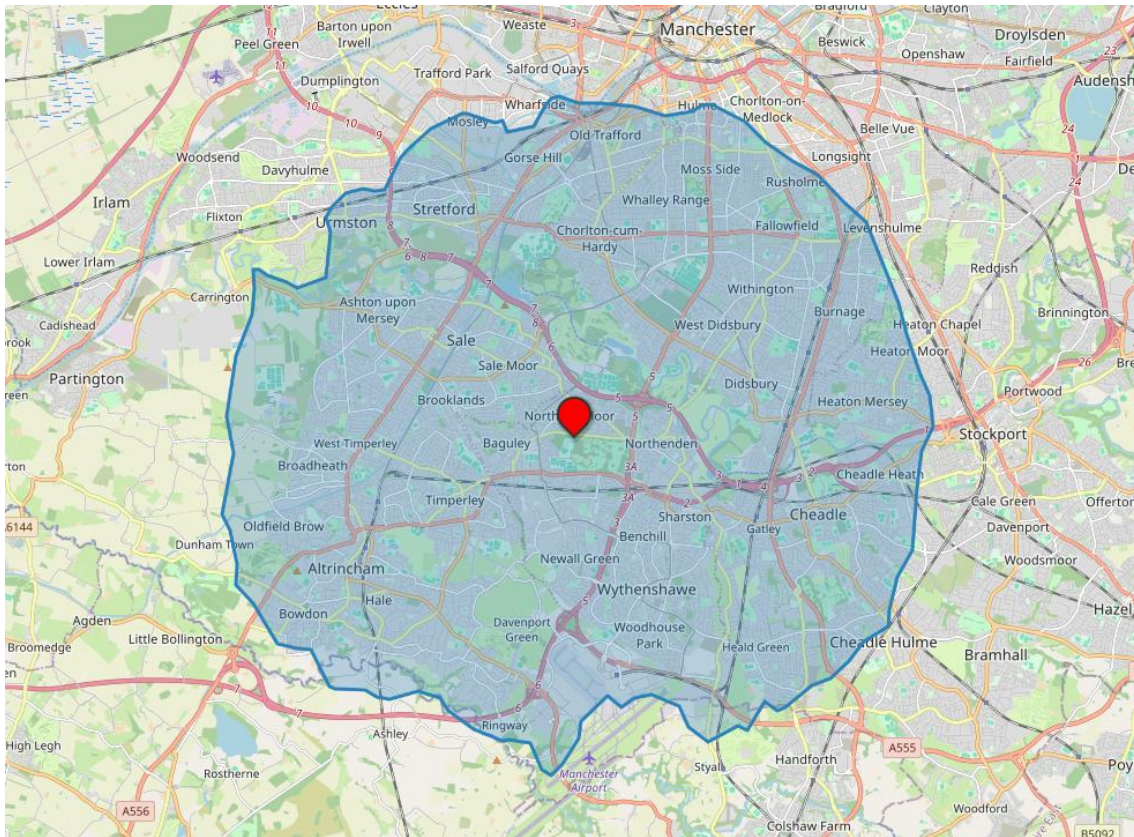
Source Imagery: Rowmaps, 2025

- 3.1.5 Figure 4 shows that footpath Sale 14 is accessible via Norris Road approximately 1.7km to the northwest of the site access, and links up to restricted byway Sale 15 via Baguley Lane. Footpath Sale 38 is also accessible via Bordley Walk circa 900m to the west of the site access.
- 3.1.6 Measures to promote and encourage walking trips to/from the site are outlined within Section 7.3.

3.2 Cycling Provision

- 3.2.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The Department for Transport (DfT) state that journeys up to five miles (circa 8km) are “an achievable distance to cycle for most people” (DfT, 2020).
- 3.2.2 The proposed development site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of Wythenshawe, Altrincham, Stretford, Cheadle and West Didsbury, as shown in Figure 5.

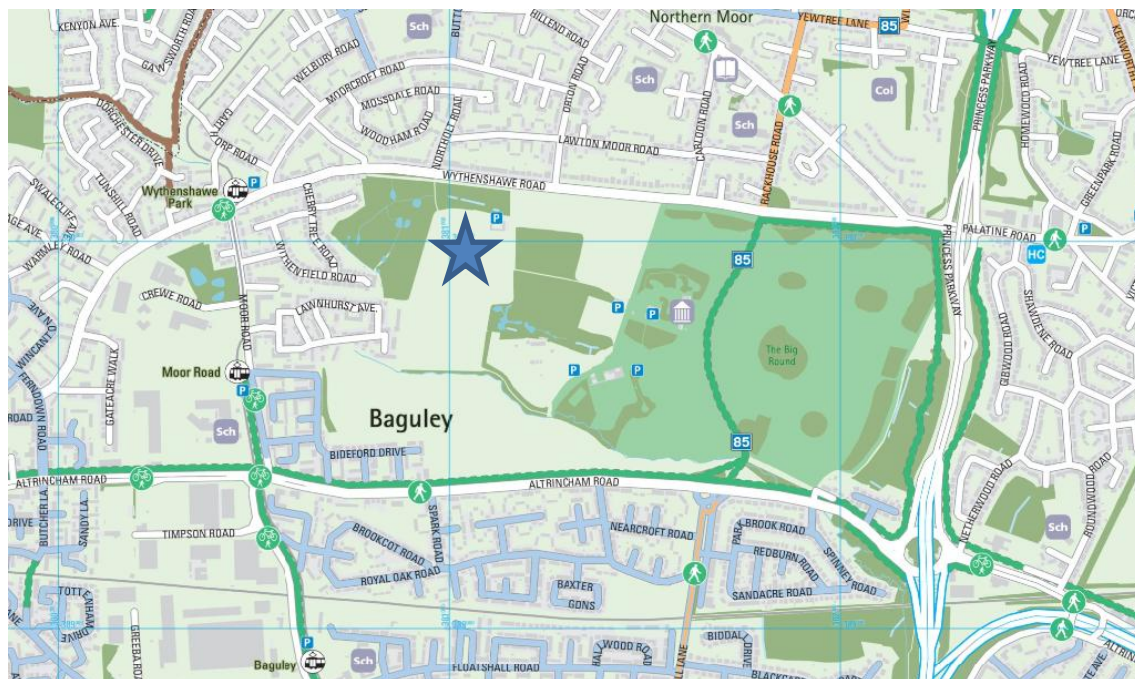
Figure 5: 8km Cycling Isochrone



Source: ORS, 2025

- 3.2.3 An extract of Transport for Greater Manchester's (TfGM) Cycle Map is provided below in Figure 6 and highlights the cycling facilities within the vicinity of the site. The location of the site is indicated by a blue star, with cycle routes shown in green.

Figure 6: Local Cycle Routes



Source: TfGM, 2025

- 3.2.4 As demonstrated in Figure 5, the local cycling infrastructure includes a shared foot/cycle way along the northern side of Altrincham Road within the vicinity of the site to the south of the wider Wythenshawe Park, and a shared foot/cycleway on the western side of Moor Road to the west of the park.
- 3.2.5 National Cycle Network (NCN) route 62 runs along Kenworthy Lane circa 2km to the northeast of the site. NCN route 62 is a long-distance leisure route which runs between Fleetwood and Selby, via Blackpool, Stockport, and Doncaster.
- 3.2.6 Regional cycle route 85 runs through the wider Wythenshawe Park area to the east of the development site. It is accessible via Wythenshawe Road circa 400m to the east of the site access.
- 3.2.7 Given the availability of local cycle facilities, it is considered that the local area within the vicinity of the site is generally conducive to encouraging cycling trips.
- 3.2.8 Measures to promote and encourage cycling trips to/from the site are outlined within Section 7.4.

3.3 Public Transport Provision

- 3.3.1 Advice within 'Guidelines for Public Transport in Development' (IHT, 1999) states that the generally acceptable maximum walking distance that a bus stop should be located from a development site is 400m, although it is acknowledged that actual walking distances can be notably longer.
- 3.3.2 The nearest bus stops to the site are on Wythenshawe Road, an approximately 240m walk northeast of the site

Photo 2: Wythenshawe Road Northbound Bus Stop



- 3.3.3 Details of the bus services that operate from these bus stops are outlined within Table 1 below.

Table 1: Local Bus Services

Service	Route	Weekday Frequency*
370	Stockport – Cheadle – Sharston Green – Northenden Heath – Wythenshawe Road – Baguley Moor Road – Timperley – Altrincham	Hourly
371	Stockport – East Didsbury – Cheadle – Sharston Green – Northenden Heath – Wythenshawe Road – Baguley Moor – Timperley – Altrincham	Hourly

*Refers to the general daytime service between 08:00-17:00.

- 3.3.4 The nearest rail station to the site is Gatley Rail Station, which is located approximately 4.6km southeast of the site and is managed by Northern Rail. The station provides Northern Rail services to local and regional destinations including Manchester, Windermere, Liverpool, Crewe and Barrow-in-Furness. Facilities at the station include step-free access and car parking.

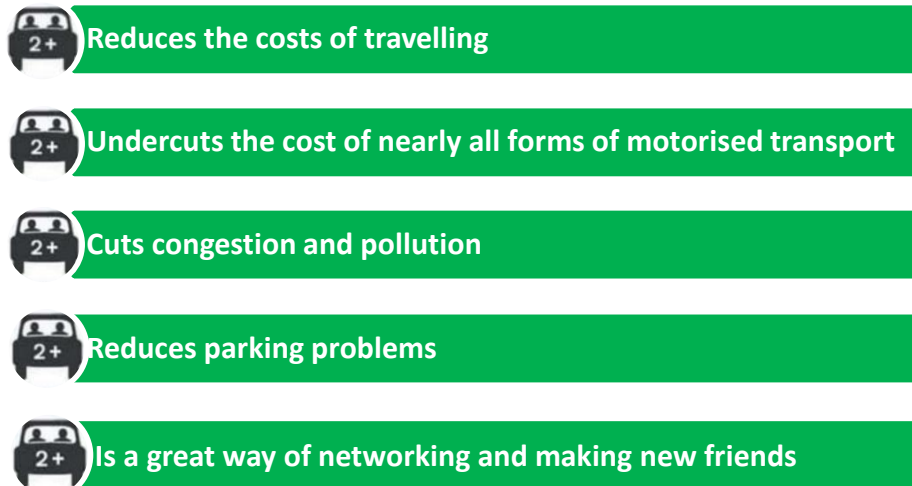
3.4 Public Transport Provision - Tram

- 3.4.1 Metrolink Tram services are also available from Wythenshawe Park Tram Station located on Wythenshawe Road circa 805m to the northwest of the site. Services to Manchester Airport and Manchester city centre are available every 12 minutes (Monday to Saturday) from this stop. Services every 15 minutes are available on Sundays.
- 3.4.2 Measures to promote and encourage trips by public transport to the site are outlined within Section 7.5.

3.5 Car Sharing

- 3.5.1 Car sharing is a sustainable mode of travel that can reduce the number of single occupant vehicle trips generated by a site. www.liftshare.com enables organised car sharing by connecting people travelling in the same direction so they can arrange to travel together. Liftshare suggests that there are several benefits to car sharing, as outlined within Figure 7.

Figure 7: Benefits of Car Sharing



- 3.5.2 Measures to promote and encourage car sharing trips to the site are outlined within Section 7.6.

4. AIM & OBJECTIVES

4.1 Overall Aim

- 4.1.1 In order to minimise the impact of traffic generated by the proposed development, the overall aim of producing and implementing this Travel Plan is:

To minimise the number of vehicle trips generated by the site, particularly single occupant trips, in favour of more sustainable travel.

4.2 Objectives

- 4.2.1 To help achieve the overall Travel Plan aim, a number of Travel Plan objectives have been set, as outlined below in Figure 8:

Figure 8: Travel Plan Objectives

1. To encourage staff and visitors of the development to evaluate their travel patterns and consider options for more sustainable travel

2. To increase awareness and actively promote travel by sustainable modes of transport, including the health and environmental benefits

3. To promote car sharing as a more sustainable alternative to travelling as a single car occupant

4. To set and agree appropriate targets that are regularly reviewed and amended if necessary to reflect changing circumstances

5. To monitor the travel patterns and performance against the Travel Plan targets

6. To provide a long term commitment to meeting the overall aim of this Travel Plan

- 4.2.2 This Travel Plan sets out the strategy for meeting these objectives through a variety of mechanisms and measures. This is a 'live' document that is to be reviewed and updated at key milestones in the development's planning, construction and occupation phases, as discussed in Section 8.

5. BASELINE TRAVEL SCENARIO & TARGETS

5.1 Baseline Travel Scenario

- 5.1.1 A suitable transport base position is necessary to inform the development of the Travel Plan, and in particular the initial targets. This Travel Plan is concerned with managing visitor and staff trips to/from the site. Servicing/delivery vehicle trips are not specifically targeted as the mode of travel associated with these trips is often limited by the purpose (e.g. refuse collection).
- 5.1.2 In order to provide an accurate baseline, site specific data will be collected within the first six months of the first occupation of the site. Details of the baseline travel survey methodology are provided within Section 8.

An initial travel survey is to be undertaken within 6 months of the first occupation of the site to provide accurate baseline data.

5.2 Initial Target Setting

- 5.2.1 The key aims of Travel Plans is to minimise the number of vehicle trips generated by a development, particularly those made by single occupants. This is most commonly done by setting appropriate targets. In setting Travel Plan targets it is important to highlight that targets need to be responsive as situations change. It is recognised that the targets of this Travel Plan should be SMART.

Figure 9: SMART Travel Plan Components



- 5.2.2 The Travel Plan is to be implemented upon first occupation of the site. It is therefore recommended that this Travel Plan adopts an approach in which an initial target is set following the survey to be undertaken after 6 months, as highlighted in Section 5.1.

The first Travel Plan target is to be set following analysis of the baseline survey.

- 5.2.3 It is considered that providing a target which related to the proportional of trips (i.e. modal split) rather than actual vehicle numbers is appropriate given issues about variations in trip generation at the site. For example, setting a target in relation to the number of trips is inappropriate as depending on when the surveys are undertaken, the site (for reasons not of its own doing) could be particularly busy or underutilised.
- 5.2.4 The Travel Plan target will be a means of monitoring progress and should be challenging but achievable. The following provides examples of how a suitable target could be worded:

Example Staff Target Wording – Of the daily staff trips to/from the site, no more than XX% should be car trips.

Example Visitor Target Wording – Of the daily visitor trips to/from the site, no more than XX% should be car trips.

- 5.2.5 The new target would then apply to the travel patterns of the site for the next 12-month period.

6. ROLES & RESPONSIBILITIES

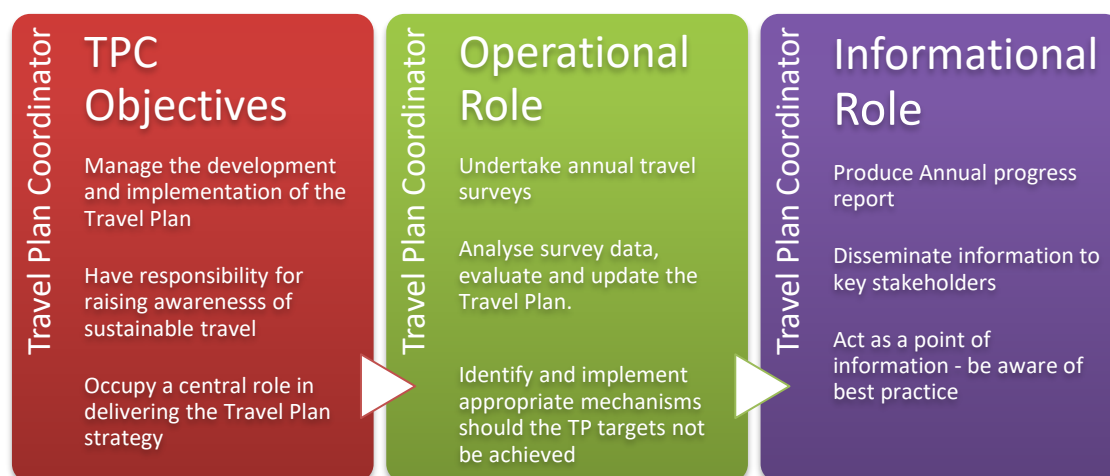
6.1 Ownership & Funding

- 6.1.1 It is recognised that the ownership and management of the site may change across the various planning, construction and operational stages of the development. The responsibility for implementing this Travel Plan lies with the owner of the overall development, therefore the responsibility for this Travel Plan may change hands with the ownership of the site.
- 6.1.2 At the planning stage, the Applicant acts as the owner of the development and is therefore responsible for the implementation of this Travel Plan, until such time as the ownership of the development is passed on.
- 6.1.3 The site owner will be responsible for ensuring the provision of adequate resources to develop and implement the Travel Plan, including the appointment of an appropriately experienced and qualified Travel Plan Coordinator (TPC). It will be the role of the TPC to utilise the funding provided by the site owner to deliver the Travel Plan measures, as detailed in Section 7. The funding stream associated with each of the Travel Plan measures is outlined within Section 7.2.

6.2 Travel Plan Coordinator

- 6.2.1 A key part of a successful Travel Plan is the appointment of a TPC and the clear delineation of their roles and responsibilities.
- 6.2.2 The Applicant will appoint a suitably qualified person/organisation to act as a TPC at the site at least 3 months prior to first occupation of the development. The role of the TPC is wide ranging, incorporating key actions which will provide a focus for Travel Plan development over the duration of the appointment. The TPC will also be responsible for the monitoring and evaluation of the Travel Plan. The suggested objectives and roles of the TPC are illustrated within Figure 10:

Figure 10: TPC Objectives & Roles



6.3 Key Stakeholders

- 6.3.1 For the Travel Plan to be successful it is essential that partnership working between key stakeholders takes place. As well as site users, the developer and the TPC, other key stakeholders include the local planning and highway authority (MCC) and local public transport providers.
- 6.3.2 It is essential that all stakeholders work together to help make sure that the greatest Travel Plan benefits possible are achieved. An example of this is providing support with the production of the 'Welcome Travel Pack' (WTP) which is to be issued to all staff upon first occupation of the site, or if possible, prior to commencing employment (see Section 7.7 for further details on the WTP). Rather than the developer providing a WTP on their own, any WTP is likely to be more effective if it has input from knowledgeable key stakeholders.
- 6.3.3 To ensure that key stakeholders buy-in and provide continued support to the Travel Plan, it is recommended that stakeholders provide details of the relevant contacts in relation to the Travel Plan. Once all contact details are provided, the Travel Plan (and subsequent Welcome Travel Pack information) can be updated accordingly with all points of contact clearly outlined. The provision of contact details will also ensure that all monitoring and evaluation data is sent to the correct Officers in a timely manner.

7. ACTION PLAN

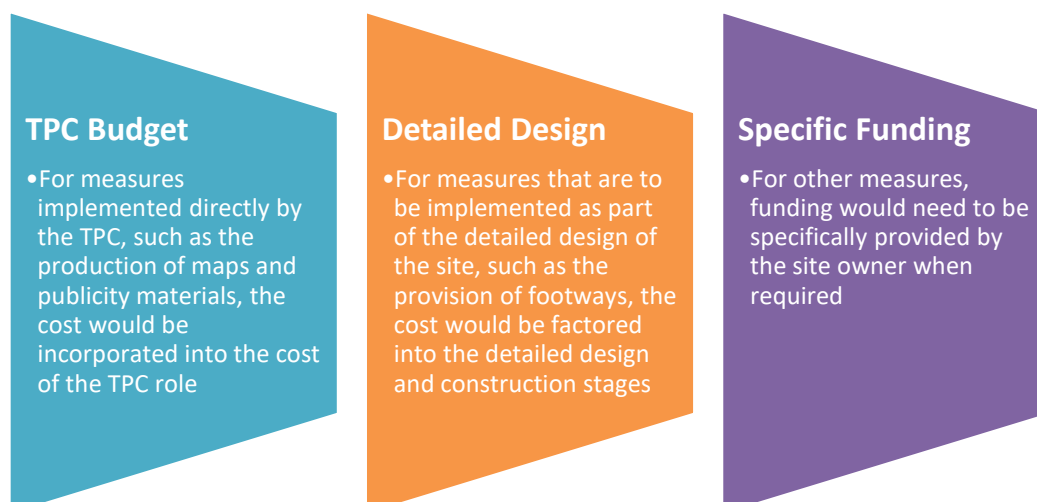
7.1 Introduction

- 7.1.1 This section outlines the Travel Plan measures that are to be implemented with respect to each mode of transport. An audit of existing transport infrastructure in the vicinity of the site was carried out to help inform the development of sustainable travel initiatives. The Travel Plan contains measures to increase travel choices and reduce reliance on single occupancy car travel.
- 7.1.2 The monitoring of the Travel Plan will allow travel patterns to be determined and the actual modal split to be identified. This will enable measures to be determined and specifically targeted to site users to facilitate the production of a more efficient and relevant Travel Plan.
- 7.1.3 The key measures as currently identified will be implemented and then following monitoring will be refined and defined to meet the specific needs of the users of the site.
- 7.1.4 The early stages of the Travel Plan development and implementation covers the detailed design process, construction period, initial occupation of the site, and the first monitoring and review periods of the plan. This period is crucial in terms of ensuring that the outlined measures are actively implemented. As a result, the majority of measures detailed herein are to be implemented prior to, or within the first year of plan implementation.

7.2 Funding Streams

- 7.2.1 As outlined in Section 6, the measures outlined in this Travel Plan are to be funded by the Applicant, with the TPC responsible for implementing the measures. However, not all of the Travel Plan measures would require separate funding; the fees associated with implementing a number of the measures would be absorbed into other funded activities. The potential ways in which the Travel Plan measures can be funded are outlined below:

Figure 11: Funding Streams for Measures



7.3 Measures to Promote Walking

- 7.3.1 Practically all journeys, regardless of the main mode used, start and end by walking, which is the most sustainable mode of all. There is potential for travel to be made to and from the proposed development site on foot, at least as part of journeys using other modes. Table 2: outlines the measures to be employed to actively promote travel to and from the site on foot.

Table 2: Measures to Encourage Walking

Measures	Timescale	Funding
Ensure that the pedestrian routes within the development are safe, convenient, accessible, and well lit, providing good internal permeability and access to all facilities and open spaces, and the external pedestrian network.	During the detailed site design	Detailed Design
Design the development in accordance with a 'pedestrian first' policy with good lighting, dropped kerbs and a road layout that maintains a low vehicle speed environment.	During the detailed site design	Detailed Design
Produce and distribute a map showing key pedestrian features within the site and the local network. This will form part of a WTP, to include walking/cycling distances and travel times to local amenities.	Upon site occupation	TPC Budget
Publicity materials regarding the health and financial benefits of walking to be made available to site user as part of the WTP.	Upon site occupation	TPC Budget

7.4 Measures to Promote Cycling

- 7.4.1 Cycling is a sustainable mode of travel and is an excellent way of introducing physical activity into the everyday lives of people. Table 3: outlines the measures that will be implemented to help promote cycling to/from the site.

Table 3: Measures to Encourage Cycling

Measures	Timescale	Funding
Promote the benefits of and provide information on the established 'Cycle to Work' salary sacrifice scheme that staff should be able to access via places of employment.	Upon site occupation	TPC Budget
Publicity materials regarding the health and financial benefits of cycling to be made available to site users as part of the WTP.	Upon site occupation	TPC Budget
Distribute copies of relevant cycle maps to all site users. Related information with regard to local cycle shops should also be distributed. This will form part of the WTP.	Upon site occupation	TPC Budget
Inform site users of local MCC and national initiatives aimed at increasing cycling levels.	Upon site occupation	TPC Budget

7.5 Measures to Encourage Public Transport Use

7.5.1 Measures that will be implemented to encourage public transport use at the site are summarised within Table 4: .

Table 4: Measures to Encourage Public Transport Use

Measures	Timescale	Funding
Disseminate public transport information to all site users. To encourage public transport use it is essential that information is readily available. Bus maps, timetable information, ticket information, taxi firm numbers and wider publicity will all be provided to site users. Information on resources such as journey planner sites which can help plan trips using both buses and trains should also be disseminated. This information should be reviewed and updated when required.	Upon site occupation	TPC Budget

7.6 Measures to Promote Car Sharing

7.6.1 The TPC should encourage site users to consider car sharing as an alternative to travelling as a single car occupant. Information on local and national car sharing schemes should be distributed. The national 'Liftshare' website (www.liftshare.com) estimates that a typical car sharer will save themselves around £1,000 and 1 tonne of CO₂ per year by sharing their daily journey. There is the facility to calculate tailored potential CO₂ and cost savings. Measures that will be implemented to encourage car sharing amongst site users are summarised within Table 5: .

Table 5: Measures to Encourage Car Sharing

Measures	Timescale	Funding
Promote the use of online car share databases such as www.liftshare.com and www.blablacar.com aimed at assisting people in finding car share partners for commuting journeys.	Upon site occupation and ongoing	TPC Budget
Make site users aware of the environmental (and financial) benefits of car sharing.	Upon site occupation and ongoing	TPC Budget

7.7 Welcome Travel Pack

- 7.7.1 Raising awareness of the existing sustainable transport options available to site users of the site would allow them to make informed travel choices. The provision of information on a variety of transport options for travelling to and from the site will ensure all site users are fully aware of the choices available to them.
- 7.7.2 An effective time to change an individual's travel behaviour is at a transition point in their lives, such as when moving to a new home. Therefore, it is proposed that all staff would receive a WTP upon first occupation of the site, or if possible, prior to commencing employment. A copy of the WTP should also be placed on display within a suitable reception/communal area of the site for visitors.
- 7.7.3 The pack is to be prepared and disseminated by the TPC with assistance from MCC and public transport operators (in terms of producing walking, cycling maps and public transport information). The proposed WTP contents are outlined within Figure 12:

Figure 12: Proposed Welcome Travel Pack Contents



8. MONITORING & EVALUATION STRATEGY

8.1 Introduction

- 8.1.1 In order to measure the effectiveness of any Travel Plan it is important that an appropriate monitoring and evaluation strategy is employed. This Travel Plan is intended to provide a flexible working strategy that will be regularly reviewed and updated based upon experience of site users. It is anticipated that as part of an annual evaluation certain aspects, such as the Travel Plan targets, will be reviewed, and modified if required. The Travel Plan monitoring and evaluation process is shown graphically in Figure 13.

Figure 13: Monitoring & Evaluation Process

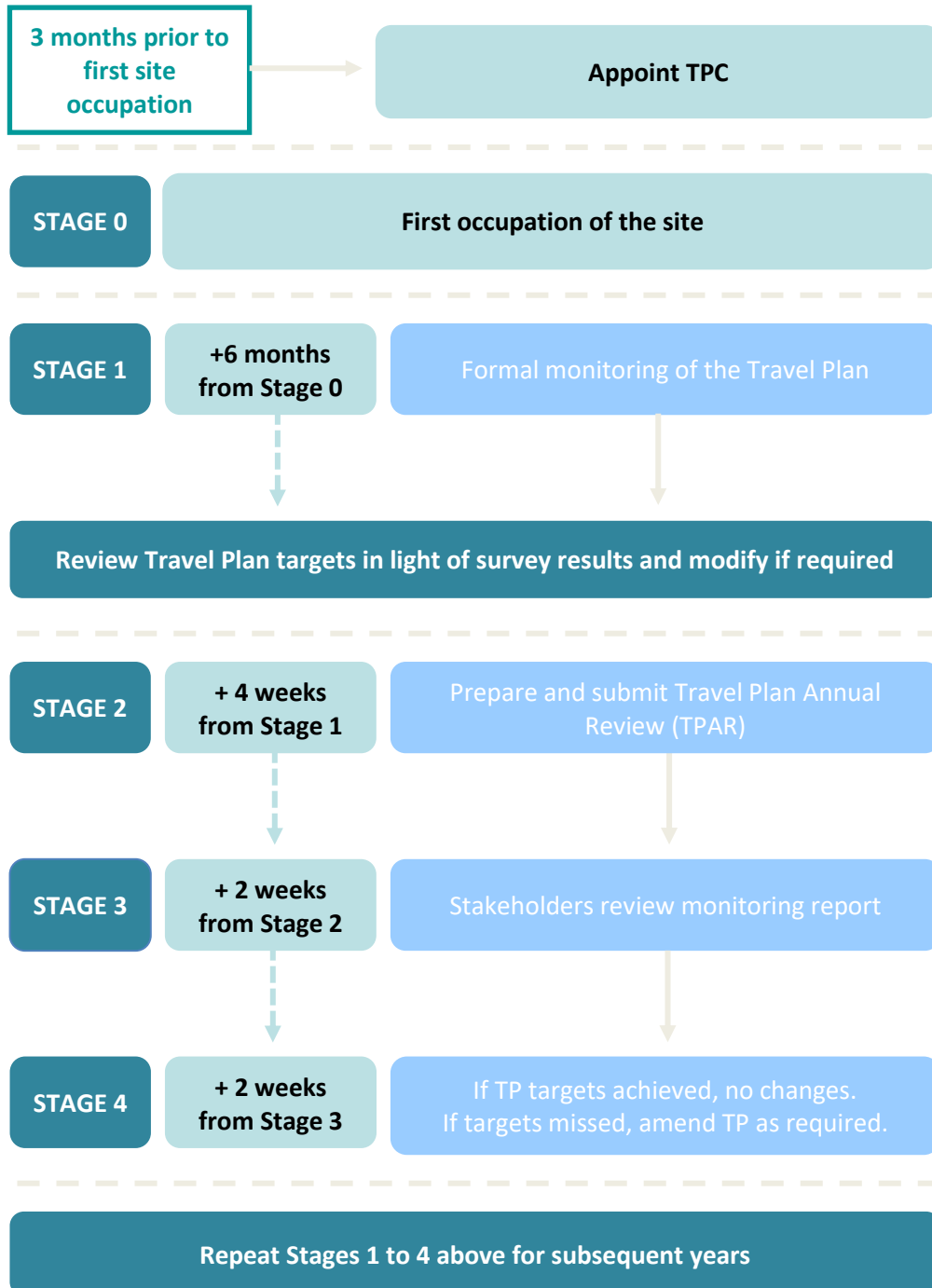


- 8.1.2 The review process provides the opportunity for key stakeholders to consider the performance of the Travel Plan and determine whether the targets have been achieved. All stakeholders should come together to consider the outcomes of the review process and decide, if any amendments are required to the Travel Plan. Any intervention measures (see Section 8.7) should be approved by all key stakeholders and implemented as appropriate.

8.2 Monitoring & Evaluation Strategy

8.2.1 The proposed monitoring and evaluation strategy is illustrated in Figure 14 followed by the relevant explanatory text.

Figure 14: Monitoring & Evaluation Strategy



8.3 Stage 0 – First Site Occupation

- 8.3.1 A number of the measures and actions of the Travel Plan are to be implemented prior to occupation of the site. However, Stage 0 provides a starting point for the formal monitoring and evaluating process. It is recognised that occupation of the development is likely to occur gradually over time, therefore this Travel Plan is to be monitored from the opening of the new facilities on site.

8.4 Stage I – Formal Monitoring

- 8.4.1 Implementation of the Travel Plan must be monitored and reviewed if the intended benefits are to be secured. Formal monitoring of the Travel Plan and its targets is to start 6 months after first occupation of the development. This will involve undertaking a questionnaire-based survey amongst site users.
- 8.4.2 This would ascertain details of site-specific circumstances, behaviours, existing and preferred travel patterns. The survey can also enhance the support of site users for the Travel Plan and increases their awareness of sustainable travel issues. The TPC will organise the survey and prior to undertaking the surveys it may be beneficial to seek agreement with MCC on the travel survey questionnaire for the site.
- 8.4.3 As a minimum, the travel survey questionnaire should look to establish the mode of transport usually used by site users. As the survey could be used to justify alterations to the Travel Plan targets, it is essential that the reasoning behind mode choice (particularly car drivers) is established. This can be done by a series of ‘why’ questions which assess why site users are using their chosen mode and may outline likely barriers in achieving modal shift. There are a number of things that a travel questionnaire could look to establish, such as:
- Usual mode of transport used and reasons for current mode choice;
 - Other modes of transport used;
 - Number of times per week (on average) site users travel to/from the site and distance travelled;
 - Perceived barriers and incentives to a modal switch towards sustainable travel;
 - Receptiveness to a modal switch towards sustainable travel and receptiveness to potential Travel Plan measures;
 - Awareness of Travel Plan, initiatives, measures and travel options;
 - General opinions and views on site travel issues; and
 - Any special travel circumstances (e.g. mobility issues).
- 8.4.4 If necessary, person trip generation surveys could also be undertaken at the development site access point to supplement the questionnaire data.

8.5 Stage 2 – Travel Plan Annual Review (TPAR)

- 8.5.1 The results of the formal monitoring surveys will culminate in the production of a Travel Plan Annual Review (TPAR) report that can be used to assess the performance of the Travel Plan. The report could also identify possible future Travel Plan actions at the site. The report will be prepared by the TPC on behalf of the Applicant and would be provided to MCC. The TPAR is to be provided to key stakeholders within 4 weeks of completion of the annual monitoring surveys.

8.6 Stage 3 – Stakeholder Review

- 8.6.1 As part of the stakeholder review stage, MCC are to provide the TPC with any comments on the submitted monitoring report. Revisions to the Travel Plan may follow once the development is constructed and occupied, the travel patterns are understood from data collected through the formal monitoring stage and the Travel Plan Annual Review is undertaken. Any amendments (if required) to the Travel Plan and the targets within it will be discussed at this stage.

8.7 Stage 4 – Intervention Strategy

- 8.7.1 If the annual review process identifies that the Travel Plan targets are being missed by a significant margin, then potential additional measures/initiatives may be required at the site. Discussion should take place between the TPC, the Applicant, MCC and any other relevant parties to determine which, if any, additional Travel Plan measures need to be implemented. For example, if the targets require a 5% reduction in single-occupant car travel, then a reduction of only 1% or less could be considered to have missed the targets by a significant margin, although this definition would need to be discussed and agreed with MCC in light of the site-specific circumstances and feedback from the annual monitoring exercise.
- 8.7.2 Potential additional measures include:
- Area-wide (potentially local authority-wide) initiatives, working with neighbouring developments and the local authority;
 - More active marketing of the Travel Plan, incorporating a shift of focus; and
 - Offer of personalised journey planning services to site users.
- 8.7.3 Any intervention measures would need to be funded either through the TPC role or implemented with specific funding from the site owner. The impact of the intervention measures will be monitored as part of future annual reviews.
- 8.7.1 Should the identified intervention measures still not result in the Travel Plan targets being met, the TPC should work with the Applicant/MCC and any other relevant parties to identify and implement appropriate additional intervention measures to meet the identified targets.

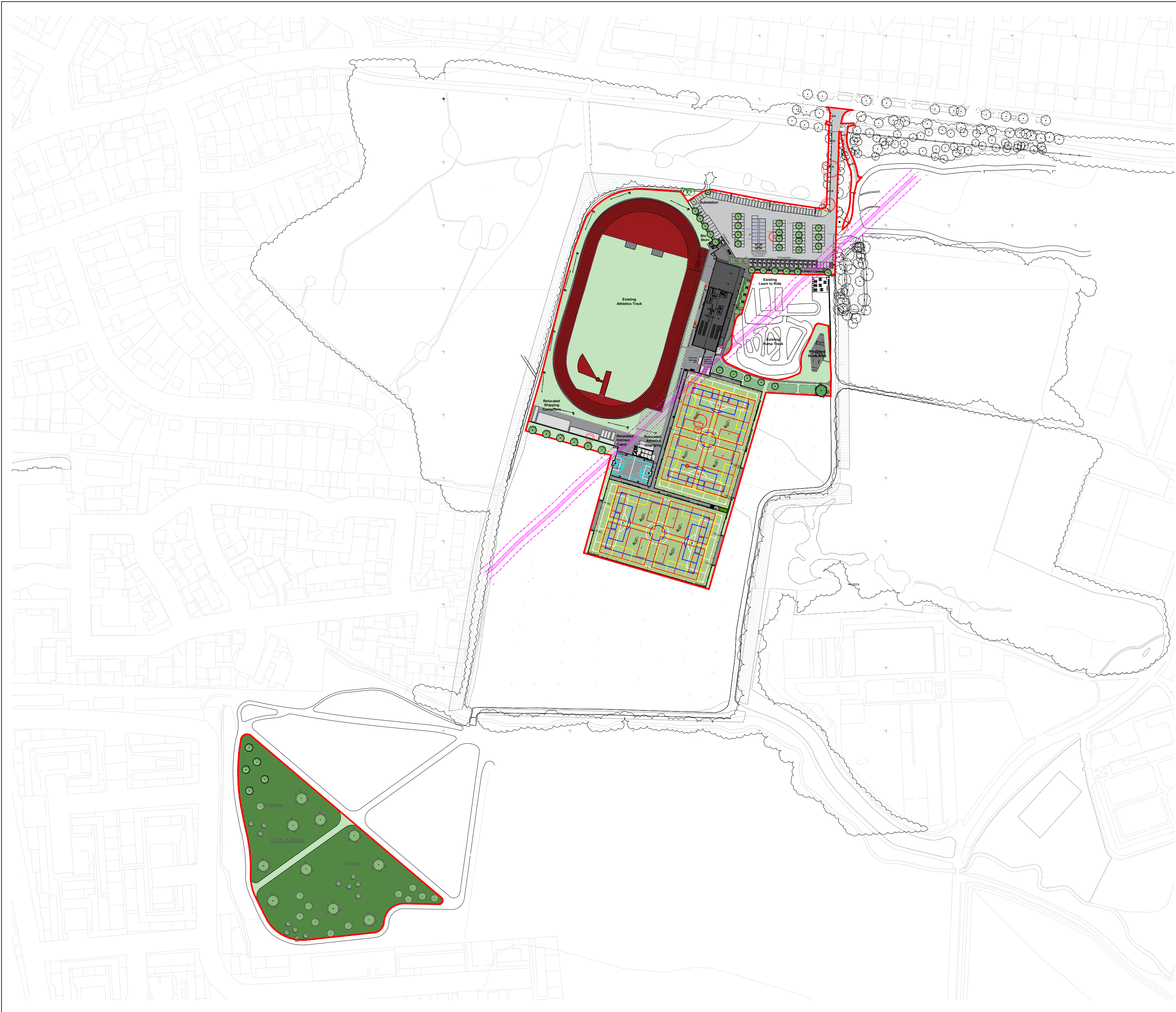
8.8 Subsequent Years

- 8.8.1 Stages 1 to 4 of the above monitoring and evaluation strategy would be repeated for subsequent years. It is suggested that a monitoring and evaluation period of five years from first occupation of the site should be suitable.
- 8.8.2 It is considered that the monitoring and evaluation strategy outlined above will allow the Travel Plan to be appropriately reviewed and modified to ensure the achievement and maintenance of the TP targets.

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Appendix I – Proposed Site Layout Plan



RESPONSIBILITY IS NOT ACCEPTED FOR OTHERS SCALING DIRECTLY FROM THIS DRAWING. DO NOT SCALE FROM THIS DRAWING, USE WRITTEN DIMENSIONS ONLY.

0 20m 50m 100m
1:2000
ORIGINAL SHEET SIZE **A2**

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KEY PLAN

Notes:

The site drawing is based on a combination of Ordnance Survey mapping and topographical survey. The initial topographical survey was carried out by BrightSurv Ltd in May 2023 and was updated in February 2025 to include the access road entrance. A further update to the topographical survey was completed in July 2025, extending coverage to the North-East of the site along Wythenshawe Road.

Landscaping coordinated with latest proposals.						
P11	NN	08.09.25	MR	08.09.25	RB	08.09.25
Building footprint adjusted in line with relocated positioning. Landscaping to be amended to suit - further coordination required.						
P10	NN	04.09.25	MR	04.09.25		
Building location amended outside of sewer exclusion zone. Landscaping to be amended to suit - further coordination required.						
P09	NN	28.08.25	MR	28.08.25		
REV	DRAWN	DATE	CHECKED	DATE	APPROVED	DATE



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CLIENT
Manchester City Council

PROJECT
Wythenshawe Park Sports Hub

TITLE
Proposed Site Plan

SCALE DISCIPLINE PROJECT NUMBER
1:2000 Architect 118165

DRAWING NUMBER REV CODE
NPS-XX-00-D-A-0803 **P11**

STATUS CODE	PURPOSE OF ISSUE	Drawn by	Approved by
S1	Information	NN	RB
		Checked by	MR