

Proposed Residential Development
Greenbrow Social Club,
Greenbrow Road,
Wythenshawe
Travel Plan

April 2025

Client: The Casey Group Ltd

Ref: RHC-22-125-TP

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Revision History

Revision	Comments	Written By
- April 2025	Initial submission	Andrew Roberts BA (Hons) MCIHT MTPS

1.0 INTRODUCTION

1.1 Roberts Highway Consultants Limited has been appointed by The Casey Group Ltd (hereby known as 'the client'), to produce a residential Travel Plan to discharge Planning Condition 19 associated with Planning Application reference 137485/FO/2023.

1.2 Planning Consent for a three-storey building to form fifteen flats and eight two-storey dwellings was approved by Manchester City Council in November 2023. A site layout plan is contained within **Appendix A**.

1.3 Condition 19 of the Decision Notice associated with application reference: 137485/FO/2023 states:

"A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential units hereby approved. In this condition a Travel Plan means a document which includes:

- 1) The measures proposed to be taken to reduce dependency on the private car by those residing at the development.*
- 2) A commitment to surveying the travel patterns of residents during the first three months of the development and thereafter from time to time.*
- 3) Mechanisms for the implementation of the measures to reduce dependency on the private car.*
- 4) Measures for the delivery of specified travel plan services; and 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 development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval."

1.4 All Travel Plans are treated as 'living' documents that are reviewed and updated at various key stages of development, implementation, and occupation. Regular reviews are therefore proposed to enable effective monitoring and implementation of the Travel Plan, as detailed in this document. In this process, the report considers current Government Policy contained within the National Planning Policy Framework (NPPF), Paragraph 118 which states:

Paragraph 118: *"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.”

1.5 The NPPF states that a Travel Plan is:

“A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed.”

1.6 A residential Travel Plan is concerned with origin-based travel, with journeys made from a single origin (home) to multiple and changing destinations, with the time and travel mode all varying. A successful residential Travel Plan therefore has the potential to achieve a high proportion of trips by sustainable modes and reduce the number of single occupancy car trips generated by a development.

1.7 A revised Travel Plan will be prepared within six months of occupation, which will include data from baseline travel surveys undertaken within three months of first occupation. As a 'live' document, the Travel Plan will then be reviewed and updated annually for a period as agreed with Manchester City Council. Realistic and measurable targets must be set so that the progress of the Travel Plan can be monitored, and these will be confirmed in liaison with the Travel Plan Officer at Manchester City Council.

Scoping

1.8 The scope of this Travel Plan has been completed in accordance with the Transport for Greater Manchester (TfGM) Travel Plan Toolkit. Covered within this Travel Plan are the main targets, objectives and measures which are required to achieve a successful Travel Plan.

1.9 In addition to the above, due regard has been given to the Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009 document.

1.10 A Transport Statement was completed as part of Planning Application reference 137485/FO/2023. Where applicable, findings from the Transport Statement have been used to inform any infrastructure improvements and modal split targets.

Report Structure

1.11 The structure of this report is as follows:

- The requirement of the document in relation to planning alongside the objectives of the Travel Plan is covered within **Chapter 2.0**.
- The location of the site alongside the existing sustainable travel opportunities within proximity of the site can be found within **Chapter 3.0**.
- The responsibility and management of the Travel Plan; its package of measures and the Travel Plan targets can be found within **Chapter 4.0**.

- Details on the implementation of the Travel Plan, how it will be monitored and actioned are included within **Chapter 5.0**.
- The summary and conclusions of the report can be found within **Chapter 6.0**.

Disclaimer

- 1.12 Roberts Highway Consultants Limited has completed this report for the benefit of the individuals referred to in paragraph 1.1, and any relevant statutory authority, which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from Roberts Highway Consultants Limited.
- 1.13 Roberts Highway Consultants Limited accepts no responsibility or liability for:
- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned.
 - b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 AIMS AND OBJECTIVES

Overview

- 2.1 This chapter sets out the overall aim and objectives of the Travel Plan. The aim and objectives of the Travel Plan seek to promote and support the use of sustainable modes of transport by residents of the site, including walking, cycling, public transport use and car sharing.
- 2.2 The approach that is outlined in this chapter has been designed to relate directly to the site location; to influence travel targets and assist in achieving the short, medium and long-term success of the Travel Plan.

Aims and Benefits

- 2.3 The aim of this Travel Plan is to form the basis of travel planning at the site as a whole and show a modal shift in favour of sustainable forms of transport.
- 2.4 There are likely to be several benefits to the local community which can be achieved through encouraging the use of sustainable transport. These include:
- Improved air quality and less noise, dirt and fumes.
 - Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.
 - Individuals can also benefit financially from travelling to and from a site with a Travel Plan in place, which may outline that the use of sustainable travel modes are more cost-effective than car travel.

Objectives

- 2.5 The primary objective of this Travel Plan is to reduce the number of single occupancy private car trips to and from the site. Several travel-related measures will be implemented, aiming to positively influence the travel patterns of all users of the site. The main objectives of this Travel Plan aim to:

- 1) Decrease the amount of single occupancy vehicle usage to the site**, where it is practical to do so, particularly those travelling short distances (i.e., under 2km).
- 2) Reduce carbon emissions** associated with the development by reducing single occupancy car use.
- 3) Increase the awareness of sustainable travel modes**, particularly the use of public transport, available for all users of the site.
- 4) Complete the initial travel survey, revised Travel Plan and the undertaking of subsequent monitoring.**

- 2.6 The objectives outlined above have been carefully selected to help benefit the local area surrounding the proposed site. These objectives provide short, medium, and long-term achievable targets, which will contribute to the success of this Travel Plan.

3.0 EXISTING CONDITIONS

Existing Site

- 3.1 The development site, which is irregular in shape, currently comprises Greenbrow Social Club, located on the southwestern edge of Wythenshawe, circa 1km to the north of Manchester Airport.
- 3.2 The site is bound to the north and west by existing residential dwellings, with Greenbrow Road forming the immediate eastern boundary of the site. Newall Road comprises the southern boundary of the site, with residential dwellings noted beyond the carriageways.
- 3.3 Access into the site is currently available directly onto Greenbrow Road via an existing private drive measuring circa 3.5 metres in width. The access comprises gates which are setback circa 5.5 metres from Greenbrow Road, with these gates opening inwards away from the highway.

Existing Mode Share

- 3.4 To ascertain travel patterns in the local area, a review of both the 2011 and 2021 census data has been undertaken from NOMIS for travel to workplaces for residents living in the Manchester 051D super output area – lower layer.
- 3.5 The review has primarily been undertaken to ensure for a robust assessment of likely travel modes associated with residents of the site, given the 2021 census was undertaken during a period where travel behaviors may have been influenced by the Covid-19 pandemic.
- 3.6 **Table 1** provides a summary of the Travel to Work statistics for the Manchester 051D super output area – lower layer taken from both census datasets. A copy of the census data can be found within **Appendix B**.

Table 1: Summary of Travel to Work Statistics

Method of Travel to Work	2011 Census Data		2021 Census Data	
	Persons	Percentage	Persons	Percentage
Work from Home	13	2.0%	116	17.2
Underground/Metro/Light train/Tram	4	0.6%	5	0.7
Train	2	0.3%	3	0.4
Bus, Minibus/Coach	80	12.4%	60	8.9
Taxi	11	1.7%	16	2.4
Motorcycle/Scooter/Moped	5	0.8%	2	0.3
Driving a Car or Van	361	56.0%	325	48.1
Passenger in a Car or Van	44	6.8%	25	3.7
Bicycle	24	3.7%	19	2.8
On Foot	97	15.0%	98	14.5
Other method of Travel to work	4	0.6%	6	0.9
Total	645	100%	675	100%

- 3.7 The census data outlines how the 2011 census data would be a more robust dataset when reviewing modal shifts by single car occupancy journeys. The dataset shows how 49.2% of journeys to work during the 2011 census were made by single occupancy car/van trips when compared to 44.4% noted during the 2021 census. These figures have been calculated by subtracting the number of car/van passengers from those driving cars or vans.
- 3.8 During the 2021 census, there was a significant increase in the number of residents working from home (15.2%), another typical influence of the Covid-19 pandemic and census survey date.
- 3.9 When taking into consideration the above, the 2011 census data will be used within this report to determine projected travel modes associated with the development site.

Sustainable Transport Opportunities

- 3.10 An accessibility assessment has been undertaken to determine the location of key local facilities and amenities in relation to walking and cycling to highlight travel time to these services. **Table 2** provides a summary of key amenities and facilities using these travel modes.

Table 2: Accessibility Assessment to Local Amenities/Facilities

Amenity/Facility	Approx. Distance (m)	Approx. Walking Time	Approx. Cycling Time
Retail			
Greenbrow Road Shops (Opp Burbage Road)	400	5	2
Greenbrow Road Shops (Opp Oxen Close)	450	5	2
Burnsall Walk Shops	1000	12	4
Education			
Dixons Newall Green Academy	450	5	2
Paint Pots Newall Green Day Nursery	450	5	2
Piper Hill High School	1100	13	5
Leisure & Hospitality			
Wythenshawe Celtic Football Club	300	4	1
Newall Green Pub	400	5	2
The Firbank Pub & Kitchen	1300	15	5
Health			
The Maples Medical Centre	450	5	2
Wythenshawe Hospital	1300	15	5
Rowlands Pharmacy	1600	19	7
Transport			
Newall Road Bus Stop	10	0	0
Wrekin Road Bus Stop	550	7	2
Roundthorn Tram Stop	1500	18	6
Employment			
Roundthorn Industrial Estate	1500	18	6
Roundthorn Business Park	2100	25	9

**Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.*

- 3.11 There are yet further facilities and amenities located beyond those outlined within **Table 2** as outlined on the Facilities & Amenities Plan within **Appendix C**.

- 3.12 It is worth noting that amongst areas marked 'High Street' on the Facilities & Amenities Plan, services such as barber shops, bookmakers, convenience stores, postal services and takeaways are located.

Accessibility on Foot

- 3.13 Developers, alongside councils, are responsible for creating a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and help to create more active streets and a more vibrant neighbourhood.
- 3.14 Guidelines for "Providing for Journeys on Foot" commissioned by the Institution of Highways Engineers (IHT), suggest that for pedestrians without a mobility impairment, the following average distances are considered acceptable, and should be used for planning and evaluation purposes. **Table 3** replicates those distances on the IHT guidance.

Table 3: IHT Suggested Walking Distances

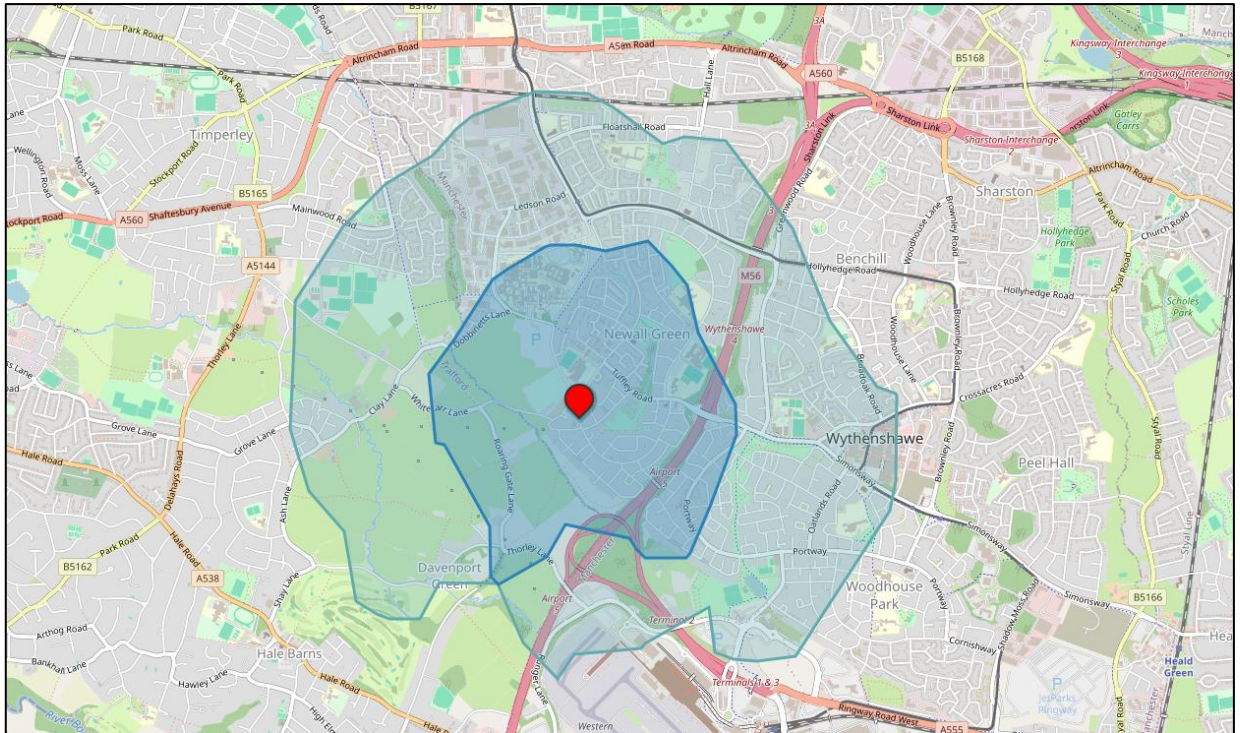
Suggested Acceptable Walking Distances			
	Town Centres	Commuting and School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

- 3.15 Manual for Streets (MfS) continues the theme of the acceptability of the 2km distance in paragraph 4.4.1. which states:

"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, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km."

- 3.16 For purposes of planning and evaluation, and in the absence of any other anecdotal evidence, it is generally accepted that the 'suggested' distances highlighted in the above table are used. To understand how these distances relate to the site and the surrounding infrastructure available to accommodate journeys by foot, an isochrone map indicating a 2km distance has been produced and presented in **Plan 1**.

Plan 1: 2km Walking Map Shown in 1km Isochrones



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- 3.17 **Plan 1** illustrates that the site is situated within the Newall Green area, to the west of Wythenshawe, which is located approximately 2km walking distance to the east. Wythenshawe and the surrounding area offer a range of facilities and amenities that would be accessible to residents of the proposed development. These include educational services, substantial employment opportunities, and a diverse selection of retail and leisure options. Additionally, Manchester Airport is located approximately 1km to the south of the site.
- 3.18 A Public Right of Way (RoW) connects Foxfield Road and Greenbrow Road to Tuffley Road and Tweenbrook Avenue, providing pedestrians with a more direct route to additional services situated to the northeast of the site.
- 3.19 A footbridge crossing the M56 is located approximately 650 metres southeast of the site, offering pedestrians a more direct route to services to the east of the M56, including postal services and local barber shops.
- 3.20 Street-lit footways are located along both sides of Greenbrow Road, adjacent to the site frontage. Dropped kerbs and tactile paving are provided at the junctions along Greenbrow Road, ensuring accessibility for all users.

- 3.21 Zebra crossings are located approximately 400 metres and 550 metres north of the site along Greenbrow Road, near The Maples Medical Centre and Anglican Missionary Congregations (AMC) Europe. These pedestrian facilities offer safe crossing points for users.

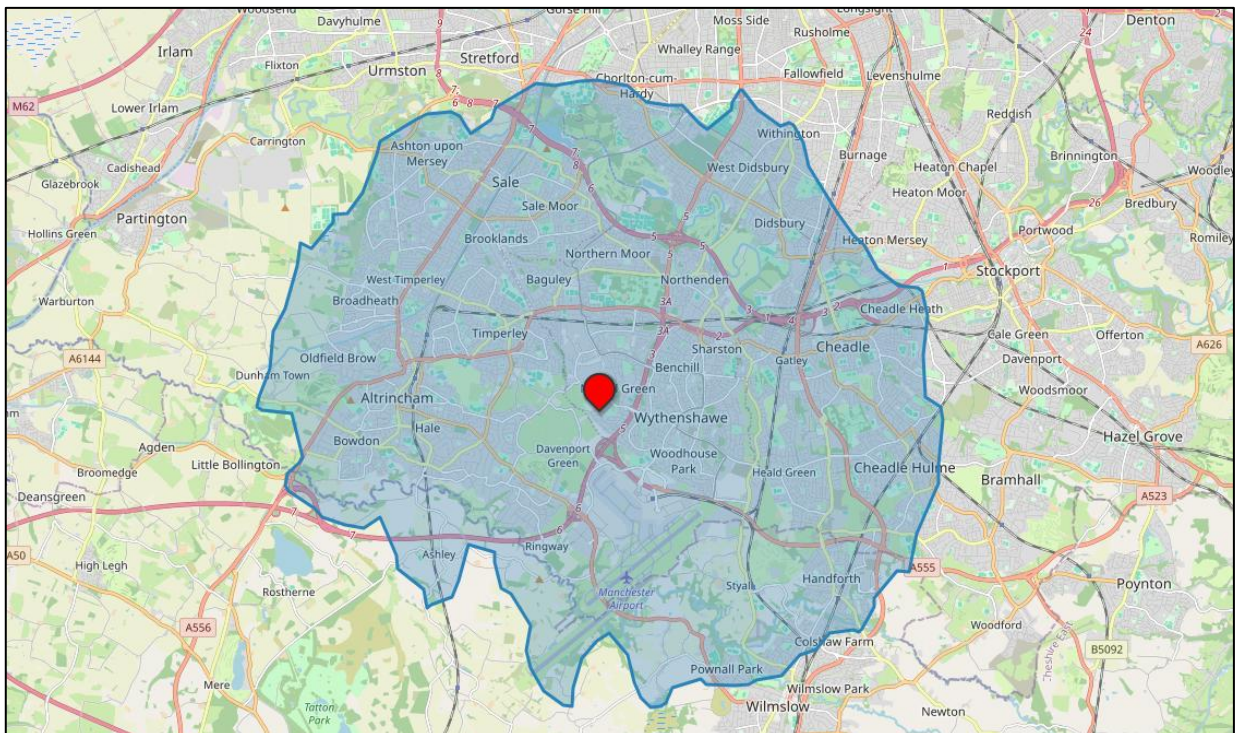
Accessibility by Cycle

- 3.22 Like walking, cycling can play an important role in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may be otherwise unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips.

- 3.23 **Plan 2** illustrates an 8km cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle. These areas represent an approximate extent to which residents may cycle.

Plan 2: 8km Cycling Map Isochrone

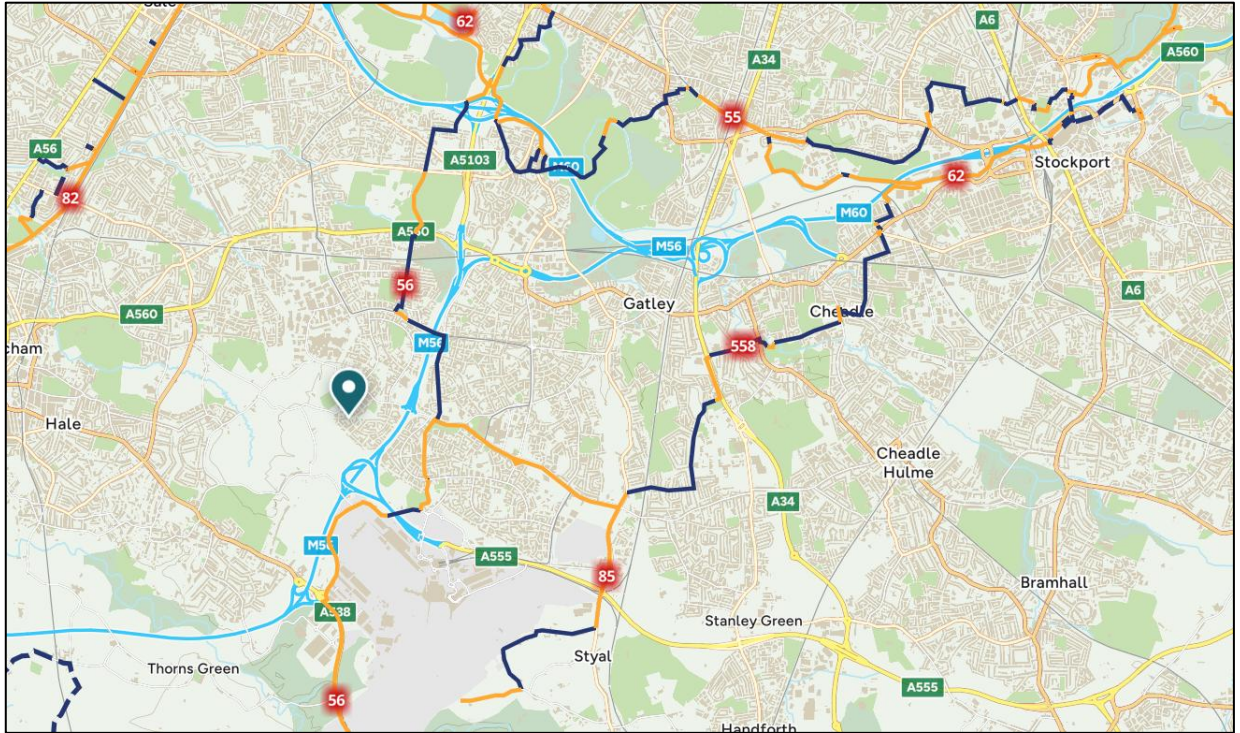


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- 3.24 A review of Sustrans.org.uk indicates that there are several National Cycle Routes located within proximity of the site. These include National Routes 56, 82, 62, 85 and 558. There are also many local routes found

throughout the local area. **Plan 3** outlines the locations of these National Cycle Routes in relation to the site.

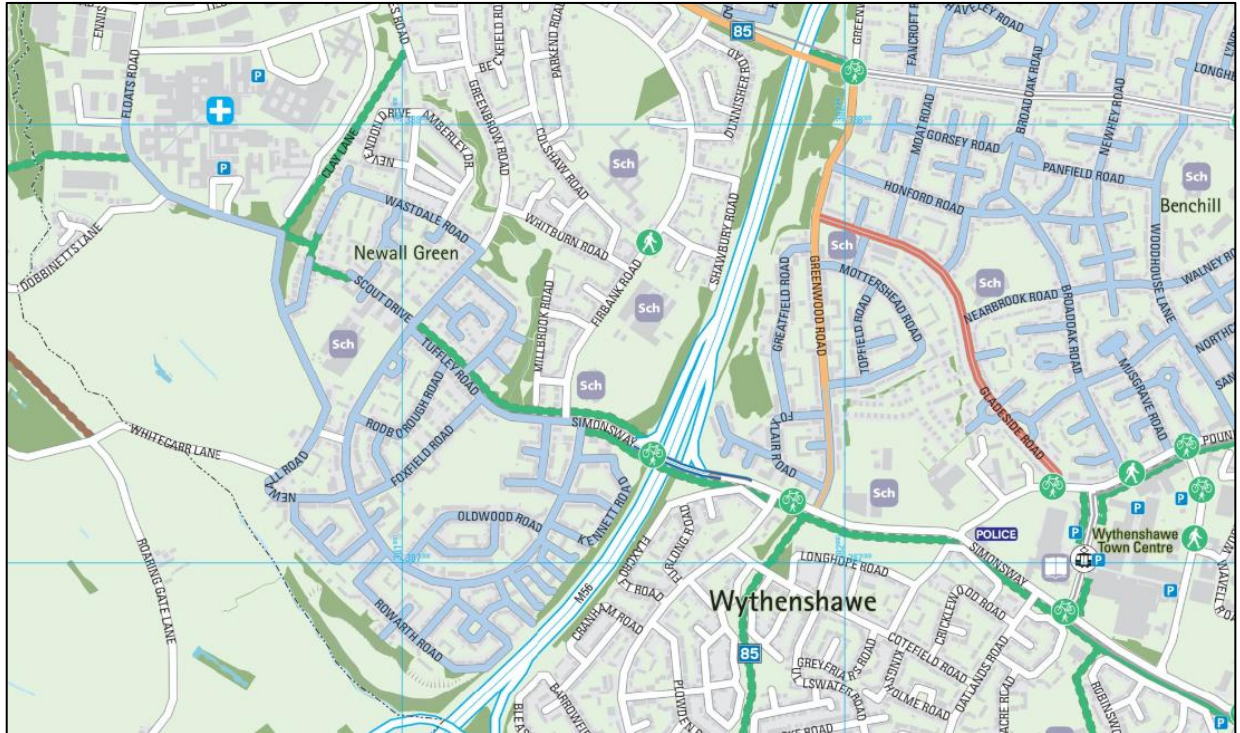
Plan 3: National Cycle Network Route Map



© Sustrans.org / Map Layer: OS Maps

- 3.25 As shown, National Cycle Routes are accessible to the east and west of the site. National Cycle Route 85 is located within 800 metres cycling distance of the site. The route connects with the wider cycle network route 558, which connects communities with the south of Manchester.
- 3.26 To the east, journeys by cycling will take in Wythenshawe, Cheadle and Stockport. Journeys utilising cycle routes to the west of the site take in Sale and Salford. These areas provide a full range of amenities that would be attractive to residents of the proposed development including significant employment opportunities and a wide range of retail and leisure facilities.
- 3.27 **Plan 4** outlines an extract from Transport for Greater Manchester's cycling map, showing the area around the site. It is worth noting that high-quality cycle routes may extend the distance cyclists are willing to travel.

Plan 4: Extract from Transport for Greater Manchester Cycle Map



Source: https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map

- 3.28 In addition to the National Cycle Network, cyclists could choose to cycle on the roads surrounding the site. LTN 1-20 advises in paragraph 4.4.1 that cyclists can ride in the carriageway in residential areas with multiple side roads and accesses where:

"The need to provide protected space for cycling on highways generally depends on the speed and volume of motor traffic. For example, in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds."

- 3.29 A review of surrounding roads as shown within **Plan 4** suggests that cycling would be a suitable form of travel for residents, with carriageways comprising of low vehicle speed limits (20mph).
- 3.30 Traffic-free cycle routes are located throughout the local area, with on-road routes located east of the M56 towards Wythenshawe.

Accessibility by Bus

- 3.31 There are a pair of bus stops located within the site's vicinity. The stops are located within a suitable walking distance of the site, as set out by the Chartered Institution of Highways and Transportation (CIHT) document entitled "Buses in Urban Developments" (2018) which recommends a 250-metre walking distance to the nearest bus stop in town/city centres.

- 3.32 The closest bus stops to the site, known as Newall Road, are situated along the site frontage with Greenbrow Road. The stop along the northbound side of the carriageway comprises of a flag-and-pole with attached bus timetable information. In addition, a bus stop clearway assists with identifying the stop, and raised kerbs are in situ to assist with passenger boarding/disembarkation.
- 3.33 The southbound stop comprises of similar but also features a shelter, which passengers can benefit from whilst they await their respective service.
- 3.34 Additional bus services are available and operate from Wrekin Avenue bus stops, which are situated along Tuffley Road.
- 3.35 A summary of the bus services which operate adjacent to the site along Greenbrow Road, as well as those which operate along Tuffley Road can be found within **Table 4**, with a Public Transport Plan attached within **Appendix D**.

Table 4: Summary of Bus Services Adjacent to Site

Service	Operating Days	Approx. Operating Times	Approx. Frequency (up to)	Route	Provider
11	Mon-Fri	05:46-00:09	60 minutes	Altrincham-Stockport	Bee Network
	Sat	06:35-00:09			
	Sun	08:39-23:06			
101	Mon-Fri	04:31-23:33	30 minutes	Wythenshawe-Piccadilly Gardens	
	Sat	04:56-22:56	60 minutes		
	Sun	05:35-22:55			
368	Mon-Fri	06:50	Single Service	Wythenshawe Hospital-Stockport	
	Sat	18:20-20:20	Hourly		
751	Mon-Fri	07:44	Single Service	Stepping Hill-John Leigh Park	
769	Mon-Fri	08:25		Burnage-Hale Barns	
774	Mon-Fri	07:43		Wythenshawe-Timperley	

Timetable data taken from 'traveline.info' accessed 29/03/2025

- 3.36 The bus timetable information demonstrates that residents will be able to use the bus services along Greenbrow Road and Tuffley Road to access local towns, educational facilities, healthcare facilities, Metrolink stations, railway stations, as well as Manchester City centre.

Accessibility by Rail

- 3.37 The nearest railway station to the site is Heald Green railway station, located approximately 4.1km walking distance to the east of the site.
- 3.38 The station benefits from several facilities, which include ticket machines, information services, ramps for accessible access and customer help points. There are 12 cycle parking spaces at the station, as well as 14 car parking spaces.

- 3.39 **Table 5** provides details on rail services to the major destinations from Heald Green railway station.

Table 5: Summary of Main Services Operating from Heald Green Railway Station

Destination/s	Peak Frequency	First Train	Last Train
Manchester Piccadilly	3 Services Hourly	05:35	23:51
Crewe	Hourly	05:42	18:52
Liverpool Lime Street		05:35	23:10

Timetable data taken from 'nationalrail' accessed 29/03/2025

- 3.40 Direct travel from Heald Green railway station to Manchester is achievable within 20 minutes. Direct travel to Crewe takes approximately 45 minutes, with Liverpool being approximately a one hour 20-minute commute.
- 3.41 Notable stations with services call at enroute to their destination include East Didsbury and Manchester Airport.

Accessibility by Metrolink

- 3.42 The nearest tram stop to the site is Roundthorn Tram Stop. The stop is located within a 1.6km walking distance of the site to the north and can form part of a multimodal journey for residents of the site.
- 3.43 The stop benefits from several facilities, with a summary as follows:
- Customer Information Screens.
 - Ticket Machines.
 - Bicycle Parking (5x Cycle Lockers & 5x Cycle Stands).
 - Customer Help Points.
 - Ramps for accessible access.
- 3.44 The stop is located on the Manchester Airport-Victoria line. The estimated travel time to Manchester Airport tram station is 19 minutes, while the journey to Victoria is approximately 39 minutes.

Table 6: Summary of Main Services Operating Directly from Roundthorn Tram Stop

Destination	Operating Day/s	First Service	Last Service
Victoria	Mon-Fri	06:16	23:28
	Sat		00:28
	Sun	07:09	23:24
Manchester Airport	Mon-Fri	05:28	00:03
	Sat		02:03
	Sun	06:24	23:35

Greater Manchester Accessibility Level

- 3.45 The proposed development site is in an area with a Greater Manchester Accessibility Level (GMAL) rating of 5, where a rating of 1 indicates a very low level of accessibility and 8 indicates a very high level of accessibility. The site is therefore considered to have moderate to good access to public transport (bus and metrolink) with these services providing an alternative to private car use.

4.0 TRAVEL PLAN MANAGEMENT, MEASURES AND TARGETS

- 4.1 The effective implementation and maintenance of the Travel Plan as a live document is strongly dependent on a clear and efficient management regime. This section sets out the key roles and responsibilities for the management and implantation of the Travel Plan.

Travel Plan Management

- 4.2 A Travel Plan Coordinator will be responsible for promoting the Travel Plan to all users of the site, and act as a key point of contact during the construction, pre-occupation and operational phases of the site. They will ensure residents understand their travel choices, providing details of how those who wish to change their travel patterns, can do so.
- 4.3 The appointed Travel Plan Coordinator will be funded by the developer of the site for a period to be agreed with Manchester City Council and will promote long-term measures to encourage a shift away from single occupancy car use towards alternative forms of travel such as walking, cycling, public transport and car sharing. This will be achieved through the provision of targeted advice, effective management and close liaison with the Manchester City Council.
- 4.4 Once appointed, contact details for the Travel Plan Coordinator will be provided to Manchester City Council's Travel Plan Officer, with notification provided upon any changes in the role during the lifetime of the Travel Plan.
- 4.5 The Travel Plan Coordinator will be responsible for the distribution of travel information to residents, and will be the first point of contact on all matters relating to travel to/from the site.
- 4.6 The user specific Travel Plan Coordinator's duties are likely to include:
- Providing relevant Travel Plan data, marketing material and travel information to users of the site. This will include for the preparation and distribution of Residents Travel Packs (discussed later within this report).
 - Overseeing the implementation of the Travel Plan and liaising with the Manchester City Council's Travel Plan Officer for advice and guidance.
 - Ensuring awareness of the Travel Plan and its benefits for all users of the site.
 - Participation in the multi-modal travel survey of residents within the first three months of occupation.
 - Undertaking further surveys at annual periods (or periods to be agreed with the Local Authority) to obtain up to date residential travel mode information.

Travel Plan Measures

- 4.7 All residents will be made aware of the Travel Plan, including its aims and objectives, and the role of individuals in achieving these will be explained.
- 4.8 The Travel Plan and its associated measures will be promoted to residents on an ongoing basis through a dedicated social media platform (Discord or WhatsApp group).
- 4.9 In addition to the initial marketing of the Travel Plan, a range of physical, managerial and awareness measures have been outlined which will be implemented to promote and facilitate use of sustainable modes of travel when accessing the site.
- 4.10 The following measures will be implemented as part of the development to meet the key aims and objectives previously outlined within this report.

Measure One (M1): Personalised Travel Planning Services

- 4.11 Personalised travel planning is a well-established method to encourage people to make more sustainable travel choices and seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars.
- 4.12 A personalised travel planning service via the Travel Plan Coordinator will be made available to all residents. The Travel Plan Coordinator may utilise 'MyPTP' or other online personalised travel planning tools to plan routes using sustainable transport modes. This service will be made apparent via communication with the Travel Plan Coordinator and via the resident's Travel Information Packs.

Measure Two (M2): Travel Information Packs

- 4.13 Travel Information Packs, commonly shortened to Travel Packs, will be provided to all households upon occupation. The packs will contain the following information:
- Plans showing the location of local amenities within proximity to the site such as shops, leisure facilities and health facilities and relevant walking/cycle routes.
 - Bus timetable information of services operational past the site.
 - Train timetable information for the most popular local routes as well as national services operational from local train stations, in conjunction with information on sustainable transport options to the stations.
 - Tram (Metrolink) timetable information in addition to services and destinations from the nearest tram stop.
 - Details of websites such as the RAC's route planning service 'www.rac.co.uk/route-planner' that specialise in route finding for walking, listing weather conditions and rest stops.

- Information about the Travel Pack including how it works, why it is required and its purpose.
- Details of car share websites such as liftshare.com to encourage residents to car share.

4.14 An annual newsletter will be prepared by the Travel Plan Coordinator and issued to all households. The newsletter will provide information on any changes in travel information, in addition to providing a summary of each travel survey, so residents can actively see their travel behaviours.

Measure Three (M3): Working from Home

4.15 The impact of the Covid-19 pandemic has changed the way in which we work. Many people have adapted to a hybrid way of working, with continued home working making use of technology (e.g. Microsoft Teams and Zoom) and other applications for continued collaboration. Working from home will not be possible for all people; however, the Travel Plan Coordinator will promote the idea and the benefits of hybrid working through Travel Information Packs.

4.16 In accordance with The Building etc Regulations 2022 (No. 2), the developer of the site will ensure connection to ultrafast broadband speeds, to allow the possibility of home working, subsequently reducing vehicle movements upon the highway. Internet shopping is also a popular form of shopping and therefore, internet provision will allow for this, reducing single car occupancy vehicle trips.

Measure Four (M4): Travel Noticeboard (Flats)

4.17 Travel information will be provided in appropriate / prominent location(s) within the building which will be regularly updated to display information about travel options and events, including:

- Promotional material in relation to health, financial and environmental benefits of using sustainable travel.
- National and regional sustainable travel campaigns / events such as Walk to Work week, National Bike Week, and National Car Free Day. The Travel Plan Coordinator will investigate the possibility of providing rewards to participating residents.
- Appropriate information / leaflets showing local walking and cycling routes.
- Useful travel / journey planning websites such as www.tfgm.com/plan-a-journey.

4.18 Contact details for the Travel Plan Coordinator will be displayed so they can be contacted with any issues, concerns, or suggestions on additional content regarding travel to and from the site.

Measure Five (M5): Promote Walking and Cycling

4.19 Walking and cycling can play an important role in healthy and active lifestyles. These sustainable travel modes offer an easy and convenient way to integrate physical activity into daily routines. Through the

promotion of various measures encouraging cycling and walking, residents will have the opportunity to regularly engage in physical activity.

- 4.20 Each household will be provided with a Travel Information Pack which will include information on walking and cycling opportunities around the site. Links to local walking and cycling routes (shown below) will also be provided.

- www.gmwalking.co.uk
- www.manchester.gov.uk/info/500356/active_travel/2844/walking
- www.beeactive.tfgm.com/walking & www.beeactive.tfgm.com/cycling
- www.visitmanchester.com/things-to-see-and-do/activities/cycling-routes

- 4.21 A cycle storage area will be located along the western boundary of the site, which will include 16 cycle storage spaces to further encourage sustainable travel by residents.

Measure Six (M6): Promote Public Transport

- 4.22 For journeys that are too far to walk or cycle, bus or train services may offer a viable alternative to private car use. Public transport reduces the number of vehicles on the road and can offer savings on fuel, and car maintenance (especially where season tickets are purchased). Additionally, it also frees up time for would be drivers to spend on alternative activities such as reading during their journey.
- 4.23 In addition to providing local public transport route and timetable information within the Travel Information Pack, the following will be undertaken as to maximise the opportunity to use existing public transport:

- Personalised journey planning will be available through discussions with the Travel Plan Coordinator, as to make residents aware of their travel plan choices.

Measure Seven (M7): Promote Car Clubs

- 4.24 Car sharing can be an effective means of easing traffic congestion by reducing the number of single occupancy car trips to and from work and facilitate the achievement of sustainable travel objectives. For residents that have common journey requirements, car sharing can be a cost and time effective way of travelling.
- 4.25 The following measures will be undertaken to promote car clubs:
- Information regarding car sharing schemes will be provided within the Travel Information Packs, including liftshare.com.

- Car share coffee mornings will be explored through information received back from residents as part of the baseline travel survey.

4.26 The Travel Plan Coordinator will setup a Discord or WhatsApp group specifically for residents of the development so they can discuss their opportunities to car share. Details of this group will be provided within the Travel Information Packs.

Interim Travel Plan Targets

4.27 The Transport Statement submitted as part of Planning Application reference 137485/FO/2023 forecasts the peak hour vehicle trips that would be generated by the proposed development, using trip rates obtained from the Trip Rate Information Computer System (TRICS) database. **Table 7** outlines these trip rates.

Table 7: Vehicle Trip Rates

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates (per dwelling)	0.119	0.373	0.492	0.322	0.220	0.542

4.28 When applying the above trip rates to the proposed development of 23 dwellings, the following AM and PM peak hour vehicle trips are projected.

Table 8: Traffic Generation (23 Dwellings)

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trips	2	5	7	4	3	7

4.29 When considering the projected vehicle flows within **Table 8**, the proposed development is forecast to generate seven two-way vehicle trips during each peak hour. This forecast has been taken forward for use in assessing the likely multi-modal trips associated with the site, using 2011 census percentages shown within **Table 1**.

4.30 A summary of the likely modal splits associated with the site can be found within **Table 9**.

Table 9: Anticipated Baseline Person Trips by Travel Mode

Method of Travel to Work	Percentage	AM Trips	PM Trips
<i>Work from Home</i>	2.0%	0	0
Underground/Metro/Light train/Tram	0.6%	0	0
Train	0.3%	0	0
Bus, Minibus/Coach	12.4%	2	2
Taxi	1.7%	0	0
Motorcycle/Scooter/Moped	0.8%	0	0
Driving a Car or Van	56.0%	7	7
Passenger in a Car or Van	6.8%	1	1
Bicycle	3.7%	0	0
On Foot	15.0%	2	2
Other method of Travel to work	0.6%	0	0
Total	100%	13	13

**Rounding may have occurred*

- 4.31 The base-line percentage modal shares from **Table 9** have been used as a basis for setting interim targets, subject to the completion of initial resident travel surveys, discussed later within this report.
- 4.32 The main objective of this Travel Plan is to reduce the number of single car occupancy vehicle trips to and from the site over a period as agreed with the Local Authority.
- 4.33 When taking into account the development and wider infrastructure, the following interim targets will be taken forward as part of this Travel Plan.
- Target 1: Reduce Single Car Occupancy vehicle trips by 10% (49.2% to 44.3%).
 - Target 2: Increase the number of sustainable trips to and from the site by the corresponding percentage.
- 4.34 The above targets are considered to be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART), especially when considering the location of the site and walkable services within Wythenshawe.
- 4.35 It is stressed that caution must be applied at this stage to agreeing to a single occupancy vehicle target which may be unrealistic, as it must be achievable with reference to the results of the first (baseline) travel survey and actual travel behaviour. Any individual modal share targets can be adjusted depending on the success of the ongoing measures, although these will not affect the overall target for single-occupancy car use. Any alterations to the targets will be agreed with Manchester City Council.

5.0 IMPLEMENTATION, MONITORING AND REVIEW

Implementation

- 5.1 As previously discussed, the Travel Plan Coordinator will be responsible for a large proportion of the travel plan. Their role will be to implement the measures previously discussed within this report alongside undertaking the necessary monitoring of the plan as requested by Manchester City Council.

Monitoring

- 5.2 Initially, the Travel Plan Coordinator will be responsible for undertaking a travel survey of residents within the first three months of occupancy, as to obtain baseline model splits in which future Travel Plan targets will be reviewed against. A revised Travel Plan will then be completed and submitted to Manchester City Council, within six months of occupancy.
- 5.3 Surveys will be carried out on an annual basis (or period agreed with Manchester City Council) from the month of the initial survey. Questionnaires, like that within **Appendix E**, will be issued to residents as to obtain up-to-date travel information.
- 5.4 It will be the responsibility of the Travel Plan Coordinator to maximise the response rate of the questionnaires and make them available to all users of the site when the time comes. It is estimated that the survey period would last two weeks, as to maximise the potential for the number of responses.
- 5.5 The Travel Plan Coordinator will be responsible for making the results of the travel surveys available to all residents via the annual travel newsletters, social media group and travel noticeboard.

Action Plan

- 5.6 An 'Action Plan' for the implementation of the Travel Plan is provided within **Table 10**.

Table 10: Action Plan

Target Date	Action/Measure	Responsibility
Prior to Occupation	- Appointment of the Travel Plan Coordinator. - Provide cycle parking spaces. - Provide new footway links within site. - Installation of broadband infrastructure.	Developer/End User
	- Educate sales staff to ensure they are aware of the Travel Plan and sustainable travel modes around the site which could be promoted to residents. - Preparation of the Travel Information Packs for distribution. - Collecting information to be included on the travel noticeboard. - Setup resident's social media page (Discord or WhatsApp).	Travel Plan Coordinator
Within three months of Occupation	- Distribute Travel Information Packs to all occupied households. - Undertake initial baseline travel survey.	

Target Date	Action/Measure	Responsibility
	Arrange a car share coffee morning for residents to see if there is any uptake for car sharers.	
Within six months of Occupation	Revised Travel Plan to be submitted to Local Authority upon completion of the travel mode survey.	
Annually	Undertake updated travel surveys and review the Travel Plan measures and targets where appropriate.	
Ongoing	- Promote Local and National Awareness events such as cycle to work. - Liaison with Local Authority and public transport operators regarding Travel Plan and services. - Updating of the travel noticeboard and update social media pages as and when travel information changes.	

- 5.7 A review of the Travel Plan will be undertaken at each monitoring period. Where the Travel Plan Coordinator or Local Authority believe the Travel Plan is not achieving its targets, remedial measures could be implemented, which may include a review of all existing measures and the re-marking of those measures to residents of the site.

Enforcement

- 5.8 The developer of the site will be responsible for providing the funding for the launch and implementation of the Travel Plan, along with the costs to implementation of those measures detailed in the Action Plan.
- 5.9 The developer will be required to provide sufficient funds to ensure that the Travel Plan remains active and current for the period specified by the Local Authority.
- 5.10 Suitable funding will also be set aside by the developer to revisit measures already outlined within this Travel Plan in the event the aims, objectives and targets are not being met. Furthermore, additional measures could be reviewed, such as discount cycle vouchers and or discounted bus tickets, subject to the findings of the travel surveys and if these would be suitable.

6.0 SUMMARY

- 6.1 This Travel Plan has been prepared to discharge Planning Condition 19 associated with Planning Application reference 137485/FO/2023.
- 6.2 Following the review of accessibility to the site via sustainable modes, it is concluded that the site is well located in terms of access to walking, cycling and public transport network.
- 6.3 Based upon the level of identified sustainable transport provision in the vicinity of the proposed development, a series of Travel Plan initiatives and measures considered appropriate to the site have been identified.
- 6.4 The modal split of existing residents has been assessed to obtain an idea of how future residents may travel to/from the site. The outputs show that 49.2% of people are likely to travel via single occupancy vehicles, 13.3% likely to use public transport, and 18.7% using active travel modes (walking and cycling). Sustainable travel is therefore currently utilised by existing residents and thus, presents the opportunity to promote these to future residents.
- 6.5 The document sets out a package of measures for the end user of the site, aiming to have a beneficial impact on the travel choice of residents. These measures have been designed to support the implementation of sustainable transport to help reduce dependency on single occupancy car journeys and include:
- Travel Plan promotion and awareness.
 - Measures to encourage walking and cycling.
 - Measures to encourage public transport travel.
 - Car sharing options.
- 6.6 The implementation of the Travel Plan will be the responsibility of the appointed Travel Plan Coordinator. Monitoring of the Travel Plan and updating of all information contained herein this document will fall to the appointed Travel Plan Coordinator.
- 6.7 The Travel Plan must be agreed prior to use of the site and the active implementation of the Travel Plan on site will commence as detailed above. Various measures relating to the plan will be implemented as agreed in this document.

Appendix A: -

Key

3000 x 6000mm parking space

Pavement

Block Paved Parking Space

Private Garden

Front Garden

Access Road - Tarmac

Shed (Cycle Storage)

Easement

Schedule of Accommodation

Social Rent

10no 1B2P Flats @ 50m²

5no 2B3P Flats @ 61m²

2no 2B4P Houses Semi-Detached @ 83m²

4no 3B5P Houses Semi-Detached @ 96m²

Shared Ownership

2no 4B6P Houses Detached @ 108m²

23no Total

28 no parking spaces

Flats - 100% parking spaces

2B4P Houses - 100% parking spaces

3B5P Houses - 100% parking spaces

4B6P Houses - 200% parking spaces

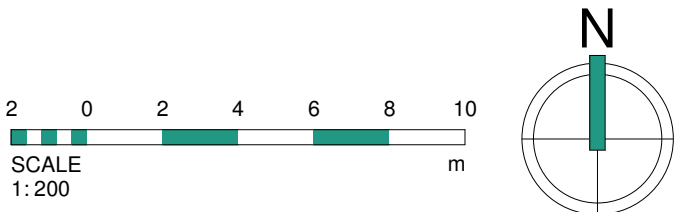
1no - parking space for 27 Newell Road

1no - parking space for 29 Newell Road

1no - parking space for 33 Newell Road

- Site Area: 3010m²
- Caveats
- Overlooking distances subject to LPA Approval

• Density and parking mix subject to LPA Approval



Layout subject to confirmation of red line boundary, all statutory approvals including highways, planning and building regulations, relevant surveys and reports such as topographical, ecology, trees, ground investigation and flood risk.

Area Schedule		
Type	Description	Area
Car Parking	Salmon	336 m²
Front Garden	Dark Green	618 m²
Plot Hardstanding	Light Grey	526 m²
Private Garden	Light Green	336 m²
Tactile Paving	Brown	4 m²
Unadopted Drive	Red Fleck	401 m²
Total: 39		2221 m²

Fence Schedule		
Type	Fence Height	Length
440x440x1800mm		0.0
1800mm Wall & Railing	1.250	88.2
Fence - TSW 1100mm	1.100	56.3
Fence - TSW 1800mm Trellis	1.800	80.9
Fence - TSW 2100mm	2.100	150.5
Total: 53		375.9



DO NOT SCALE FROM THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE BY
CONTRACTOR PRIOR TO CONSTRUCTION

B	15.07.24	ED	Drawing revised to amend schedule (4 Beds to shared ownership)
A	12.07.24	ED	Drawing revised to amend car parking layout to allow for EV charging to all car parking spaces for new dwellings.
Rev	Date	Int	Description

btp

ARCHITECTS

RIBA

Chartered Practice

CLIENT:

WCHG

PROJECT:

Greenbrow Social Club

DESCRIPTION:

Proposed Site Plan

PURPOSE OF ISSUE:

Building Regulations

DRAWN BY: CHECKED DATE: SCALE @ A1:

ED MA 22.03.24 1 : 200

JOB NO: STATUS CODE: DRAWING NO: REV

3953 S2 203 B

FILE IDENTIFIER:

GR-BTP-00-SP-DR-A-3953_203.B

Elizabeth House 486 Didsbury Road Heaton Mersey Stockport SK4 3BS
0161 443 1221 info@bernardtaylor.co.uk www.btparchitects.co.uk

Appendix B: -

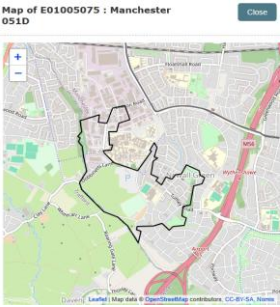
QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 8 April 2025]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01005075 : Manchester 051D
rural urban	Total

645

Method of Travel to Work	2011	
All categories: Method of travel to work	992	
Work mainly at or from home	13	2.0%
Underground, metro, light rail, tram	4	0.6%
Train	2	0.3%
Bus, minibus or coach	80	12.4%
Taxi	11	1.7%
Motorcycle, scooter or moped	5	0.8%
Driving a car or van	361	56.0%
Passenger in a car or van	44	6.8%
Bicycle	24	3.7%
On foot	97	15.0%
Other method of travel to work	4	0.6%
Not in employment	347	

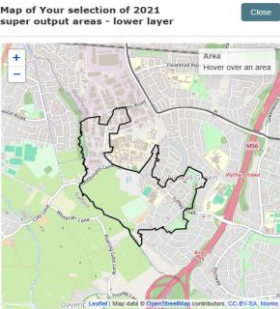


TS061 - Method used to travel to work

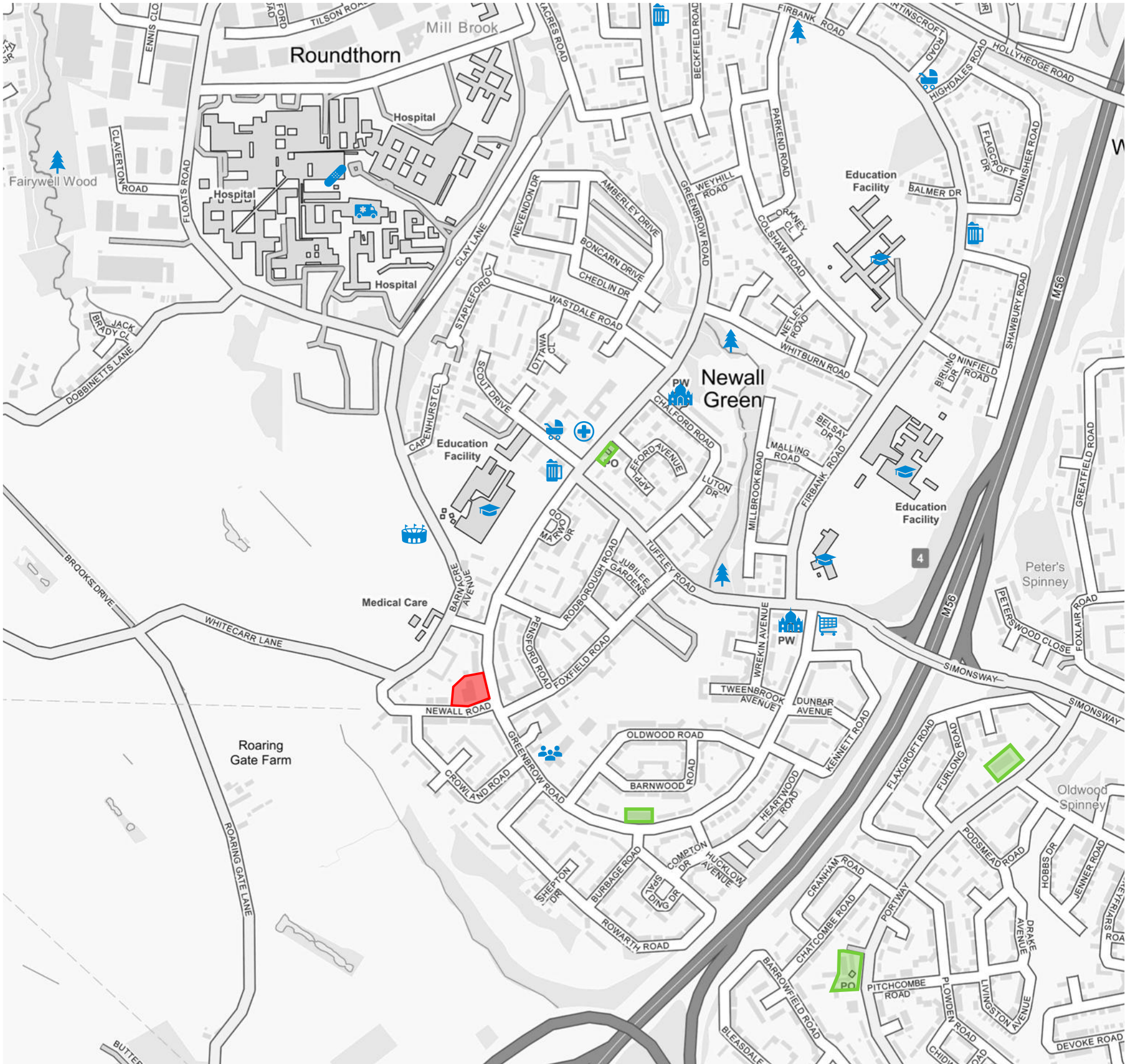
ONS Crown Copyright Reserved [from Nomis on 8 April 2025]

population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
area type	2021 super output areas - lower layer
area name	E01005075 : Manchester 051D

Method of travel to workplace	2021	
	number	%
Total: All usual residents aged 16 years and over in	675	100.0
Work mainly at or from home	116	17.2
Underground, metro, light rail, tram	5	0.7
Train	3	0.4
Bus, minibus or coach	60	8.9
Taxi	16	2.4
Motorcycle, scooter or moped	2	0.3
Driving a car or van	325	48.1
Passenger in a car or van	25	3.7
Bicycle	19	2.8
On foot	98	14.5
Other method of travel to work	6	0.9



Appendix C: -



Scale:

Not To Scale.

- Notes:**
- 1. Do Not Scale From This Figure.
 - 2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.
 - 3. This Figure Is Not Intended As A Comprehensive Listing, And Shows Only Selected Local Facilities Considered Of Significance.
 - 4. Paved Footways May Not Be Available On All Routes.

Site Location

Local Facilities Key

- Tree of Life Community Centre
- School/Academy
- Hospital
- Medical Centre
- Children’s Nursery
- Park/Nature Reserve
- Public House
- Wythenshawe Celtic Football Club
- Place of Worship
- Shop/Supermarket
- Pharmacy

High Street (Several Facilities Within)

Client:

The Casey Group Ltd

Project:

Greenbrow Social Club
Greenbrow Road
Wythenshawe

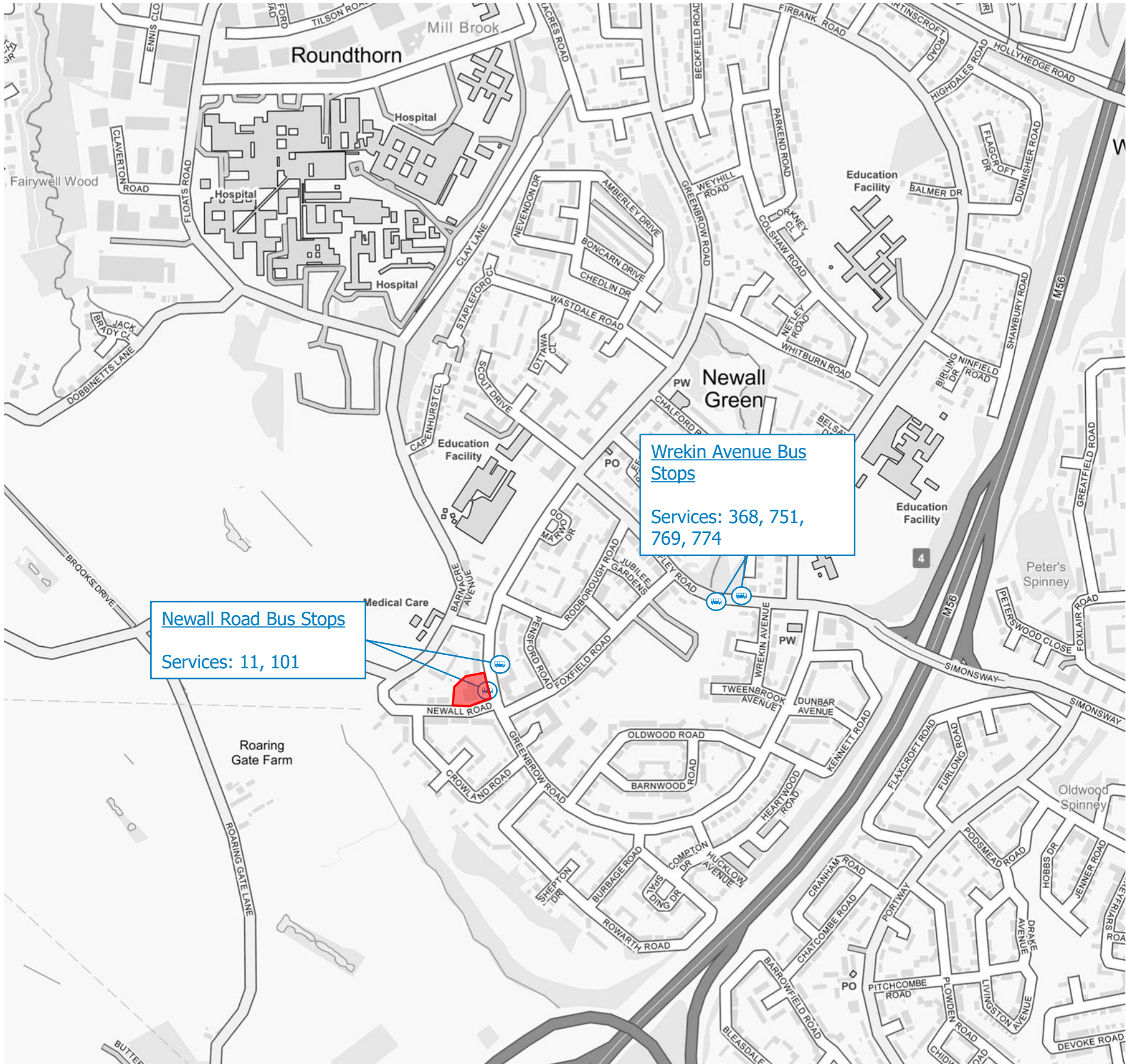
Diagram Title:

Facilities & Amenities Plan

Drawn & Checked By:	Date:
AR	29/03/2025

T: +44 (0) 7935229255
enquiries@robertshighwayconsultants.co.uk
www.robertshighwayconsultants.co.uk

Appendix D: -



Scale:
Not To Scale.

- Notes:**
- 1. Do Not Scale From This Figure.
 - 2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.

 Site Location

 Selected Bus Stops Close To Site

Client:		The Casey Group Ltd	
Project:		Greenbrow Social Club Greenbrow Road Wythenshawe	
Diagram Title:		Public Transport Plan	
Drawn & Checked By:		AR	Date: 29/03/2025
T: +44 (0) 7935229255 enquiries@robertshighwayconsultants.co.uk www.robertshighwayconsultants.co.uk			

Appendix E: -

Introduction

The following questions are designed to give your Travel Plan Coordinator, and Manchester City Council (the overseeing organisation) an understanding of travel movements to and from your home in order to try and achieve a reduction in single occupancy vehicle trips. The questions are designed to be simple, with the entire questionnaire taking no longer than five minutes for you to complete.

Plot Number

Question 1) To help us understand the current transport use of the site, please complete the following:

How many people live in this household?	Under 18:	Over 18:
How many bikes do you own?		
How many cars/vans are associated with this property?		
Does the property have access to Electric Vehicle Chargers?		

***Please answer all of the following questions for all adults (aged 18 or over)**

Question 2) Which of the following destination do you most frequently travel to/from during 'rush hour' periods:

	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Work					
Education					
Shopping					
Leisure					
None					

Question 3) What mode of transport do you most frequently use to travel to this destination? (If you use multiple modes of travel, please choose the mode which constitutes the longest duration in journey time):

Travel Modes	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Car Driver (alone)					
Car Driver (with passenger)					
Car Passenger					
Walking					
Cycling					
Bus					
Train					
Motorbike/Scooter					
Taxi					
Tram					

Residents

TRAVEL QUESTIONNAIRE

Question 4) Do you use any other modes of travel during the same journey which you have not outlined within Question 3?:

Travel Modes	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Car Driver (alone)					
Car Driver (with passenger)					
Car Passenger					
Walking					
Cycling					
Bus					
Train					
Motorbike/Scooter					
Taxi					
Tram					

Question 5) What time do you usually leave the house to travel to this destination?

Time	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Before 06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
After 09:00					

Question 6) How far is this journey normally?

Time	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Under 1 mile					
1-3 miles					
4-10 miles					
10-20 miles					
Over 20 miles					

Question 7) Why do you choose this travel mode? (Please tick all that apply)

Reason	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Cheapest					
Most Convenient					
Environmental Reasons					
Healthiest Option					
Quickest					
Work Requirement					
Lack of Public Transport					
For own Safety					

Question 8) What would encourage you to take more sustainable travel modes?

Incentive	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Cycle and Walking Maps					
A Site Car Club					
Personalised Journey Plans					
Free Bus 'Taster Tickets'					
Discounted Rail Tickets					
Travel Information Leaflet					
Cyclist Training Sessions					
Life Share Coffee Mornings					
Life Share Noticeboards					
Not Possible due to Work					

Question 9) The Travel Plan Coordinator of the site will be establishing a 'Steering Group', responsible for continuing the work of the Travel Plan in future years. The group may meet every quarter for approximately one hour. If you would like to be contacted regarding this, please provide your details in the space below.

.....

Question 10) If you have any other information which you believe would be useful for this survey, please provide this in the space below.

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Thank You for Your Assistance.



