

Zip World, Heaton Park, Manchester

Travel Plan

Curtins Ref: 088270-CUR-XX-XX-T-TP-00002

Revision: P03

Issue Date: 02 December 2025

Client Name: Zip World

Client Address: Denbigh Street, Llanrwst, Wales, LL26 0LL

Site Address: Heaton Park, Manchester

Control Sheet

Rev	Description	Checked	Issued	Date
P01	Internal Issue for Client Review	DJ	DJ	17 October 2025
P02	Updated in line with comments	DJ	DJ	27 October 2025
P03	Final Issue	DJ	PB	02 October 2025

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

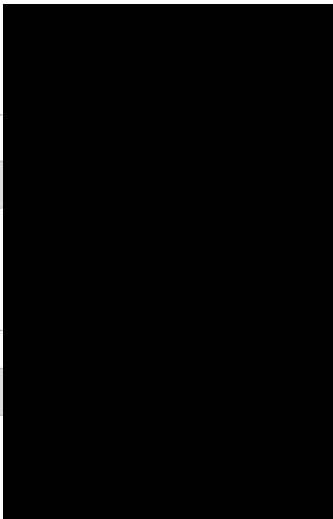
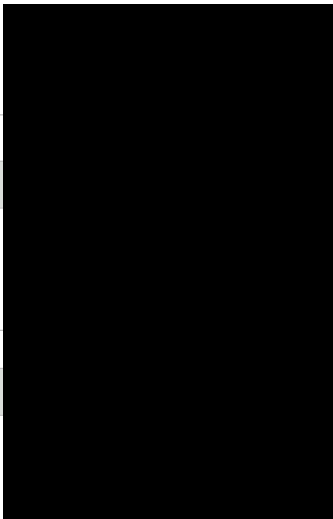
Author	Signature	Date
Paige Bartlett BSc (Hons) GradCIHT Graduate Transport Planner		17 October 2025
Reviewed		Date
Danny Jones MPlan MRTPI MCIHT Associate		17 October 2025
Authorised		Date
Danny Jones MPlan MRTPI MCIHT Associate		17 October 2025

Table of Contents

1.0 Introduction 1

1.1 Background 1

1.2 What is a Travel Plan? 2

1.3 Influencing Choices 2

1.4 Purpose of the Travel Plan..... 2

1.5 Travel Plan Initiatives 3

2.0 Travel Plan Initiatives 4

3.0 Initial Targets 7

3.1 Introduction..... 7

3.2 Data Collection 7

3.3 Data Analysis 7

4.0 Potential Carbon Savings 9

4.1 Introduction..... 9

4.2 Potential Carbon Savings..... 10

4.3 Next Steps 10

5.0 Monitoring, Review, and Action Plan..... 11

5.1 Appointment of a Travel Plan Coordinator 11

5.2 Monitoring Traffic Volumes 11

5.3 Action Plan 12

Tables

Table 2.1 – Travel Plan Initiatives 6

Table 3.1 – Additional Vehicle calculations 8

Table 3.2 –Initial modal shift targets 8

Table 5.1 –Traffic Volume numbers 11

Table 5.1 – Action Plan 13

Appendices

- Appendix A – Welcome Packs
- Appendix B – Carbon Calculator

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Zip World to provide Transport Planning advice in relation to an approved planning application for a new Zip World site at Heaton Park, Manchester.

1.1.2 Planning application **141761/FO/2024** was approved on 8th August 2025, and contains the following development description:

“Installation of 3 no. Tube Slides and associated infrastructure”

1.1.3 The approval included a Travel Plan planning condition (number 13). The condition wording for Condition 13 is as follows:

“13. The slides hereby approved shall not become operational until details of an updated Travel Plan, with the objective of reducing car borne journeys; and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented, (with specific reference to land train improvements, directional signage, traffic management systems for parking, and measures based on monitoring data of the existing traffic volumes in conjunction with the future traffic forecasts) has been submitted to and approved in writing by the City Council as Local Planning Authority.

For so long as the use is in operation the Local Planning Authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority, as part of the Travel Plan.

Reason - To assist promoting the use of sustainable forms of travel pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy.”

1.1.4 Zip World Heaton Park operates an adventure / treetop course inside Heaton Park, Manchester. It includes:

- **Full Trek:** A high ropes / treetop course with obstacles, zip lines, etc;
- **Mini Trek:** A lower-level version for juniors (5+) with fewer obstacles and zips;
- **Treetop Nets:** Large bouncy nets suspended in trees, with slides, walkways, tunnels;
- **Treetot Nets:** For very young children (age 3+), with gentler slides etc.

- 1.1.5 Zip World Manchester is an existing tourist attraction that obtained planning consent in December 2016 (reference 113932/FO/2016) and subsequently opened in 2020; therefore, people are already visiting the Site for its existing activities via a variety of transport methods, including private car.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan is defined¹ as:

"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."

- 1.2.2 A Travel Plan is designed to encourage people to choose alternative transport modes over single occupancy car use, and where possible reduce the need to travel at all.

1.3 Influencing Choices

- 1.3.1 A key aim of this Travel Plan is to influence individuals travel choices, and demonstrate how businesses, companies and individuals can reduce carbon emissions through changing travel patterns and behaviours. Curtins will demonstrate how operational carbon savings through corporate initiatives can be implemented at this site.

- 1.3.2 A study conducted² has estimated that the potential impact on carbon emissions of a shift from driving to walking and cycling revealed the following:

"Research shows that walking or cycling can realistically substitute for 41% of short car trips, saving nearly 5% of CO₂e emissions from car travel. This is on top 5% of 'avoided' emissions from cars due to existing walking and cycling."

1.4 Purpose of the Travel Plan

- 1.4.1 The purpose of this Travel Plan is to provide various environmental, health, and social benefits for individuals and organisations accessing the proposed development and provide a high-level carbon saving estimate.

¹ Ministry of Housing, Communities & Local Government National Planning Policy Framework 2024 [Online]. Available at [National Planning Policy Framework](#)

² Neves, Andre & Brand, Christian. (2018). Assessing the potential for carbon emissions savings from replacing short car trips with walking and cycling using a mixed GPS-travel diary approach. Transportation Research Part A Policy and Practice. 10.1016/j.trra.2018.08.022.

1.5 Travel Plan Initiatives

- 1.5.1 Taking into account the development proposals and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage sustainable travel as part of the scheme.
- 1.5.2 **Section 2** which sets out the initiatives that could be implemented in a Travel Plan in order to reduce reliance on single occupancy car travel, and to encourage staff and visitors to take up more sustainable modes of transport.

2.0 Travel Plan Initiatives

Initiative	Actions
Staff Travel Pack	<p>A Staff Welcome Pack will be used to influence travel patterns for staff accessing the site, by providing useful information on how they can travel to the site in a sustainable way. The Welcome Pack can be found in Appendix A and will be made available for all staff at the site and any new staff, in order to improve understanding of sustainable roles to and from the site. Contents will include various initiatives including:</p> <ul style="list-style-type: none">• Literature on the health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;• Maps showing local walking and cycling routes;• Cycle to Work scheme;• Details of public transport services, including routes and timetables; and.• Details of local links / active travel routes available in the area.
Visitor Travel Packs	<p>A Travel Plan Welcome Pack will be used to influence travel patterns for users accessing the site, by providing useful information on how users can travel to the site in a sustainable way. The Travel Plan Co-Ordinator would be responsible for updating the Welcome Pack as necessary.</p> <p>The information in a Welcome Pack highlights the various travel options available to the site. Contents will include various initiatives including:</p> <ul style="list-style-type: none">• Literature on the health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;• Maps showing local walking / cycling routes;• Details of public transport services, including routes and timetables; and.• Details of local links / active travel routes available in the area such as: https://gmwalking.co.uk/. <p>A Welcome Pack is provided in Appendix A.</p>
Encouraging Walking	<p>The site is situated in an urban location and is therefore well situated for visitors to take advantage of walking routes within the vicinity of the site. Within the park, there is existing signage to the main visitor attractions and pedestrian gates at various locations. There are pedestrian crossings providing safe crossing locations to entrance points, for example, across Middleton Road, Sheepfoot Lane and Bury Old Road.</p> <p>Walking is the most sustainable, and accessible mode of travel. Furthermore, 30 minutes of moderate activity for five or more times per week is likely to enhance an individual's health and fitness. The following measures will be promoted to encourage visitors / staff to utilise walking as a mode of transport:</p> <ul style="list-style-type: none">• Reiterate the health benefits that walking provides;• Adequate lighting, landscaping and shelter to create pleasant pedestrian waiting areas;• Provide clear signing of pedestrian routes within and in the vicinity of the site and ensure these are well maintained and in good condition, to satisfy condition 13. There will be permanent directional signage in the form of fingerposts throughout the park, which will enable customers to navigate their way

Initiative	Actions
	<p>back to the Treetop Trek facility;</p> <ul style="list-style-type: none"> • The TfGM website at https://beeactive.tfgm.com/where-you-live/ which comprises details of walking routes and facilities accessible within a 15-minute walk; • The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute; • Regularly review and update information (if necessary) provided within the Welcome Packs / Travel Page / Notice boards; • Highlight routes to the public transport connections. <p>Additional measures such as marketing campaigns in line with 'Walk to Work Week' and the implementation of a "walking buddy" scheme will also be considered.</p>
Encouraging Cycling	<p>The site is situated to take advantage of existing cycle infrastructure. There are currently 4 cycle racks situated at The Stables hub, available for anyone to use. For staff at the site, there is a covered storage area for bikes, as well as changing and shower facilities in the Stables complex. Zipworld will provide 5 cycle stands as a supplement to the wider cycle storage available across the site.</p> <p>The following measures will be promoted to encourage visitors / staff to utilise cycling as a mode of transport:</p> <ul style="list-style-type: none"> • Promote the availability of cycling information, including route maps and useful tips and tricks guidance, on the Sustrans website https://www.sustrans.org.uk/; • Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map) • The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; • Promote TfGM's cycle hire scheme (https://beeactive.tfgm.com/cycle-hire/) which users can access using the Beryl app • Local Cycle clubs / forums to be invited to take part in Travel Plan promotional events to raise awareness; • Promotion of events such as "National Bike Week"; • Ensure there is sufficient cycle infrastructure and facilities on site, such as: provision of signage in and around the site, improved security at existing and proposed bike parking facilities; • Register staff and employees to the Cycle2Work scheme, which Halfords' website claims can save employees up to 42% on a new cycle and safety accessories; and, • Provide an on-site puncture repair kit for staff.
Encouraging Public Transport Use	<p>The site is situated to take advantage of nearby tram and railway stops. Metrolink offers park and ride car parks across the tram network which are free to use for Metrolink customers. The Park and Rides at Bury Interchange, Radcliffe and Whitefield offer a quick and easy way to get to Heaton Park and Bowker Vale stops, both of which are within just a few minutes walking distance of the park. Additionally, Heaton Park is served by the X35, 59, 135, 149, 156, 164 and 484</p>

Initiative	Actions
	<p>bus services.</p> <p>The following measures will be promoted in order to encourage residents to travel by public transport:</p> <ul style="list-style-type: none"> • Distribute details of the https://www.traveline.info/ Journey Planning tool; • Provide links to up-to-date bus information, including timetables and route information in the welcome packs; • Liaise with MCC and local public transport operators to discuss current service levels as well as opportunities for enhancing public transport use to/from the site; • Links to up-to-date public transport services, timetables, and routes (for example https://tfgm.com/public-transport/); • Details of TfGM's online journey planning resources: https://tfgm.com/plan-a-journey/; • Promote the 16-17 Saver card and 16-25 Railcard which save holders 50% and 33%, respectively, on all train fares at a cost of £30 per year; • Advertise any promotions / discounts offered by public transport operators; and, • Limited time discounts could be provided in the previously discussed welcome packs.
Land Train	<p>Heaton park also operates a seasonal land train from Easter through to October, that travels internally around the park. Its route encompasses the north play area/Tree Top site, the Stables Hub, the Lakeside Hub, the Heritage Tramway and Heaton Hall. Since 2017, there is now a total of 6 land train stops, which incorporate key points for visitors, including a stop to provide a Metrolink station entrance and the Lake Car Park. The Land Train operated by Heaton Park, not Zip World.</p> <p>The Land Train is currently not operating due to supplier issues within Heaton Park. However, it is understood Heaton Park intends to reinstate the operation of the land train.</p> <p>In order to satisfy condition 13, there are objectives to improve this land train facility, as an internal transport option for reaching different facilities within the park. This includes regularly reviewing the land train routes and stops to access if it is meeting the demands of visitors, and also introducing more stops at the main access points upon entry to the park. However, this is currently outside of the influence and direct control of Zip World.</p>
Car Park Management	<p>There is an existing pay-and-display car park adjacent to Zip World Manchester, providing 50 dedicated spaces for visitors to the attraction. The car park is managed by Heaton Park and forms part of its wider parking provision. While no formal usage data is available, the Applicant understands that the car park typically operates with spare capacity, reflecting the way it is integrated within the wider park management. Additional parking is available nearby at Sheepfoot Lane Car Park and Smithy Lodge, both also operating on a pay-and-display basis.</p> <p>Parking is free for blue badge holders and each car park has clearly parked disabled spaces.</p> <p>There is an additional car park for staff use which has space for c.10 vehicles. There is expected to be 3 to 14 staff on site.</p>

Table 2.1 – Travel Plan Initiatives

3.0 Initial Targets

3.1 Introduction

- 3.1.1 Target setting enables the effectiveness of travel plan initiatives to be assessed. This section provides an overview of the data that should be collected in future travel surveys to inform the full Travel Plan once developed and provides initial targets to work towards in the meantime.

3.2 Data Collection

- 3.2.1 In order to understand travel habits, a survey will be undertaken within 3-6 months of commencement of public operations. Recipients will be encouraged to participate, and the surveys would seek the following key information:

- Place of residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various active and sustainable modes;
- Any barriers to walking, cycling and public transport; and
- Initiatives that would encourage staff and visitors to travel more sustainably.

- 3.2.2 The information obtained will be used to undertake modal split analysis. Staff and visitors will then be surveyed annually from the initial survey for a period of 5 years to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the travel plan measures.

3.3 Data Analysis

- 3.3.1 Following the travel surveys, official targets will be set through consultation with Manchester City Council. The official targets will be **SMART** (Site-specific – Measurable – Achievable – Realistic – Timed).

- 3.3.2 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

- 3.3.3 Currently, it is estimated that there are c.40,000 visitors per year attending Zip World Manchester. This is based on current ticket sales for existing activities. It is expected there would be a rise by c.6000 visitors in Year 1 post the installation of the 3no. tube slides, and this is expected to rise to an additional c.6300 visitors in Year 2. The breakdown of expected additional visitors between Year 1 – Year 5 is set out below

- Year 1- 6,000 visitors
- Year 2- 6,300 visitors

- Year 3- 6,615 visitors
- Year 4- 6,945 visitors
- Year 5- 7,293 visitors

3.3.4 Based on other Zip world sites, the predicted number of vehicles that are expected at Heaton Park have been calculated. These numbers are based on statistics from similar activities at their other Zip World Sites. Given the majority of the other sites are within rural locations with very limited public transport, these numbers account for a worst-case scenario given the access to public transport is easier for the Zip World in Manchester. The data can be seen below in **Table 3.1:**

	Total Participants	Solo		Predicted vehicles	group 2-4		Assumed vehicles	group 4-8		Assumed vehicles	group 8+		Assumed vehicles	Total assumed vehicles per year
		#	%		#	%		#	%		#	%		
Y1	6000	480	8	192	3540	59	472	1080	18	72	900	15	36	772
Y2	6300	504	8	202	3717	59	495.6	1134	18	76	945	15	38	811
Y3	6615	529	8	265	3903	59	650	1190.7	18	99	992	15	50	1064
Y4	6945	556	8	333	4098	59	820	1250	18	125	1042	15	63	1340
Y5	7293	583	8	408	4303	59	1004	1313	18	153	1094	15	77	1642

Table 3.1 – Additional Vehicle calculations

3.3.5 The following modal shift targets have been calculated based on the expected total assumed number of vehicles in year 5 (as a worst-case scenario).

Initial Modal Shift Targets					
Travel Mode	Baseline	Short Term	Medium Term	Long Term	Total Target
Car Driver	22.5%	-2.5%	-2.5%	-2.5%	-7.5%
Car Passenger*	45.0%	-	-	-	-
Public Bus*	12.5%	+1%	+1%	+1%	+3%
MetroLink*	15.0%	+1%	+1%	+1%	+3%
Train*	0.0%	-	-	-	-
Walking*	0.0%	-	-	-	-
Cycling*	5.0%	+0.5%	+0.5%	+0.5%	+1.5%
Total	100.0%	-	-	-	-

*modal split for non-car driver assumed based on knowledge working with ZW and in consideration of the accessible nature of the site

Table 3.2 –Initial modal shift targets

3.3.6 A baseline value of 67.5% of visitors arriving by private car has been assumed at this stage (comprising 22.5% car drivers and 45% car passengers), based on the assumed total number of vehicles at year 5. This can be refined once baseline surveys have been undertaken within 3-6 months of commencement of public operation.

3.3.7 The remaining 32.5% of journeys to the site are targeted to be made by sustainable modes of transport such as public bus, cycling and MetroLink. The targets are considered realistic with the implementation of the Travel Plan Initiatives as detailed throughout **Section 2** of this Travel Plan.

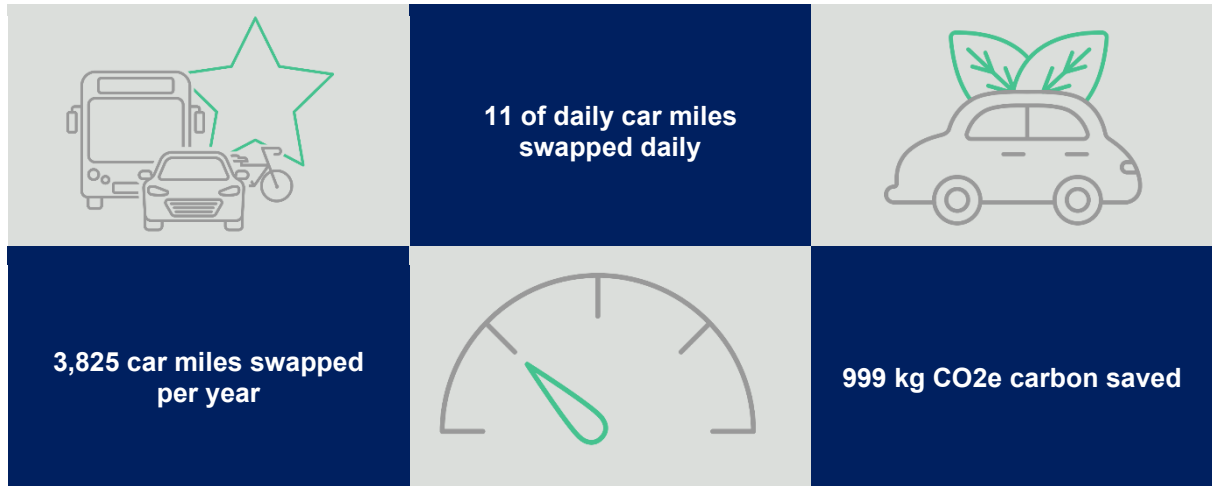
4.0 Potential Carbon Savings

4.1 Introduction

- 4.1.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Energy Security & Net Zero also show that carbon emissions from domestic transport account for close to one third of the UK's net domestic emissions³.
- 4.1.2 Almost all domestic transport emissions are from carbon dioxide, the main source of which is the use of petrol and diesel in road vehicles. How people travel will therefore play a key role in the UK's carbon reduction agenda.
- 4.1.3 The modal split targets in **Section 3** above demonstrates that there is an overall aim for a 15% reduction car trips, whilst aiming for a 15% increase in trips by sustainable modes of transport, walking and cycling. If these above targets are achieved, then there would be a reduction in overall carbon footprint.
- 4.1.4 The following various figures have been applied in order to calculate the potential carbon savings that could be achieved if this modal split is met. This is an example that will be refined and updated with future surveys. These assumptions are maximum operational assumptions, and are stated below:
- Average of 1093 vehicles arriving to the site in year 5 (assuming modal target splits are met)
 - 340 operational days per year
 - Equates to 3 vehicles daily
 - Each visitor travels 50 miles (two-way journey) to visit the site
- 4.1.5 The details of these calculations can be found in **Appendix B** to the rear of the report.

³ Department for Energy Security & Net Zero (2024). 2023 UK greenhouse gas emissions, provisional figures [Online]. Available at <https://assets.publishing.service.gov.uk/media/6604460f91a320001a82b0fd/uk-greenhouse-gas-emissions-provisional-figures-statistical-release-2023.pdf>

4.2 Potential Carbon Savings



4.3 Next Steps

- 4.3.1 Curtins is able to provide additional calculations tailored to the development occupants once a full travel survey is undertaken at the Full Travel Plan stage. This would capture operational carbon emissions from commuting trips to and from the site.

5.0 Monitoring, Review, and Action Plan

5.1 Appointment of a Travel Plan Coordinator

5.1.1 A Travel Plan Coordinator (TPC) will be appointed for this site at least one month before occupation of the proposed development and will hold the overall responsibility for the day-to-day management and implementation of the Travel Plan. The named TPC is as follows:

- Tom Kenny (Site Manager).

5.1.2 The appointed TPC will:

- Update and maintain the Welcome Pack upon the opening of the attraction;
- Engage with local forums to discuss the travel plan aims, objectives and initiatives;
- Identify site specific measures and initiatives to achieve the objectives of the TP to increase sustainable transport to and from the Site;
- Set out realistic and achievable (SMART) targets for reducing travel to the site by private car and identify specific time frames;
- Derive a monitoring schedule to assess the effectiveness of the TP.

5.1.3 In addition to the above, the main monitoring process will involve travel surveys as described in **Section 3**. Monitoring will be carried out for a period of at least 5 years from the date of the baseline travel surveys (or until a date to be agreed with MCC) to ensure that the Travel Plan reflects current opportunities and local circumstances.

5.2 Monitoring Traffic Volumes

5.2.1 In order to monitor traffic volumes, targets from the modal shift share from **Table 3.2** have been applied to the calculated total number of participants in Year 5 of 7293 (as a worst-case scenario) from **Table 3.1**.

Travel Mode	Baseline Modal Shift	Baseline total participants	Target Modal Shift Share	Target Modal Shift Participants	Changes in total participants
Car Driver	22.5%	1640	15%	1093	-547
Car Passenger*	45.0%		-	-	-
Public Bus*	12.5%	912	18.5%	1,130	+36
Metrolink*	15.0%	1094	18%	1313	+219
Cycling*	5.0%	365	+6.5%	474	+109
Total	100.0%		-	-	-

Table 5.1 –Traffic Volume numbers

- 5.2.2 If the modal shift targets are achieved, then this will reduce car drivers from 22.5% to 15%, cutting down a total of 547 visitors arriving by car, and instead arriving by more sustainable modes of transport, such as cycling and public transport.

5.3 Action Plan

- 5.3.1 In order to effectively coordinate the travel plan initiatives and ultimately encourage sustainable modes of travel at the site, it is important to establish a clear timetabled Action Plan.
- 5.3.2 **Table 5.2** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Initiative	Actions to be Led by TPC	Anticipated Cost	Timescale
Production of Welcome Packs	Collate relevant information for the welcome packs.	Low	Immediate
	Update (if required) and distribute packs to all staff / Visitors	Medium	Short Term (within the first month of completion of the development)
Measures to Encourage Walking	Provide information on the health benefits of walking in communal areas.	No Cost	Immediate
	Ensure signs are provided on site demonstrating pedestrian routes. Ensure the pedestrian routes are maintained in good condition with adequate lighting to create pleasant pedestrian areas;	Medium	Immediate, Ongoing (reviewed annually)
	Provide pool of umbrellas on site.	Low	Short Term (within the first month)
	Provide lockers for storing personal belongings.	Medium	To be provided during building fit out.
	Liaise with MCC regarding opportunities for improving access for pedestrians.	No Cost	Ongoing
Measures to Encourage Cycling	Provide information on the health benefits of cycling in communal areas and promote Sustrans.	No Cost	Immediate
	Provide puncture repair kit on-site, replacing when necessary.	Low	Short Term (within 3 months)
	Cycle parking will be secure. Ensure on-site cycle storage remains in good condition, as well as changing facilities.	Low	Immediate, Ongoing (reviewed annually)
	Ensure registration to the cycle to work scheme is in place and promote internally.	No Cost	Immediate, cost recuperated
	Liaise with MCC regarding opportunities for improving access for cyclists.	No Cost	Ongoing
Measures to Encourage Public Transport Use	Promote the use of Traveline by distributing information in communal areas.	No Cost	Immediate
	Provide details of any timetable changes, promotions, or discounts in communal areas.	No Cost	Immediate, Ongoing
Measures to Encourage Land Train use	Regularly review the land train routes and stops to access if it is meeting the demands of visitors.	No Cost	Immediate, Ongoing
Measures to Encourage Car Sharing	Promote the https://liftshare.com/uk website.	No Cost	Ongoing

Table 5.2 – Action Plan

Appendix A – Welcome Packs



Zipworld Heaton Park

Travel Information Pack

Last Updated: 27 November 2025

Travel Plan Coordinator

Organisation:

ZipWorld

Contact:

Tom Kenny

Resources for Sustainable Travel

A summary of resources is provided below – please click on the images to access the relevant websites. If you are unsure about any of the resources and how they can benefit you, please speak to the Travel Plan Coordinator

Resource	Description
Walking	<ul style="list-style-type: none"> Walking is the most sustainable mode of travel. There are great routes around our park. Ask at reception for a Park Map! Did you know you can use walking toolkit www.routeyou.com to plan your walking route? If you get caught short and need an umbrella – find one at reception! The Living Streets website contains some useful information on encouraging more people to travel on foot. Check out the Fitforme websites with walking tips! The Greater Manchester Walking Website has tips on walking and various routes. Check out the TfGM website at which comprises details of walking routes and facilities accessible within a 15-minute walk.     
Cycling	<ul style="list-style-type: none"> Cycling is a convenient and sustainable option for those journeys too far to walk. Did you know you can use cycle toolkit m.cyclestreets.net to plan your cycling route? And that www.sustrans.org.uk has loads of detail on dedicated cycle routes? The TfGM website contains lots of cycling tips and various routes. If you get caught short and need a puncture repair kit – find one at reception!   

Resource	Description
Public Transport	<ul style="list-style-type: none"> Using public transport could save you time and money. Why not sit back, relax and let someone else do the driving? Did you know you can use the traveline.info toolkit for more journey planning information? The National Rail website allows you to keep track of live journeys! The TfGM website provides live public transport services, timetables, and routes! <div data-bbox="1241 181 1417 304">  </div> <div data-bbox="325 450 592 501">  </div> <div data-bbox="975 403 1437 483">  </div>
Car Sharing	<ul style="list-style-type: none"> Walking, cycling or public transport are not always realistic options. So have you thought about car sharing? Free-to-join car share scheme liftshare.com/uk can match you with someone who has a similar journey to you! Enterprise Car Club allows you to book a car for a few hours or a few days! <div data-bbox="1265 586 1433 667">  </div> <div data-bbox="957 781 1469 862">  </div>



Heaton Park Zip World

Staff Travel Pack- Travel Information

Last Updated: 27 November 2025

Travel Plan Coordinator

Organisation:	Zip World
Contact:	Tom Kenny

Resources for Sustainable Travel

A summary of resources is provided below – please click on the images to access the relevant websites. If you are unsure about any of the resources and how they can benefit you, please speak to the Travel Plan Coordinator.

Resource	Description
Walking	<ul style="list-style-type: none"> Walking is the most sustainable mode of travel. Did you know you can use walking toolkit www.routeyou.com to plan your walking route? The Living Streets website contains some useful information on encouraging more people to travel on foot. The Greater Manchester Walking Website has tips on walking and various routes. Check out the TfGM website at which comprises details of walking routes and facilities accessible within a 15-minute walk Check out the FitForMe websites with walking tips!    
Cycling	<ul style="list-style-type: none"> Did you know you can use cycle toolkit m.cyclestreets.net to plan your cycling route? And that www.sustrans.org.uk has loads of detail on dedicated cycle routes? The TfGM website contains lots of cycling tips and various routes. If you get caught short, make use of the puncture repair station. Check out the Cycle2Work scheme which is a government initiative which offers the most cost-effective way to get new cycling equipment. You could get a 40% discount off a new bike! Apply via xxxx@zipworld.com   

Resource	Description
Public Transport	<ul style="list-style-type: none"> Using public transport could save you time and money. Why not sit back, relax and let someone else do the driving? Did you know you can use the traveline.info toolkit for more journey planning information? The National Rail website allows you to keep track of live journeys! The TfGM website provides live public transport services, timetables, a routes!   
Car Sharing and Vehicle Policies	<ul style="list-style-type: none"> Walking, cycling or public transport are not always realistic options. So have you thought about car sharing? Free-to-join car share scheme liftshare.com/uk can match you with someone who has a similar journey to you! 

Appendix B – Carbon Calculator

Initial Modal Shift Targets		Assumed Modal Split Targets	
Travel Mode	Existing	Total Target	
Car Driver	22.50%	15.00%	
Car Passenger	45.00%		
Public Bus	12.50%	15.50%	
Bike	5%	7%	
Metrolink	15%	18%	

Vehicles Arriving	3	340
People Per Day (Average day)		operational days per year
Average Two-way Distance Travelled per car	50 Miles	1
		daily

Car miles	
Existing Car Driver Modal Split	22.50%
Existing Number of Car Trips per year	230
Existing Car Miles per year	11475
Proposed Car Driver Modal Split Target	15.00%
Proposed Number of Car Trips per year	153
Proposed Car Miles per year	7650
Number of Car miles swapped per year	3825 Car Miles swapped per year

Car Carbon emission savings per year	999 kg CO2e	annual reduction in car carbo
--------------------------------------	-------------	-------------------------------

Car Miles swapped daily	
Existing Car Driver Modal Split	22.50%
Existing Number of Car Trips per year	1
Existing Car Miles per year	34
Proposed Car Driver Modal Split Target	15.00%
Proposed Number of Car Trips per year	0
Proposed Car Miles per year	23
Number of Car miles swapped per year	11 Car Miles swapped daily