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C2 The Birtles, Wythenshawe Town Centre

Interim Travel Plan

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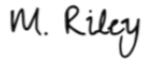
Matt Riley BA (Hons) MSc MCIHT Transport Planner		28 November 2025

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Muse Places and Wythenshawe Community Housing Group to provide transport and highways advice in relation to a Full Planning Application for C2 The Birtles, Wythenshawe Town Centre. The proposed description of development is as follows:

"Erection of 81 no. residential apartments (Use Class C3a) with retail uses at ground floor (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works following demolition of the existing buildings."

1.1.2 Following Curtins ongoing involvement on the Wythenshawe Town Centre Masterplan project, Curtins have been appointed to support the planning applications for a residential-led mixed-use scheme which forms part of the Masterplan, known as C2 The Birtles.

1.1.3 The Proposed Development would comprise of retail services allocated on the ground level. Floors 1-5 above that would be allocated for residential use only. The schedule of residential accommodation would be as follows:

- 26 x 1 bed apartments.
- 55 x 2 bed apartments.

1.1.4 The proposed site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined[1] 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 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

[1] Ministry of Housing, Communities and Local Government (2024). National Planning Policy Framework [Online]. Available at https://www.gov.uk/government/publications/national-planning-policy-framework--2

1.3 Purpose of the Report

1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS) (**Ref: 087688-CUR-XX-XX-T-TP-00002**) that has been prepared to assess the transport and highways impacts of the development proposals.

1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

1.3.3 Transport for Greater Manchester (TfGM)[2] strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health, stating that a TP should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

1.3.4 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, MHCLG, 2024.
- National Planning Practice Guidance, DCLG (now MHCLG), 2014.
- Manchester Core Strategy (2012 – 2027), and
- Greater Manchester Transport Strategy 2040.

1.4 Structure of the Report

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.

[2] Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBSVa9O42aggYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.4.4 **Section 5** gives an overview of the development proposals.

1.4.5 **Section 6** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.6 **Section 7** outlines the strategy for Travel Plan targets.

1.4.7 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.

1.4.8 **Section 9** concludes the report by providing an Action Plan that summarises the key actions to be completed as part of the travel planning process.

2.0 Travel Plan Benefits

2.1 Summary

2.1.1 Successful implementation of the travel planning process can have various environmental, health, financial and social benefits for individuals and the wider population.

2.1.2 There are varied and wide-ranging negative effects of high levels of car usage, including being one of the biggest drivers of greenhouse gas emissions[3], causing adverse physical and mental health including premature deaths[4], and costs to the health service[5] and businesses.

2.1.3 Poor air quality, of which road transport is a major driver, is the largest environmental risk to public health in the UK[6].

2.1.4 Conversely, physical activity is a "miracle cure"[7], with cycling in particular having "staggering"[8] health benefits. Greater uptake of active travel and public transport could combat climate change and poor air quality, improve physical and mental health, relieve pressure on the NHS[9], boost local businesses, improve the mobility and independence of those who cannot drive[10], and encourage greater social cohesion[11].

2.1.5 A reduction in private car usage can also reduce local congestion (making for more pleasant journeys for active travellers and those who cannot avoid driving) and release land for more productive uses.

[3] Department for Energy Security and Net Zero (2024). Provisional UK greenhouse gas emissions national statistics 2023 [Online]. Available at: https://www.gov.uk/government/statistics/provisional-uk-greenhouse-gas-emissions-national-statistics-2023
[4] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/
[5] Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.
[6] Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution
[7] Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report
[8] The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292
[9] Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205
[10] Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf
[11] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located centrally within Wythenshawe Town Centre, c.100m to the northeast of the Wythenshawe Interchange. The site is bound by the pedestrianised high street to the north and east, commercial units to the south and parking to the west.

3.1.2 **Figure 3.1** below shows the site in a local context relating to the local highway network:

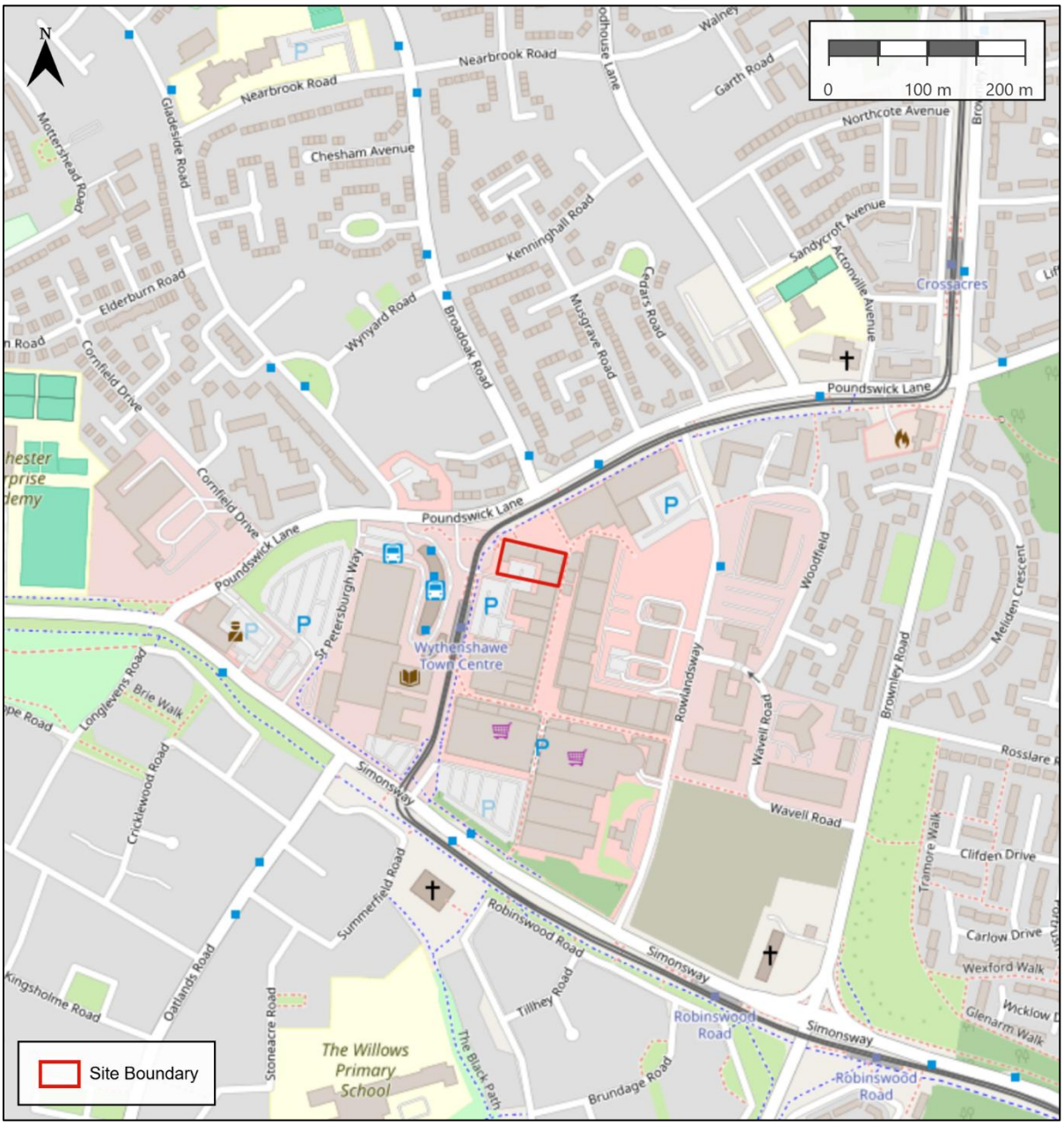

Figure 3.1 – Site Location

(Source: OpenStreetMap, 2025)

3.2 Existing Use and Access

3.2.1 The existing site comprises of commercial units; however, some units are vacant. The rear of the site comprises a service yard and car parking for up to 10 vehicles.

3.2.2 The site is currently accessed from Poundswick Lane to the west via Ainley Road. Pedestrians can also access the site via the high street.

3.3 Surrounding Highway Network

3.3.1 **Table 3.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cyclist Infrastructure	Restrictions / Parking / Loading Provision
Ainley Road	30 mph	Yes	c. 2m wide separated footway on both side of the road. Dropped kerbs and tactile paving crossing points across the road and tram tracks.	Shared Footway Cycleway to the west of the site.	Double Yellow TROs on both sides of the road.
Poundswick Lane	30mph	Yes	c. 2m wide separated footway on both side of the road. Dropped kerbs and tactile paving & signalised crossing to the west of the site.	-	Double Yellow TROs on both sides of the road.

Table 3.1 – Surrounding Highway Network Summary

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

4.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined *"Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius)."*

4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport's (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be *"…an upper limit"* and that walking *"…offers the greatest potential to replace short car trips, particularly those under 2 km."* The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled *'Guidelines for Providing for Journeys on Foot'* which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

CIHT Category	Town Centre (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).

4.2.5 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Distances of 500m, 1000m and 2000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting trips have been considered; these are a good approximation for the majority of trips associated with the development.

4.2.6 **Figure 4.1** presents a walking catchment with distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

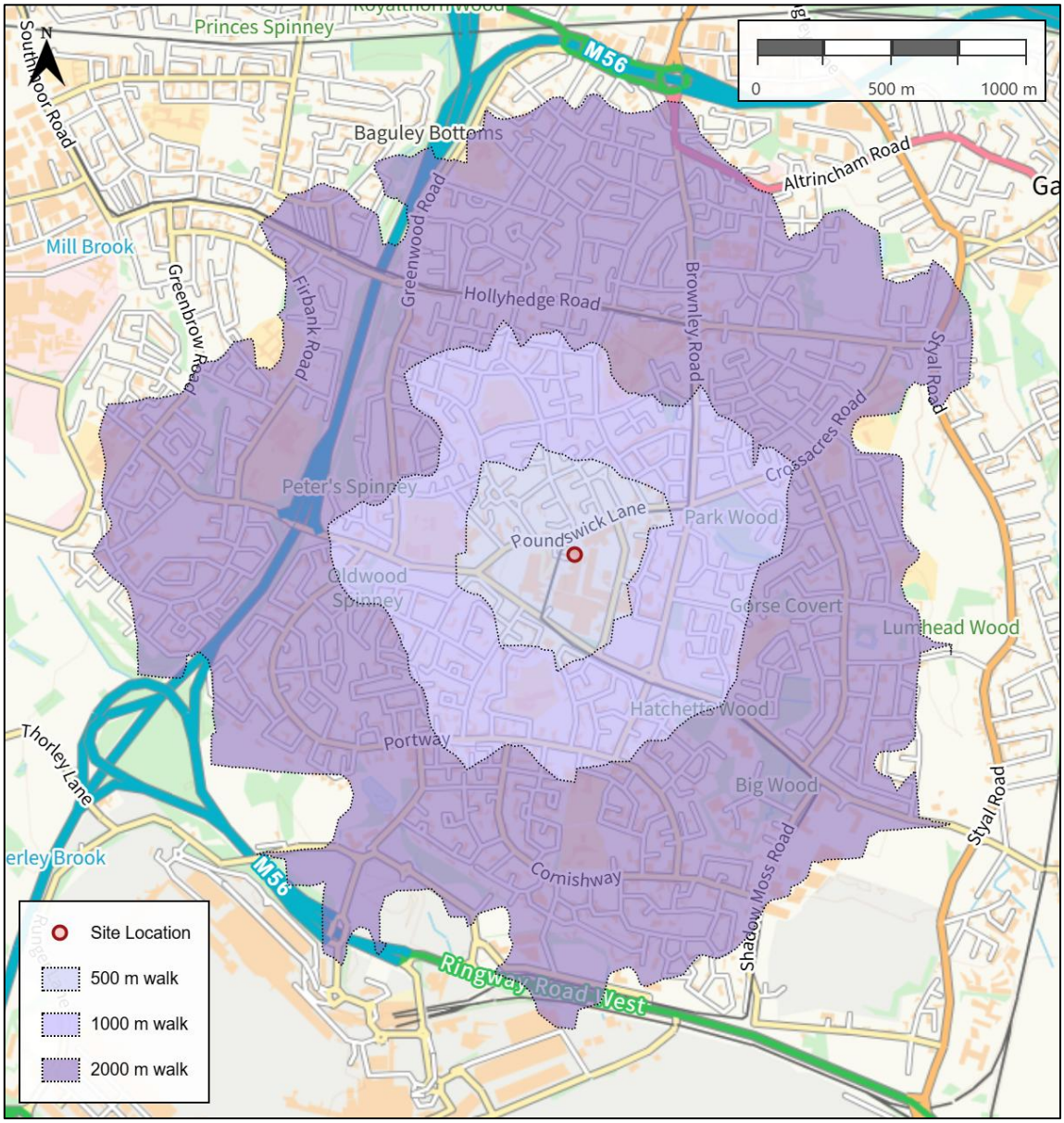

Figure 4.1 – Walking Catchment

4.2.7 The number and type of existing accessible amenities within 500m of the site can be summarised in **Figure 4.2** and **Table 4.2** below:

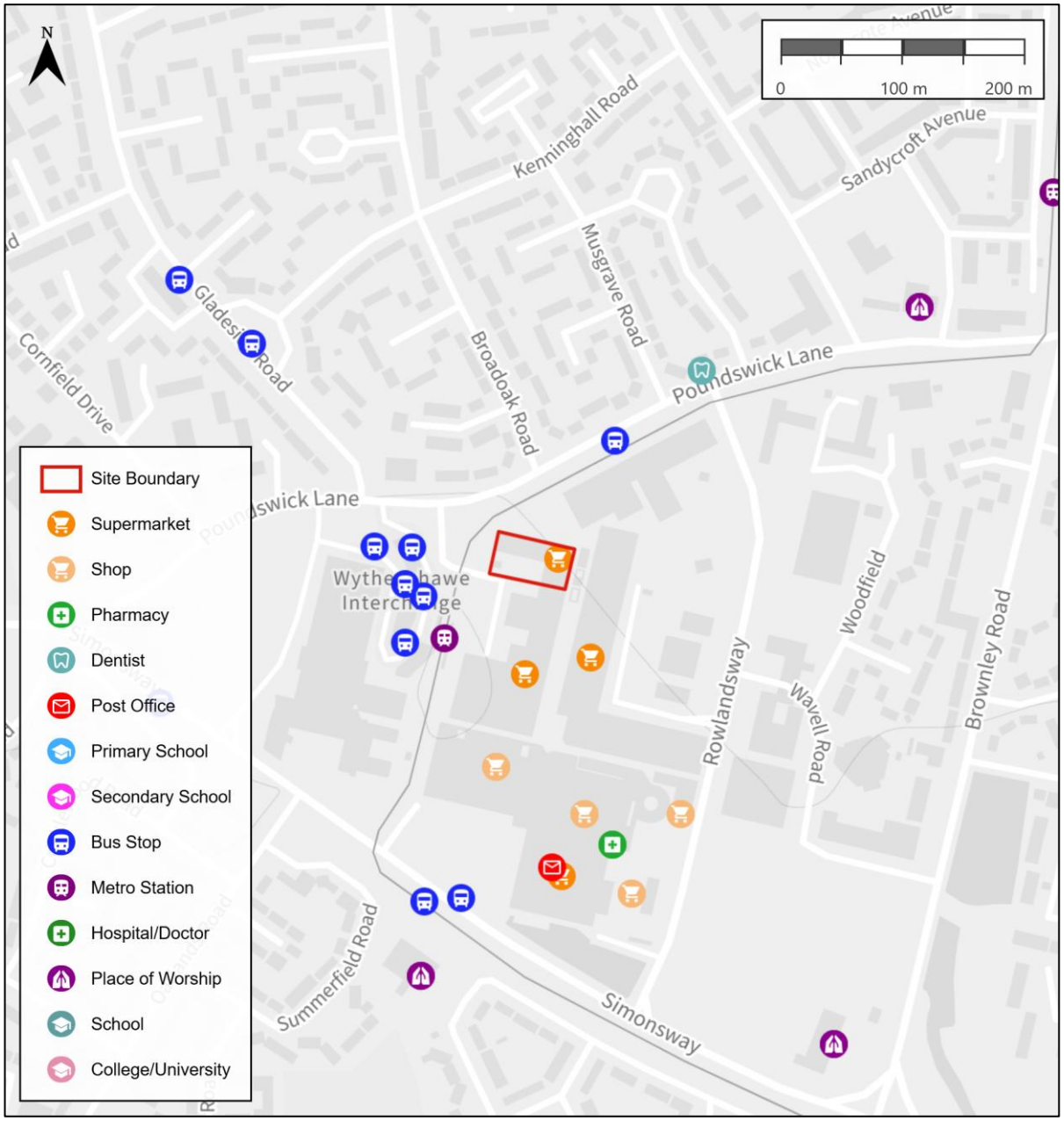

Figure 4.2 – Existing Accessible Amenities

No.	Amenity	Type	Proximity to Site (m)
1	Wythenshawe Interchange	Public Transport	70m
2	Wythenshawe Town Centre	Commercial	>200m
3	Peel Hall Medical Centre	Healthcare	240m

No.	Amenity	Type	Proximity to Site (m)
4	Multi Storey Car Park	Parking	270m
5	Asda Wythenshawe Superstore (inc. Pharmacy & Post Office)	Supermarket	300m

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

4.2.8 The Proposed Development and the amenities listed above are connected by the pedestrianised zone of the Town Centre.

4.2.9 The pedestrian infrastructure which connects the site to the above amenities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads.

4.2.10 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance. Overall, the site is considered accessible by foot.

4.2.11 Furthermore, the proposed Masterplan will promote multi-modal sustainable travel by integrating into the public transport network, leveraging the benefits associated with the Interchange and supporting Manchester City Council's wider Active Travel Strategy for Wythenshawe.

4.2.12 The Proposed Development will benefit from strong connections to the Interchange and nearby tram stop and bus services will be prioritised to encourage active travel and public transport usage. This is considered to be a key element of the wider Masterplan multimodal access strategy and promotes low carbon movement ultimately reducing reliance on private vehicle use.

4.2.13 Existing and proposed active travel infrastructure throughout Wythenshawe Town Centre is presented in **Figure 4.3** below. This displays the route of the Core Walking Route in relation to the Proposed development and the proximity to signalised and non-signalised pedestrian crossing points along Poundswick Lane.

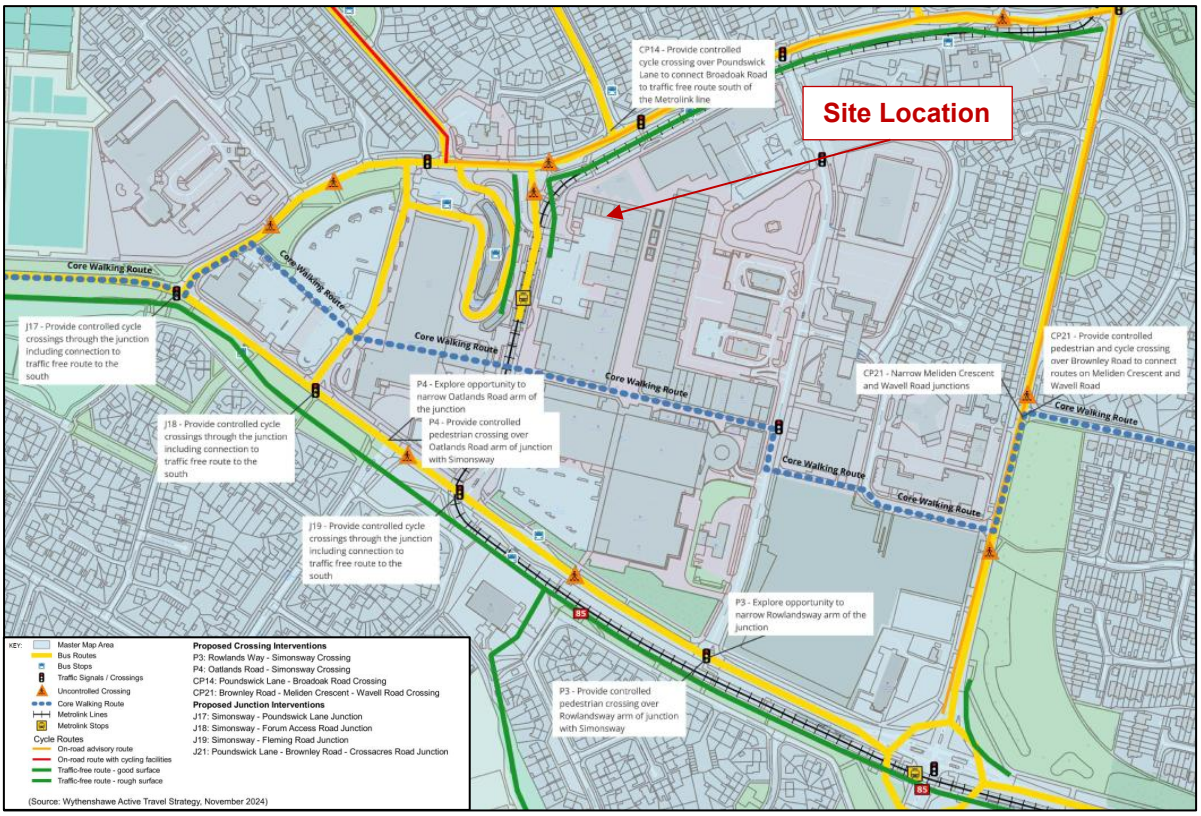

Figure 4.3 – Existing and Proposed Active Travel Infrastructure

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.4** presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network Routes available within these ranges.

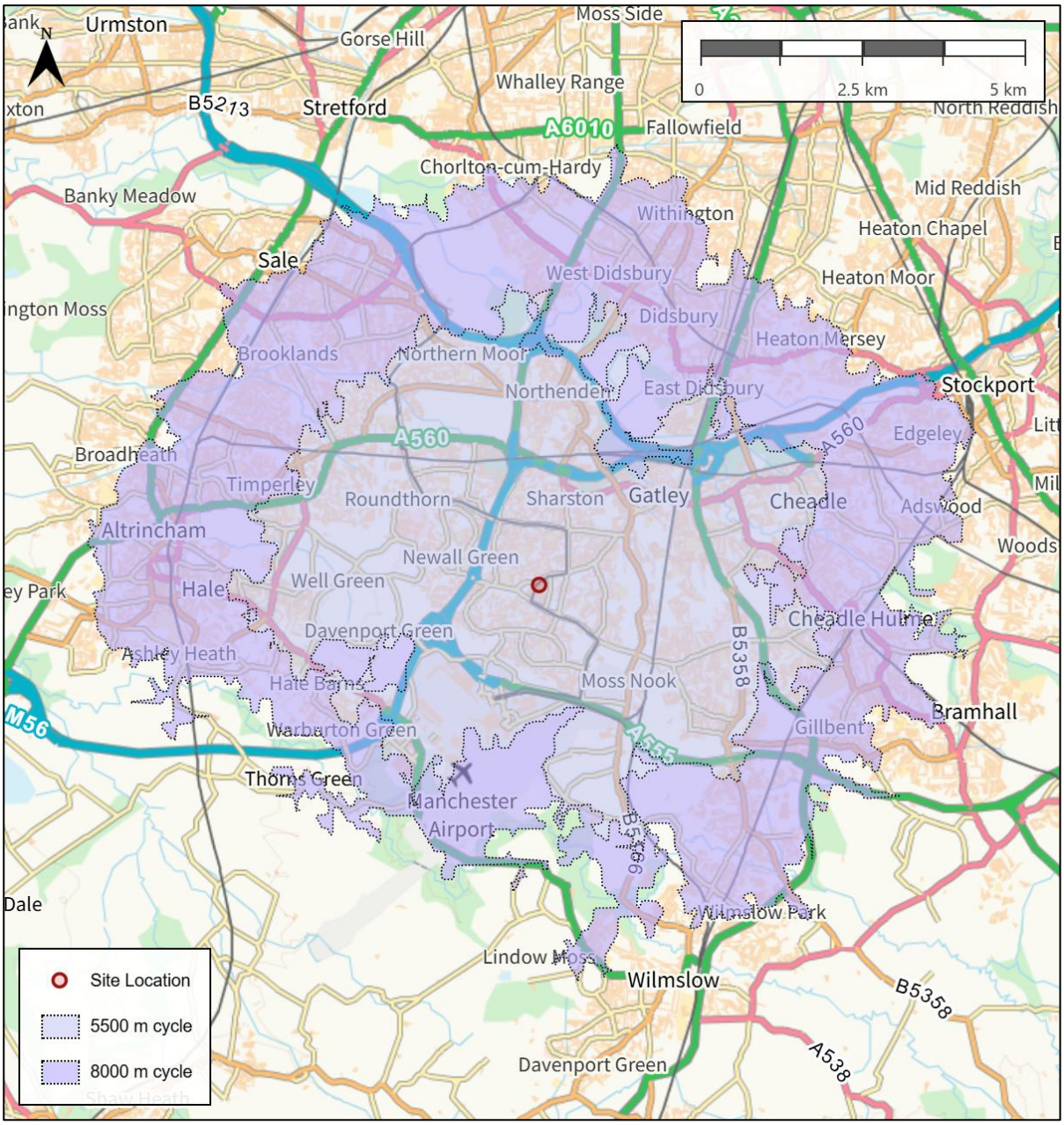

Figure 4.4 – Cycle Catchment

(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

4.3.3 The average cycling trip length was 5,730m in 2022 and 4,545m in 2023 (based on National Travel Survey dataset NTS9910a). The average length was between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020.

4.3.4 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20.

4.3.5 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km/6.0km/6.9km and 8km in approximately 17/19/21 minutes and 25 minutes, respectively.

4.3.6 The 5.5km catchment encompasses Wythenshawe, Gatley and Heald Green including key transport links. The catchment also extends as far as Northern Moor to the north, Cheadle to the east, Woodhouse Park to the south, and Hale to the west.

4.3.7 The 8km catchment extends further to Didsbury, Gillbent, Manchester Airport, Altrincham, and Brooklands.

4.3.8 Cycle routes around the Town Centre are largely routed to the perimeter, however, connect to crossing facilities in which cyclists would be expected to dismount and continue on foot. There are traffic-free cycle routes along the entirety of Simonsway and large sections of Poundswick Lane.

4.3.9 The local cycle network in the vicinity of the site is shown in **Figure 4.5** below:

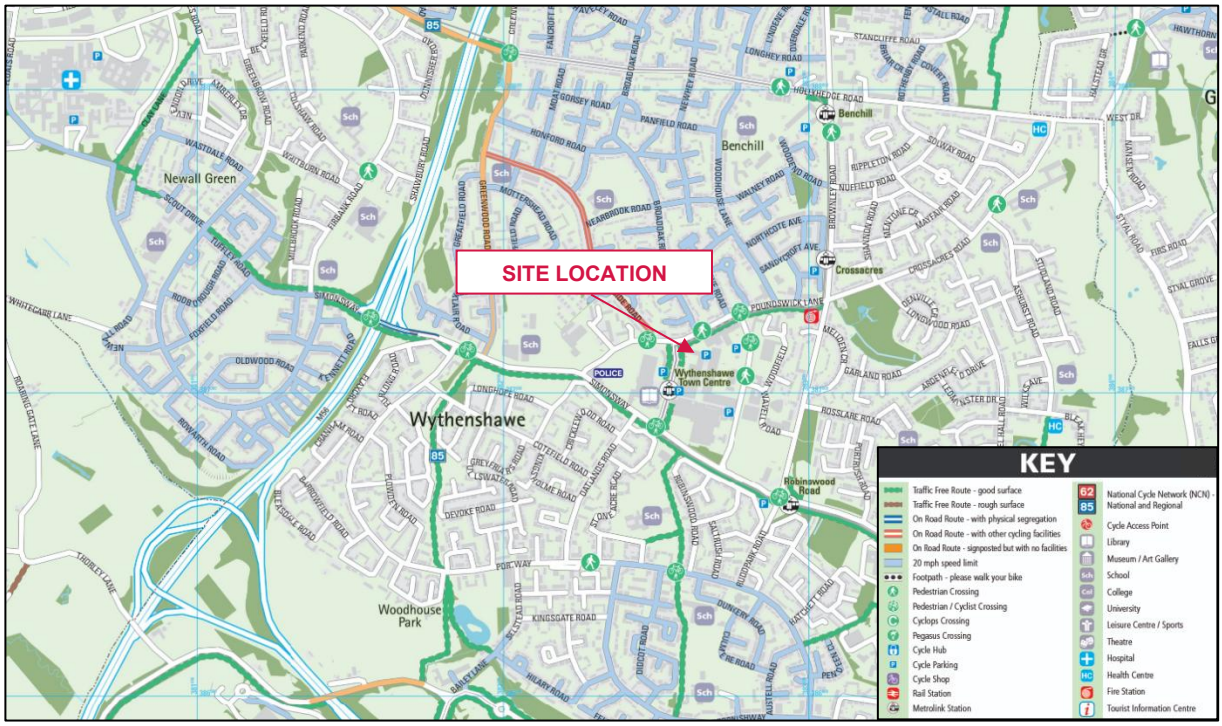

Figure 4.5 – Local Cycle Network in Vicinity of Site
(Source: TfGM, 2025)

4.3.10 Cycle routes around the Town Centre are largely routed to the perimeter, however, connect to crossing facilities in which cyclists would be expected to dismount and continue on foot. There are traffic-free cycle routes along the entirety of Simonsway and large sections of Poundswick Lane.

4.3.11 Furthermore, the development will provide secure cycle parking spaces to encourage cycling. Further details of this are provided in **Section 5.4** below.

4.4 Public Transport Accessibility

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), with levels 1 and 8 are characterised by TfGM as 'very low' and 'very high' levels of accessibility, respectively. The Town Centre is located in an area with a GMAL rating of 6 and is considered appropriately situated to take advantage of existing public transport infrastructure.

4.4.3 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document *'Planning for Walking'* (2015).

4.4.4 Accessibility by bus and Metrolink are considered further below, with a local public transport network map included in **Figure 4.6** below:

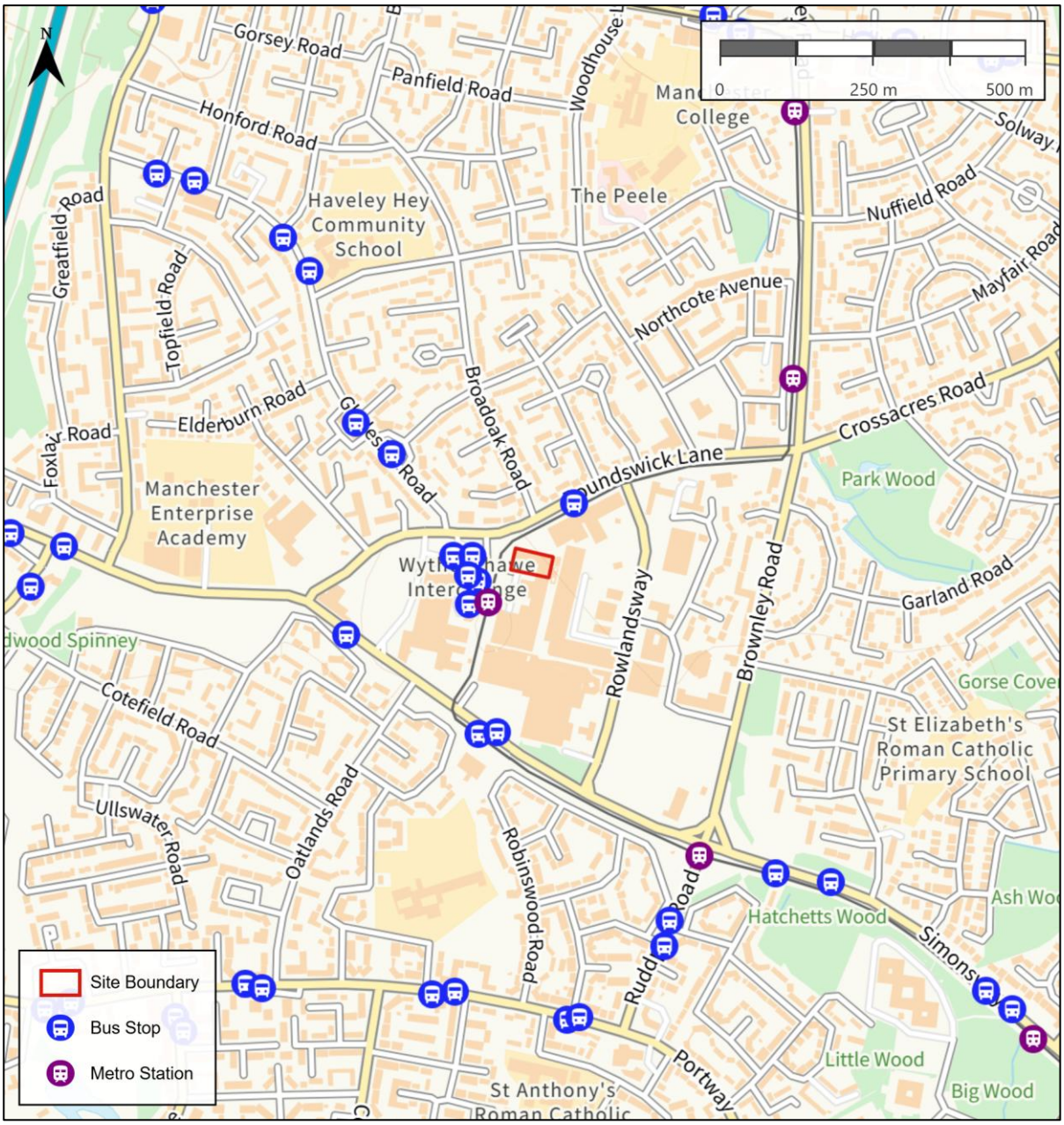

Figure 4.6 – Public Transport Network in the vicinity of the Site

(Source: TfGM, 2025)

Bus Accessibility

4.4.5 Further CIHT guidance – from *'Buses in Urban Developments'* (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m

Situation	Maximum Walking Distance
Less frequent routes	300m
Town/city centres	250m

Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.6 The nearest bus stop to the site is located at Wythenshawe Interchange. The Interchange is served by several bus routes, including the 11, 43, 101, 103, 130, 248, 249, and 368. These routes provide connections to Manchester Piccadilly Gardens, Manchester Airport, Altrincham, Stockport, Eccles, and Macclesfield, ensuring frequent and reliable service.

4.4.7 **Table 4.4** details the services that call at the nearest stops, and their associated frequencies:

Service	Peak Hourly Frequency		
	Weekday	Saturday	Sunday
11 - Stockport - Edgeley - Cheadle - Gatley - Altrincham	3	3	2
43 - Piccadilly Gardens - Wythenshawe - Manchester Airport	4	2	2
101 - Piccadilly Gardens - Moss Side - Baguley - Wythenshawe	4	4	2
103 - Manchester Airport - Wythenshawe - Piccadilly Gardens	2	2	1
130 - Macclesfield - Wilmslow - Heald Green - Manchester Airport	1	1	1
248 - Eccles - Trafford Centre - Sale - Wythenshawe - Manchester Airport	1	1	0.5
249 - Altrincham - Sale - Sale Moor - Northern Moor - Wythenshawe	2	2	1
368 - Manchester Airport - Cheadle Hulme - Edgeley - Stockport	4	2	2

Table 4.4 – Summary of Bus Service Frequencies from Wythenshawe Interchange

4.4.8 These stops provide frequent access to Greater Manchester facilities, as well as larger public transport interchanges across the town (such as Manchester Piccadilly Gardens and Stockport) all 7 days of the week. It is considered that the site is accessible by bus.

4.4.9 It is considered that the site is accessible by bus.

Metrolink (Light Rail) Accessibility

4.4.10 The Manchester Metrolink light rail Navy Line serves the Town Centre. This provides frequent services to Manchester Victoria via Exchange Square and Manchester Airport.

4.4.11 The Navy Line runs at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays.

4.4.12 Users can change at St Werburgh's Road, Piccadilly, St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional services to East Didsbury, Rochdale, and the Trafford Centre, as shown in the Metrolink map in **Figure 4.7.**

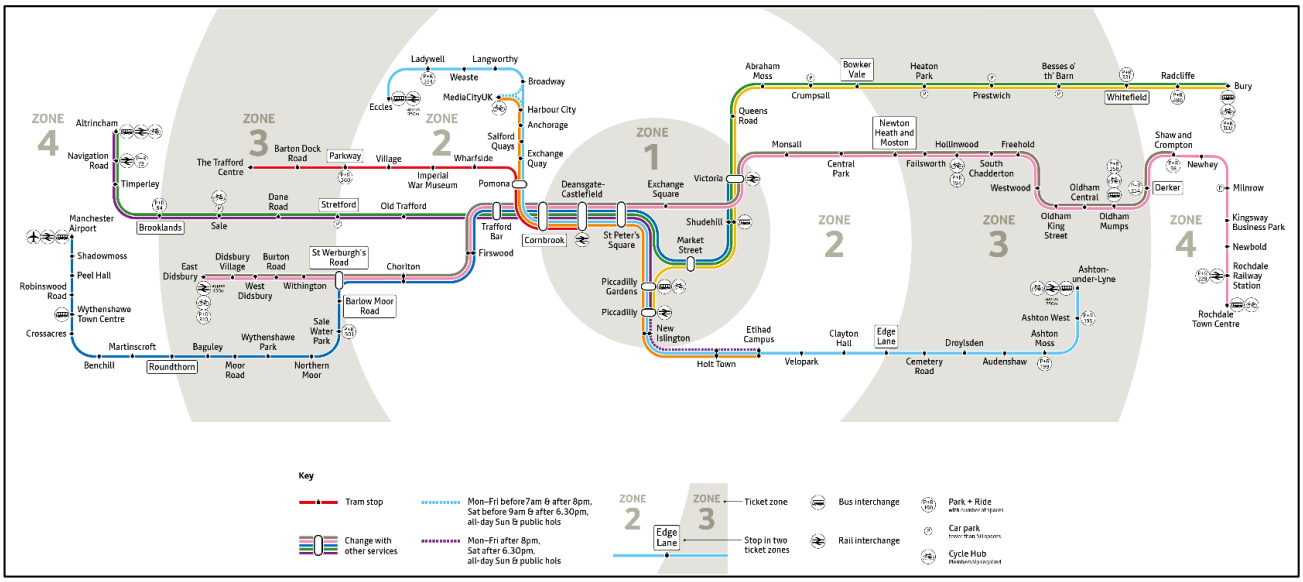

Figure 4.7 – TfGM Metrolink Network Map
(Source: TfGM, 2025)

4.4.13 In summary, it is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is clearly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits very good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

4.5.2 Overall and considering this, the site can be seen to be accessible by multiple modes of sustainable transport such as walking, cycling and public transport, especially through multi-modal trips. The surrounding area especially exhibits good levels of pedestrian infrastructure and public transport networks.

5.0 Development Proposals

5.1 Overview of Proposals

5.1.1 Curtins has been appointed by Muse Places and Wythenshawe Community Housing Group to provide transport and highways advice in relation to a Full Planning Application for C2 The Birtles, Wythenshawe Town Centre. The proposed description of development is as follows:

"Erection of 81 no. residential apartments (Use Class C3a) with retail uses at ground floor (Use Class E), associated landscaping, servicing, car and cycle parking and other associated works following demolition of the existing buildings."

5.1.2 Following Curtins ongoing involvement on the Wythenshawe Town Centre Masterplan project, Curtins have been appointed to support the planning applications for a residential-led mixed-use scheme which forms part of the Masterplan, known as C2 The Birtles.

5.1.3 The Proposed Development would comprise of retail services allocated on the ground level. Floors 1-5 above that would be allocated for residential use only. The schedule of residential accommodation would be as follows:

- 26 x 1 bed apartments.
- 55 x 2 bed apartments.

5.1.4 The proposed site layout is provided in **Figure 5.1** and **Appendix A.**

Figure 5.1 – Internal Site Layout

5.2 Wythenshawe Town Centre Masterplan Vision

5.2.1 The Masterplan Vision has been developed to enhance Wythenshawe Town Centre's role as a mixed-use hub for the Town and Greater Manchester that: creates stronger communities, improve the quality of life of the residents, and produce a shift away from our reliance on private vehicles.

5.2.2 Further, the car parking provision proposed is likely to encourage many site users to travel by sustainable modes. Investment in the Town Centre should seek to promote a 'Walkable' Neighbourhood further with investment in active travel, public realm, and facilities to promote easy and convenient access. Facilitating active travel can improve physical and mental health benefits and reduce the reliance on short-journey car dependency.

5.2.3 The Masterplan Vision also includes the creation of a new Mobility Hub to address the needs of car users, but also to assist in the promotion of other forms of sustainable travel, including facilities for electric vehicle charging and cycle hire. In the longer term, there is an opportunity to address routes into the centre and to rebalance car-centric roads with cycleways and footpaths.

5.3 Proposed Access

Vehicular Access

5.3.1 The site would be accessed from Poundswick Lane via Ainley Road.

5.3.2 The Development Proposals layout would retain sufficient space for service and delivery vehicles to access the remaining retail units. Additionally, the gated service access to the west of the site would be retained. This would retain access to the area of hardstanding to the north of the Proposed Development (Etrop Way) for service / emergency vehicles.

5.3.3 Following pre-application discussion with Manchester City Council and TfGM, the proposed access across the tram tracks to the west of the site on Ainley Road would need further consideration.

5.3.4 TfGM's Metrolink and Highways Forecasting and Analytical Services (HFAS) department have reviewed the general arrangement plans and identified that the impact on the uncontrolled crossing over the tram tracks would need to demonstrate that no additional risk will result.

5.3.5 The Proposed Development would be car-free in nature, however, would include a parking area with 5 disabled parking bays. Notwithstanding, the existing site comprises a service yard and car parking for up to 10 vehicles. This means that the Proposed Development would result in a net reduction of vehicle trips compared to the existing situation – therefore reducing the risk of conflict.

Pedestrian and Cycle Access

5.3.6 The Proposed Development is located within a highly accessible area for pedestrians. Pedestrians would enter via the northeast corner of the Proposed Development.

5.3.7 Additionally, the Proposed Development would improve the public realm surrounding the site. Existing crossing points across the tram tracks would be retained as well as the walking routes on the Wythenshawe Town Centre High Street via Etrop Way.

5.3.8 Cyclists would enter the site in a similar manner to other vehicles to access the cycle stores located at to the south of the Proposed Development.

5.4 Proposed Parking

Proposed Car Parking

5.4.1 The Proposed Development would be car-free in nature. However, the Development Proposals would include a parking area with 5 disabled parking bays.

5.4.2 The Proposed Development benefits from its Town Centre location and as such, it is considered the site is highly accessible by sustainable modes of transportation. On this basis, it is proposed that the development would not provide additional regular car parking spaces

5.4.3 The accessible bays would measure 2.5m x 5m with a minimum 1.2m ‘safety zone’ around the bay, in line with MCC’s Design for Access 2 guidance. These bays would also be fitted with electric vehicle (EV) charging infrastructure. It is envisaged that the provision of EV charge points and infrastructure would encourage residents to consider switching to EVs should they still require to rely on the private car but wish to reduce their carbon footprint.

5.4.4 Considering the site’s accessibility by active travel and public transport (as described in **Section 4**), proximity to large residential areas, key amenities, the Town Centre, cycle parking provision, and low existing car ownership levels, a low provision of disabled only parking is proposed.

5.4.5 Limiting the availability of parking would lower the existing level of ownership further in the case of the proposed development site, and, accepting that the proposed development would also include higher density residential development such as apartments, demand may also not meet the figures presented above.

5.4.6 Notwithstanding this, as prospective residential occupiers come forward to occupy, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase / rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.

5.4.7 Furthermore, as discussed in **Section 4**, it is considered the site is highly accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Wythenshawe Town Centre and neighbouring towns, and a variety of amenities are available are within walking distance. A car may not be necessary for many site users.

Proposed Cycle Parking

5.4.8 Secure cycle parking for c.72 spaces in the form of a secure cycle store would be located to the south of the Proposed Development. This equates to an 89% cycle parking provision.

Local Car Ownership

5.4.1 The level of car parking provision has further been informed by 2021 Census data, centred around the Manchester 050 Middle Super Output Area (MSOA) where the site is located. The findings for households are summarised in **Table 5.1**:

	Number	Percent
No cars or vans in household	1,829	46%
1 car or van in household	1,604	41%
2 cars or vans in household	410	10%
3 cars or vans in household	100	3%
Total Households	3,943	100%
Total Cars/ Vans (Estimated)	2,724	–
Cars/ Vans Per Household	**0.69**	–

Table 5.1 – Car Ownership

5.4.2 **Table 5.1** shows that Manchester 050 MSOA had a car ownership level of 0.69 in 2021.

5.4.3 Since 2021, there have been significant improvements to the site's accessibility by active travel and public transport which may have further reduced the level of car ownership as compared to 2011 levels. This is evidenced by statistics from the Department for Transport which show that passenger journeys per head and number of passenger journeys increased by 114% and 128% between 2010-11 and 2018-19 on Manchester Metrolink.

6.0 Travel Plan Initiatives

6.1 Introduction, Aim and Objectives

6.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.

6.1.2 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan at the site

6.1.3 Considering the benefits in **Section 2** and the end users, this ITP aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine vehicles.

6.1.4 The ITP will be guided by with the following objectives, all within the above overarching aim:

- **Objective 1 –** To increase the level of walking to and from the site;
- **Objective 2 –** To increase the level of cycling to and from the site;
- **Objective 3 –** To increase the level of public transport use to and from the site;
- **Objective 4 –** To encourage car sharing and shared transport to and from the site; and
- **Objective 5 –** To encourage uptake of Ultra Low and Zero Emission vehicles.

6.2 Provision of Sustainable Travel Information

6.2.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all residents at the development in the early stages of operation and be made available in a communal area, for example on a noticeboard.

6.2.2 The Welcome Packs will introduce the Travel Plan concept detailing the aims, objectives, and aspirations, provide contact details for the TPC, and include the following information:

Objectives	Contents
1 – To increase the level of walking to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**; • Maps showing local walking routes and places of interest; • 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;

Objectives	Contents
	• The https://www.plotaroute.com/ website for journey planning on foot; and • Calendar of events such as "National Walking Month'.
2 – To increase the level of cycling to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**; • 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 • Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; • Details of local cycle shops; • Calendar of events such as 'National Bike Week'; and • The https://www.cyclestreets.net/ website for journey planning by bike.
3 – To increase the level of public transport use to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2** • A map showing local bus and rail stations in the vicinity of the site • Links to up-to-date public transport services, timetables, and routes (for example https://tfgm.com/public-transport); and • 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 • Details of Traveline's online journey planning resources: https://www.traveline.info/ • Linking information systems regarding bus and rail travel timetables to the TFGM website to form a "One-Stop-Shop" for all public transport queries; • Details of Manchester City Council's community transport options for residents who may have difficulty accessing regular public transport: Ring and Ride. Ring & Ride services are managed by a charity called Greater Manchester Accessible Transport Limited (GMATL).; and • Advertise any promotions / discounts offered by public transport operators.
4 – To encourage car sharing and shared transport to and from the site	• Details of internal car sharing scheme; • Links to Liftshare registration: https://liftshare.com/uk; and • Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Objectives	Contents
5 – To encourage uptake of Ultra Low and Zero Emission vehicles	• Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://electrictravel.tfgm.com/. • Transport & Environment's interactive online calculator (https://www.transportenvironment.org/discover/how-clean-are-electric-cars/) provides information on the carbon impact of various types of cars when considering a new vehicle purchase.

Table 6.1 – Sustainable Travel Information

6.2.3 This information will be periodically updated by the Travel Plan Coordinator (TPC).

6.3 Measures to Encourage Walking

6.3.1 The development will include shared footways onside to ensure that the site offers a high degree of permeability for pedestrians. Reduced traffic speeds on internal roads will also be enforced through physical design such as light turning junction radii and the careful implementation of paving materials to ensure that the streets have the look and feel of a shared space use.

6.3.2 The following measures will be provided and maintained in order to encourage residents to walk:

- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas; and

6.4 Measures to Encourage Cycling

6.4.1 Cycle parking will be provided as part of the development proposals. The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

6.4.2 To encourage residents to cycle, the following measures will be provided:

- Periodically monitoring demand and uptake of cycle parking spaces and facilities provided onsite. Should the demand for spaces or facilities increase, additional supply could be provided where appropriate;
- Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
  - Provision of signage in and around the site;
  - Engage with the LHA to ensure appropriate standards of cycleways adjacent to the site;
  - Pedestrian and cyclist friendly infrastructure on site with signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
  - Sufficient security at proposed cycle/ scooter parking facilities;
  - Provide an on-site cycle repair stand;

- Collaboration with TFGM's Beryl scheme to develop options for bike hire (both short term hires or purchase).

6.4.3 Additional measures such as encouraging a "cycle buddy" scheme via a development-wide Bicycle User Group (BUG), making a 'bike doctor' available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified, but it would be the responsibility of the individual to fund the repairs).

6.5 Measures to Encourage Public Transport

6.5.1 The following measures will be provided in order to encourage residents to travel by public transport:

- Provision of inter-connecting footway links across the site to surrounding public transport services;
- Having the TPC liaise with bus companies on any future improvements and/or extensions to local services;

7.0 Targets

7.1 Introduction

7.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the strategy for the Travel Plan targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

7.2 Data Collection and Analysis

7.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents. Therefore, it is not appropriate to provide a definitive set of targets at this stage.

7.2.2 In order to understand travel habits, a survey will be undertaken within 3 months of first occupation or when 50% occupancy has been reached, whichever is sooner. Recipients will be encouraged to participate, and the surveys would seek the following key information:

- Place of work (if applicable)
- 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 residents to travel more sustainably.

7.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

7.2.4 Questions will be transferred to an online survey service, such as SurveyMonkey or Microsoft Forms. Residents would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.

7.2.5 Paper surveys will also made available across communal areas of the site. These results will be manually input for analysis alongside the electronic surveys.

7.2.6 The information obtained will be used to undertake modal split analysis. Residents will then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the Travel Plan measures.

7.3 SMART Targets

7.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.

7.3.2 At this point, official targets will be set through consultation with the LHA. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

7.3.3 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.

7.3.4 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

7.3.1 To provide an indication of potential targets, an example is provided in **Table 7.1** below:

Example of Potential Modal Shift Targets					
Travel Mode	**Existing**	**Short Term**	**Medium Term**	**Long Term**	**Total Target**
Car Driver	TBC following surveys	-2%	-4%	-4%	-10%
Car Share		+1%	+1%	+1%	**+3%**
Public Transport		+1%	+1%	+1%	**+3%**
Cycle		-	+1%	+1%	**+2%**
Foot		-	+1%	+1%	**+2%**
Other		-	-	-	**-**

Table 7.1 – Example of Potential Targets

7.3.2 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking, cycling, and car sharing.

7.3.3 The 10% reduction in car drivers has been informed by a major synthesis report[12] which found that travel planning can induce a 6-12% drop in car use share among residents.

7.3.4 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 6** and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

[12] Kuss, P. and Nicholas, K. (2022). A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management. *Case Studies on Transport Policy*, 10(3), 1494-1513.

7.3.5 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys.

8.0 Monitoring and Review

8.1 Introduction

8.1.1 This section of the report sets out the proposed management arrangements associated with the ITP.

8.1.2 Department for Transport (DfT) Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *"Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area."*

Source: Good Practice Guidelines: *Delivering Travel Plans though the Planning Process.* DfT, 2009.

8.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

8.2 Responsibility and Management

8.2.1 Overall responsibility for the TP will lie with the occupier. Following initial occupation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

8.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

8.2.3 At this point, the day-to-day responsibility will shift to the appropriately appointed Travel Plan Co-ordinator (TPC).

8.2.4 Notwithstanding, adequate consultation and support from the scheme developer will be required to ensure the smooth implementation of the TP. For example, support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended.

8.3 Travel Plan Coordinator (TPC)

8.3.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.

8.3.2 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. This role is likely to be assigned to an existing member of staff.

8.3.3 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for residents incorporating a survey, events and then advice to residents on sustainable travel choices.

8.3.4 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
- Liaising with public transport operators;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. the LHAl); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

8.3.1 The TPC will remain in-post for the duration of the monitoring period and the Council will be notified if the holder of the TPC role changes during this time.

8.4 Monitoring and Evaluation

8.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with the LHA on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.

8.4.2 A monitoring period of 5 years is proposed from the date of the baseline travel surveys to ensure the effective implementation of the TP. The five-year monitoring schedule will include six surveys: the initial monitoring survey and five follow-up surveys.

8.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.

8.4.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.

8.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce annual monitoring reports. This report will include, but may not be limited to the following, if applicable:

- Reporting of progress against the targets set once the travel survey is completed;
- Provision of information relating to new initiatives introduced;
- Provision of information on proposed initiatives due for implementation; and
- Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).

8.4.6 Upon request, the monitoring reports will be provided to officers at the LHA annually following the receipt of the surveys and a summary of the survey results made available to residents by the TPC.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation	The occupier
Produce Welcome Pack	Upon first occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within 3 months of reaching 50% occupancy.	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with the LHA
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with the LHA	TPC
Distribute Travel Survey Results to the LHA	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with the LHA)	TPC

Table 9.1 – Action Plan

9.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

9.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Appendix A – Proposed Site Layout

Seating
Mix of benches and cube blocks provided. PPC finished metal framework with timber seated tops. Bench to include back and arm rests.
Colour TBC.

Bin
External bin provided to external resident space designed to match furniture. Final spec TBC

Door Guard
Proprietry door guard to resident accessible doors.
Specification TBC.

Secure Railing
To perimeter of soft landscape to deter unauthorised access.
1.2m high mild steel PPC railing consisting of flat bar profiles. To incorporate electronic fob access to all gates.
Colour and detailed design tbc

Boulders
Natural stone boulders distributed through soft landscape

Lighting Bollard
Low level lighting bollard to resident amenity and ecologically sensitive areas.
Lighting layout indicative subject to specialist design input.
Proprietary product, spec TBC.

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NOTES:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

KEY

Red Line Boundary

Paving Type 1
Accent Banding to Main entrance / Birtles pedestrian areas - to match LUF works

Paving Type 2
Hardstanding to pedestrian areas
Resin bound gravel or similar - Vehicle loading spec in front of substation and generator, pedestrian elsewhere. Colour TBC to compliment brickwork
Metal edging to all edges - Kinley Bison edging or similar approved

Paving Type 3
Accent Banding to Commercial unit entrances / Birtles pedestrian areas - to match LUF works

Paving Type 4
Tarmac with coloured chippings to parking bays - to include line painting to demark accessible bays.
Conservation kerb to all edges. Along rain garden edge, breaks in the kerb to allow for water drainge into planting

Paving Type 5
Temporary hardstanding to cover footprint of demolished building

Paving Type 6
Reinforced grass (geogrid) surfacing to facilitate substation access

Paving Type 7
Maintence strip to building preimeter. Clean round decorative gravel with timber edging - to retain 150mm of soft landscaping beyond

Tactile Paving
Tactile paving to crossing points

Ornamental Planting
Mixed shrub, herbaceous perennial & ornamental grass planting
Notes: 300mm topsoil over 400mm subsoil
Gravel garden and rain garden suitable mix planted within fine loose decorative gravel and large natural stone boulders - Refer to planting plans and drainage strategy drawings (Civic)

Rain Garden Planting
To be 20% planted 80% Decorative loose gravel with natural stone boulders.
Gravel garden and rain garden suitable mix - Refer to planting plans and drainage strategy drawings (Civic).
Notes: 300mm topsoil over 400mm subsoil (rain garden specific soil)

Native Hedge
Hedgerow to visually screen service area.
1.6m high instant hedge. Double staggered.
Notes: 300mm topsoil over 600mm subsoil

Climbers
Tensile wire system with climbing plants to soften and screen existing and new substation enclosures
Twining climber species - Final extent to be coordinated with substation ventilation requirements

Proposed Feature Tree
Semi-mature tree planted in soft landscape with underground guying system
30-35cm girth - Refer to planting schedules
Notes: 300mm topsoil over 600mm subsoil

Proposed Acent Trees
Semi-mature tree planted in soft landscape with underground guying system
20-25cm girth - Refer to planting schedules
Notes: 300mm topsoil over 600mm subsoil

+185.1m **Existing Surface Level**

+184.9m **Proposed Surface Level**

Revision	Date	Description	Drawn	Apprvd.
P08	10/11/25	For Information	MB	SC
P07	31/10/25	Planning	CB	SC
P06	20/10/25	Draft Planning - For Coordination	BM	SC
P05	15/10/25	For Information	CB	SC
P04	09/10/25	For Information	CB	SC

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Client Muse

Project Wythenshawe Civic
Plot C2

Drg Title General Arrangement

Created on	Created by	Approved by
13-08-25	MB	SPL

Scale	Size	Workstage
1:200	A2	RIBA 2

Drg No. 3475a-PLA-XX-XX-DR-L-0001
Suitability S3 **Revision** P08

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