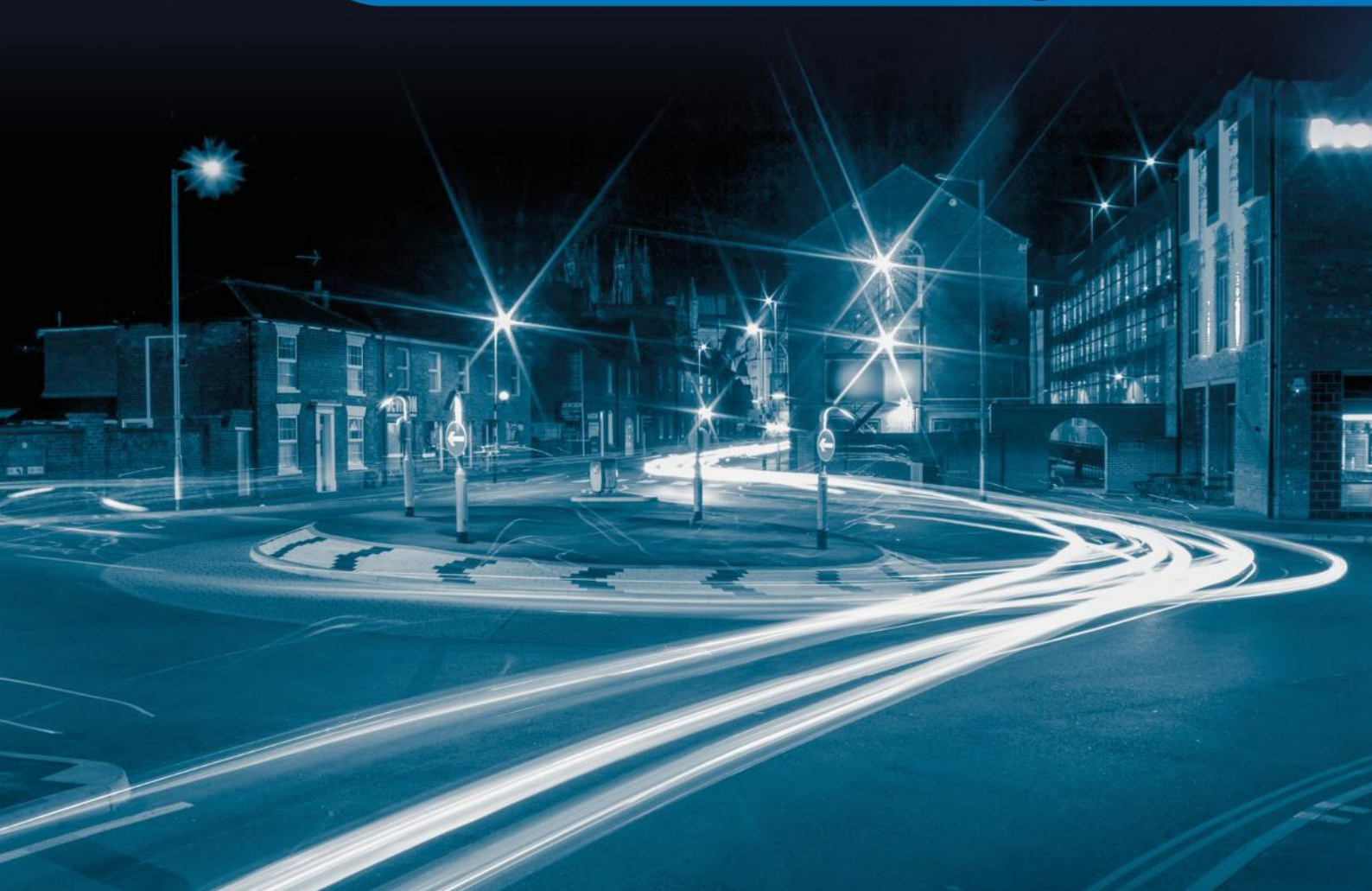
Local Transport Projects

Transport Planners.
Highway Designers.
Traffic Engineers.

Traffic Management Strategy



Pavilion House, Wythenshawe Sports Ground, Manchester Traffic Management Strategy

July 2026

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Project Details

Project Type:	Approved Weightlifting Gym
Location:	Pavilion House, Wythenshawe Sports Ground, Manchester
Project №:	LTP/26/6284
Client:	Etec Group

LTP Report Details

Report Type: Traffic Management Strategy
File Name: Wythenshawe Sports Ground TMS Final Issue 1B

Issue	Revision	Description	Author	Checked	Date
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1	A	Minor amendments	TF	SW	10/07/2026
1	-	Final Issue	TF	SW	02/07/2026

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LTP Project Team

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

Team Member	Role	Qualifications
Steven Windass	Technical Director	BSc(Hons) MSc(Eng) CEng FIHE MCIHT
Tom Farniss	Transport Planner	BSc(Hons)

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1. INTRODUCTION

1.1 Background

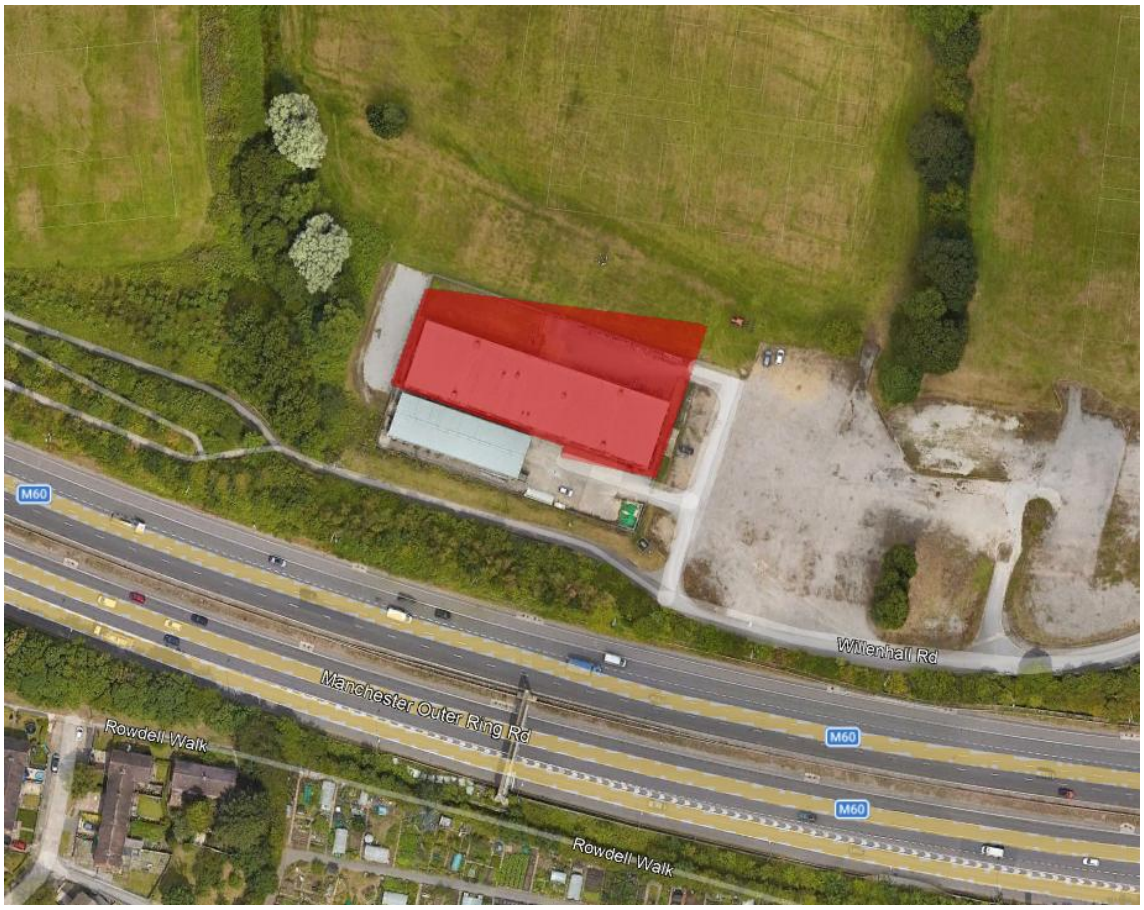
1.1.1 Local Transport Projects (LTP) has been commissioned to produce a Traffic Management Strategy (TMS) to discharge condition #3 associated with the approved weightlifting gym at Wythenshawe Sports Ground (WSG) (ref: 144600/VO/2025).

1.1.2 The local planning and highway authority is Manchester City Council (MCC).

1.2 Site Location & Existing Use

1.2.1 The existing pavilion forms part of WSG which is located to the north of Willenhall Road in Wythenshawe, Manchester. The building is bordered by grass pitches associated with the wider WSG to the north and west, a gravel car park to the east and a maintenance shed to the south. The approximate boundary of the approved site is shown within Figure 1.

Figure 1: Site Location



Map Data: Google, Airbus, Maxar Technologies © 2026

1.2.2 The WSG site currently comprises a sports pavilion with changing facilities, grass pitches and a gravel car park. Parking bays are not formally demarcated, however as indicated in the Planning Statement (PBA, 2025) for the scheme (ref: 144600/VO/2025) there is space for circa 300 vehicles to park.

1.3 Planning History

1.3.1 A planning application (ref: 144282/VO/2025) for the sports hub redevelopment at Wythenshawe Park (circa 1km south of the WSG site) was submitted in October 2025 and approved in December 2025 for the *'Reconfiguration of existing playing field and recreational facilities to provide 2x AGPs, 1x MUGA; construction of a pavilion comprising shower and change facilities, a cafe, cycle hub, and a GP clinic with Innerva Suite and community rooms (use class F2 and E(b)(d)(e)); widening of vehicular access and creation of pedestrian access; demolition of the existing weightlifting facility, reconfiguration of the existing car parking area; erection of new fencing and floodlighting; landscaping and BNG provision; a substation; and, other associated works'*. The application was supported by a Transport Statement (TS) (LTP, 2025a), Supplementary Transport Statement (STS) (LTP, 2025b) and Travel Plan (TP) (LTP, 2025c).

1.3.2 During the construction of the above redevelopment at Wythenshawe Park, the weightlifting club that is currently based on site is to be relocated to the WSG. Therefore a separate planning application (ref: 144600/VO/2025) was submitted in November 2025 and approved in January 2026 for works to Pavilion House at WSG, with consent afforded for: *'Refurbishment of existing sports pavilion (Class F2) involving a partial change of use to provide: a weightlifting gym (Class E), ancillary cafe and community room, external alterations, CCTV and lighting, reconfiguration to the existing hard landscaping to enable a widened pedestrian footpath, installation of external plant and enclosure and other associated works.'* MCC has approved the application subject to conditions. This TMS report has been produced to discharge condition #3 which is reproduced below:

'3) Prior to the first use/occupation of the development hereby approved, a detailed Traffic Management Strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full prior to first use/occupation of the development and retained thereafter. Reason - In the interests of pedestrian and highway safety, pursuant to Policy DM1 of the Manchester Core Strategy.'

1.3.3 A planning application (ref: 145658/FO/2026) at WSG was submitted in April 2026 and is currently pending consideration for the *'Creation of 4 no. 3G Artificial Grass Pitches (AGPs) with perimeter fencing, hardstanding areas, 18 no. floodlighting columns (15 metres in height) together with the siting of a maintenance storage container and a container.'* The application was supported by a Transport Assessment (TA) (TPS, 2025).

1.4 Approved Development & Access Arrangements

1.4.1 This report is based upon the approved development proposals outlined on the site layout plan attached as Appendix 1. The scheme involves the redevelopment of the existing pavilion at WSG to accommodate a weightlifting gym, ancillary café and community room. The weightlifting gym is currently an existing facility at Wythenshawe Park which is to be relocated to the refurbished pavilion building at the WSG site as part of the approved proposals.

1.4.2 The site is accessed via two existing priority T-junctions connecting with Willenhall Road to the south of the site. The development proposals will not result in any changes to the existing access arrangements. It is also understood that the pending application for the proposed AGPs (ref: 145658/FO/2026) will not change the access arrangements of the site.

1.4.3 Willenhall Road forms a private two-way single carriageway within the vicinity of the site. Approximately 490m to the east of the western site access, Willenhall Road becomes adopted public highway measuring circa 7m in width. It is subject to a 30mph speed limit and connects to a priority T-junction with Yewtree Lane circa 890m to the south-east of the western site access. If required, there is space to accommodate parked cars along Willenhall Road, which is discussed further in Section 2.

1.5 Delivery, Servicing & Emergency Vehicles

1.5.1 The access arrangements of the site will not change as part of the proposals. Delivery, emergency and refuse collection vehicles will continue to access the site via the main site access junction connecting with Willenhall Road. Therefore, it is considered that the site layout is sufficient to accommodate the turning of delivery, emergency and refuse collection vehicles in all necessary locations so that these vehicles can utilise the highway alignment and turning areas to enter and exit the site in forward gear.

2. PARKING APPRAISAL

2.1 Existing Site Operation

2.1.1 As mentioned in Section 1.2, WSG currently accommodates grass pitches and a sports pavilion with changing facilities. It is understood that the usage of WSG is currently reduced, as of May 2026, due to the end of the university term. Therefore, any new parking surveys undertaken as part of the production of this TMS (which was instructed in May 2026) would not be reflective of the typical levels of parking at the site at other times of year.

2.1.2 Considering this, reference has been made to the parking accumulation survey undertaken as part of the TA (TPS, 2025) produced for the planning application for the proposed AGPs at the site (ref: 145658/FO/2026), which is considered to be reflective of the typical demand of the site on a neutral weekend day during term-time. The survey was undertaken on Saturday 8th November and Sunday 9th November 2025 at the site car park, covering 08:00-17:00, with the results shown in Table 1 below:

Table 1: WSG Parking Accumulation Survey

	Saturday 8th November 2025			Sunday 9th November 2025		
Time	In	Out	Accumulation	In	Out	Accumulation
08:00	0	0	0	0	0	0
08:15	1	0	1	0	0	0
08:30	6	0	7	1	0	1
08:45	31	1	37	0	0	1
09:00	42	1	78	6	1	6
09:15	19	3	94	38	3	41
09:30	8	2	100	33	8	66
09:45	4	0	104	40	2	104
10:00	6	4	106	49	2	151
10:15	27	3	130	30	2	179
10:30	38	31	137	17	3	193
10:45	15	51	101	19	2	210
11:00	3	3	101	17	7	220
11:15	7	0	108	8	2	226
11:30	10	4	114	5	16	215
11:45	31	5	140	3	39	179
12:00	32	40	132	4	4	179
12:15	26	64	94	11	22	168
12:30	4	5	93	13	41	140
12:45	5	0	98	11	45	106
13:00	2	0	100	12	60	58
13:15	1	1	100	13	4	67
13:30	3	23	80	20	5	82
13:45	3	41	42	9	3	88
14:00	1	1	42	3	12	79
14:15	0	2	40	5	3	81
14:30	2	4	38	2	3	80
14:45	1	3	36	1	2	79
15:00	1	23	14	3	11	71

	Saturday 8th November 2025			Sunday 9th November 2025		
Time	In	Out	Accumulation	In	Out	Accumulation
15:15	1	15	0	3	12	62
15:30	0	0	0	2	33	31
15:45	0	0	0	0	1	30
16:00	0	0	0	1	8	23
16:15	0	0	0	1	18	6
16:30	0	0	0	0	6	0
16:45	0	0	0	0	0	0

Source: TPS, 2025

2.1.3 Table 1 indicates that the maximum parking accumulation of the site car park was 226 vehicles at 11:15 on Sunday.

2.1.4 As discussed in the TA (TPS, 2025) for the proposed AGPs (ref: 145658/FO/2026), the surveys were undertaken on weekend days to reflect the peak existing parking demand at the WSG site as the most intensive usage of the existing grass pitches occurs during the weekend daytime period.

2.2 Proposed Site Operation

2.2.1 The vehicle trip generation of the existing weightlifting gym at Wythenshawe Park has been built-up using a 'first-principles' approach as part of the Transport Statement (TS) (LTP, 2025a) for the separate sports hub redevelopment (ref: 144282/VO/2025). This was based on a total of 250 members, however it is understood that this will rise to 420 members at the relocated weightlifting gym at WSG which will open at 06:30 on weekdays. Information from the applicant indicates that there will be circa 5 vehicles visiting the site per hour at the relocated weighlifitng gym, as shown in Table 2 below:

	Existing (250 members)			Relocated (420 members)		
Hour	In	Out	Total	In	Out	Total
06:00-07:00	0	0	0	5	0	5
07:00-08:00	0	0	0	5	0	5
08:00-09:00	0	0	0	5	5	10
09:00-10:00	0	0	0	5	5	10
10:00-11:00	0	0	0	5	5	10
11:00-12:00	0	0	0	5	5	10
12:00-13:00	0	0	0	5	5	10
13:00-14:00	0	0	0	5	5	10
14:00-15:00	0	0	0	5	5	10
15:00-16:00	0	0	0	5	5	10
16:00-17:00	9	0	9	5	5	10
17:00-18:00	9	0	9	5	5	10
18:00-19:00	9	9	18	5	5	10
19:00-20:00	0	9	9	0	5	5
20:00-21:00	0	9	9	0	5	5
Daily	**27**	**27**	**54**	**65**	**65**	**130**

Source: LTP, 2025a

2.2.2 Table 2 indicates that the relocated weightlifting gym is expected to generate up to 10 two-way vehicle trips in the development peak hours (08:00-19:00), with 130 two-way vehicle trips daily (06:30-21:00). It is estimated that the gym will generate 10 two-way vehicle trips during the AM peak hour (08:00-09:00) and 10 two-way vehicle trips in the PM peak hour (17:00-18:00).

2.2.3 In order to assess a 'worst-case scenario', the peak parking accumulation recorded in the parking survey for the existing WSG site car park (TPS, 2025) and the peak number of arrival trips for the weightlifting gym have been combined to represent the maximum possible parking accumulation associated with the existing site with the additional demand of the weightlifting club for a robust assessment.

2.2.4 The maximum parking accumulation of the existing site was recorded to be 226 vehicles at 11:15 on Sunday in the parking survey. The vehicle trip generation for the weightlifting gym indicates that 20 arrival trips could be expected across every two hours throughout the day (08:00-18:00). Therefore, the maximum parking accumulation of the site with the additional demand of the weightlifting gym could be expected to be 246 vehicles (226 surveyed vehicles + 20 arrival trips), which can be accommodated within the circa 300-space car park.

2.2.5 It is acknowledged that, as part of the separate planning application at the site (ref: 145658/FO/2026) for the creation of four AGPs to replace four existing grass pitches, additional vehicle trips would be generated at the WSG site. The vehicle trip generation of the proposed AGPs have been calculated in the TA for the scheme (TPS, 2025), which indicates that the pitches will generate up to 224 two-way vehicle trips during the development peak hour. As noted in the TA (TPS, 2025), a number of these trips are not considered 'new' to the site given that the AGPs are to replace four existing grass pitches at the site.

2.2.6 It is also noted that the vehicle trip generation of the AGPs has been based on a worst-case scenario of each pitch being divided into four 5 v 5 pitches to reflect the most intensive usage of each AGP and therefore the maximum number of participants/vehicle trips. Other configurations of the AGPs include 11 v 11, 9 v 9 and 7 v 7 pitches, which would be expected to generate fewer vehicle trips as outlined in the TA (TPS, 2025).

2.2.7 However, it is concluded in the TA (TPS, 2025) that there is sufficient reserve capacity in the car park to accommodate any additional parking demand generated by the proposed AGPs. There is also space for vehicles to park on Willenhall Road within the vicinity of the site in the event of the capacity of the site car park being exceeded without impacting the local highway network.

2.2.8 Therefore, it is considered that the capacity of the main site car park is sufficient to accommodate the demand of the site, including the existing retained uses, the proposed AGP proposals, and the approved weightlifting gym. Indeed, the weightlifting gym scheme has already been approved, therefore this TMS is not required to provide a new appraisal of parking suitability. As part of scoping discussions regarding this TMS, MCC Highways requested data on existing parking levels for the wider WSG site though, and therefore it is considered that the data presented above satisfies this requirement.

3. TRAFFIC & PARKING MANAGEMENT MEASURES

3.1 Introduction

3.1.1 Approximately 300 car parking spaces are to be retained as part of the development proposals. A number of measures are to be implemented at the site to help manage the traffic and parking demand at the site, as detailed in the sections below.

3.2 Traffic Marshalls

3.2.1 Whilst not expected to be necessary in relation to the weightlifting gym itself, if larger events take place at WSG associated with the sports pitches, it is proposed to utilise traffic marshals at suitable locations within the car park and access points on Willenhall Road. The marshals would not be utilised on the adopted public highway, only on the private roads and car parks. These marshals would have sufficient training and safety equipment (e.g. high visibility clothing) and would help direct traffic where required, in order to ensure efficient use of the unmarked car parking areas, and maintain a safe flow of traffic circulation through the car park.

3.2.2 Clear pedestrian routes will be maintained between parking areas and the sports facilities. During larger events, marshals will assist in managing interactions between vehicles and pedestrians within the car park to ensure a safe environment. Where necessary, temporary barriers or cones may be used to define pedestrian paths.

3.3 Temporary Traffic Signs

3.3.1 In order to supplement traffic marshals, it is proposed to temporarily display temporary traffic signs in order to communicate directions and advice for traffic utilising the site. As with the marshals, any signs would not be placed on the adopted public highway, they would only be used on the private roads and car parks serving the WSG site.

3.4 Car Sharing

3.4.1 A simple but productive measure, which would be heavily promoted, are the benefits of car sharing. Measures will be appropriately implemented in order to actively encourage site users to consider car sharing as an alternative to travelling as a single car occupant.

3.4.2 In order to achieve this, information on local and national car sharing schemes will be circulated in the publications produced by the site and also from the reception area/front of the site, which wholly promotes the value of community and outreach opportunities offered by car sharing. Information should be circulated in the form of leaflets, posters and emails to site users to promote the benefits of car sharing.

3.5 Communication Strategy

3.5.1 A good communication strategy will form a key part in both reducing the numbers of car drivers travelling alone to the site and also managing the car park when a large event is being held at the site. Regular site users will be fully briefed in previous gatherings/events before any large event to make regular users aware that parking will be suitably managed and to encourage the use of sustainable modes of travel. Alternative ways that new/regular site users will be informed are outlined below:

- Notices/advertisements displayed within the reception area/main entrance and community spaces in the pavilion;
- Leaflets sent out with any ticketed events outlining available sustainable travel options to/from the site and parking arrangements during the event; and
- Temporary advisory signing displayed within the car park giving prior notice of possible delays.

3.6 Monitoring & Review

3.6.1 It is acknowledged that this TMS will evolve over time and with experience co-ordinating parking with site users. For this reason, it is recommended that staff/volunteers hold a post event meeting to review the TMS to identify what worked well and what needs to be improved ahead for the next event. This will allow for the TMS to be refined accordingly.

4. SUMMARY

4.1.1 This Traffic Management Strategy (TMS) has been produced to discharge condition #3 associated with the approved weightlifting gym at Wythenshawe Sports Ground (WSG) (ref: 144600/VO/2025).

4.1.2 Vehicular access to the site is to be provided via the priority T-junction access connecting with Willenhall Road to the south of the site. The access arrangements will not change as a result of the proposals.

4.1.3 The parking accumulation survey undertaken on Sunday 9th November 2025 as part of the TA (TPS, 2025) produced for the planning application for the proposed AGPs at the site (ref: 145658/FO/2026) indicated that the maximum parking accumulation in the car park was 226 vehicles at 11.15.

4.1.4 The vehicle trip generation of the existing weightlifting gym at Wythenshawe Park has been built-up using a 'first-principles' approach as part of the Transport Statement (TS) (LTP, 2025a) for the separate sports hub redevelopment (ref: 144282/VO/2025). This was based on a total of 250 members, however it is understood that this will rise to 420 members at the relocated weightlifting gym at WSG.. The relocated weightlifting gym is expected to generate up to 10 two-way vehicle trips in the development peak hours (18:00-19:00), with 130 two-way vehicle trips daily (06:30-21:00).

4.1.5 In order to assess a 'worst-case scenario', the peak parking accumulation recorded in the parking survey and the peak number of arrival trips for the weightlifting gym have been combined to represent maximum possible parking accumulation in the site car park. The maximum parking accumulation of the site with the additional demand of the weightlifting gym could be expected to be 246 vehicles (226 surveyed vehicles + 20 gym arrival trips), which can be accommodated within the circa 300-space car park.

4.1.6 It is noted that the proposed Artificial Grass Pitches (AGPs) as part of a separate planning application at the site (ref: 145658/FO/2026) will generate additional vehicle trips to the site. However, a number of these trips are not considered 'new' to the site given that the AGPs are to replace four existing grass pitches at the site.

4.1.7 Parking at the site will be managed primarily by reducing the number of vehicular trips to the site by informing visitors of other sustainable modes such as public transport, cycling and car sharing. Other direct measures will include the use of traffic marshals and temporary signing, when required for larger events.

4.1.8 The car parking provision at the site is considered to be sufficient to accommodate the demand of the site, with the implementation of additional measures will be sufficient to facilitate larger events. It is recommended that this TMS is refined upon occupation of the site, particularly following events to identify any revised or additional measures that may be required.

5. REFERENCES

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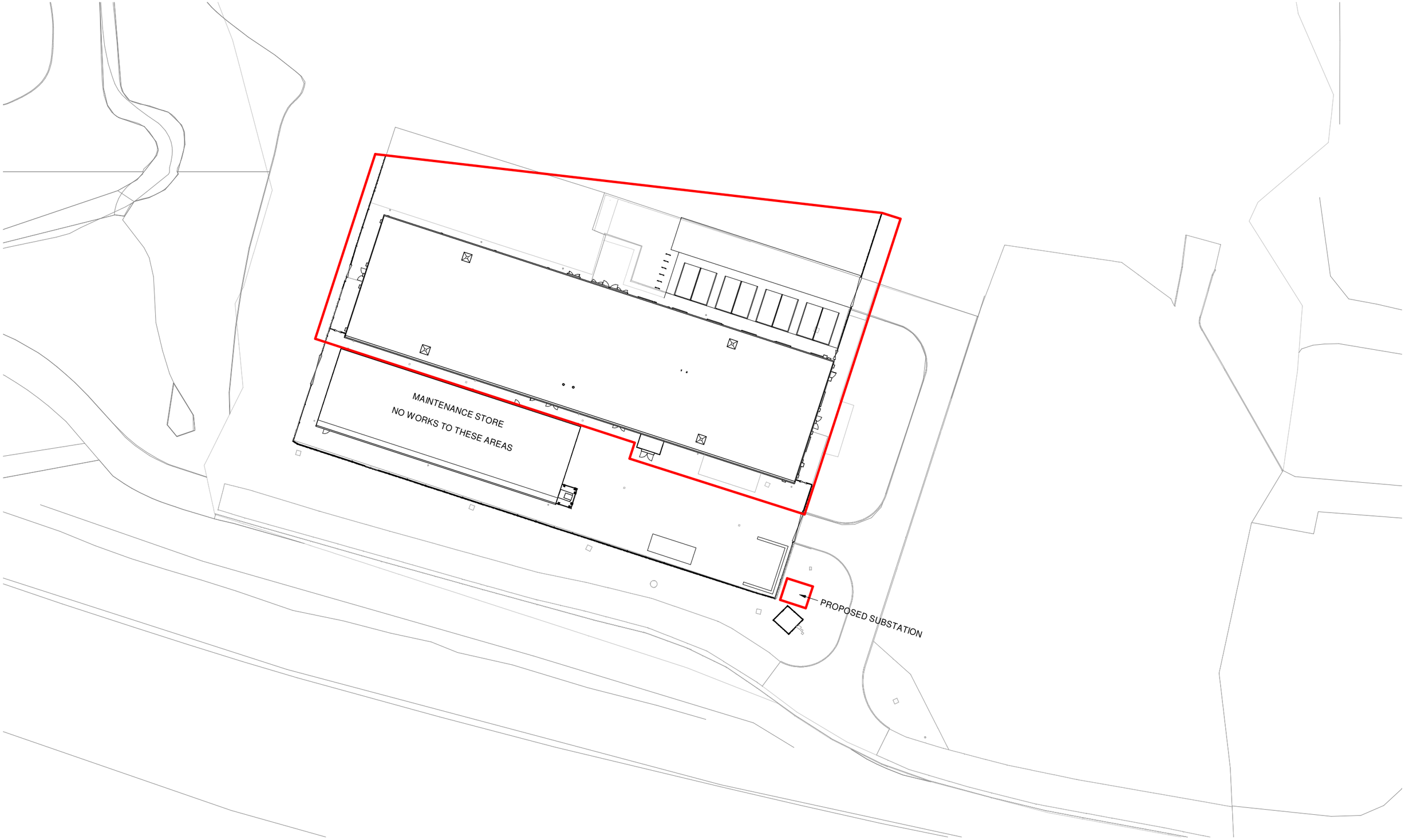
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Appendix 1 – Site Layout Plan



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

0 5m 10m 25m

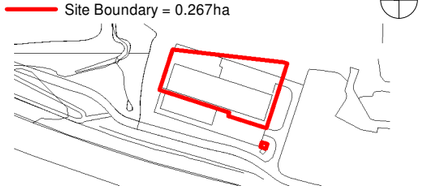
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KEY PLAN

Site Boundary = 0.267ha



REV	DESCRIPTION	DATE	DRN	CHK / APP
P01	RIBA 3 Planning Submission	17/11/2025	NN	MR

CLIENT
Manchester City Council

PROJECT
Wythenshawe Sports Ground Hub

TITLE
Proposed Block Site Plan

SCALE	DISCIPLINE	PROJECT NUMBER
1 : 500	Architect	118404

DRAWING NUMBER	REVISION
118404-NPS-ZZ-00-D-A-0803	P01

STATUS	PURPOSE OF ISSUE	DRAWN	APPROVED
S2	Planning	NN	RB
		CHECKED	SECURITY
		MR	

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