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C2 The Birtles, Wythenshawe Town Centre

Stage 1 Road Safety Audit Designer's Response

Curtins Ref: 087688-CUR-XX-XX-T-TP-00010
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Issue Date: 21 October 2026

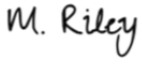
Client Name: Muse Places and Wythenshawe Community Housing Group

Curtins

Control Sheet

Rev	Description	Checked	Issued	Date
P01	First Issue	AT	MR	09 September 2026
P02	Second Issue	AT	MR	21 October 2026

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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 planning application for C2 The Birtles, Wythenshawe Town Centre.

1.1.2 Following Curtins ongoing involvement on the Wythenshawe Town Centre Masterplan Project, Curtins have been appointed to support the planning application for a residential plot which forms part of the masterplan, known as C2 The Birtles.

1.1.3 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."

1.1.4 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.

1.1.5 The Development Proposals could generate 13 and 14 two-way vehicular trips in the AM and PM peak. However, it must be noted that an increase in trips by car is not considered to be representative of the development proposals considering the limited number of on-site car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

1.1.6 A Transport Assessment (TA; Curtins Document Reference: **087688-CUR-XX-XX-T-TP-00002**) and Interim Travel Plan (ITP; Curtins Document Reference: **087688-CUR-XX-XX-T-TP-00004**) have been prepared for the application.

1.1.7 A Stage 1 Road Safety Audit of the proposed development – of both the proposed access arrangement and internal layout - was undertaken by an independent auditor, Six Ten Highways & Traffic Ltd, in September 2026.

1.1.8 The full updated Audit report is included in **Appendix A**.

1.1.9 Further dialogue has subsequently taken place with TfGM / Metrolink to clarify the scope of the RSA Stage, with specific reference made to the inclusion of the Metrolink like within the study area. The

agreed scope of works and associated approach have been confirmed with TfGM and correspondence is included within **Appendix B**.

1.2 Purpose of the Report

1.2.1 This Designers Response has been prepared to consider the findings of the Audit.

1.3 Structure of the Report

1.3.1 Following this introduction, **Section 2** sets out the matters raised by the Audit, and the Design Team Response.

2.0 Matters Raised and Designer's Response

2.1 Matters Raised by Stage 1 RSA

2.1.1 No issues were identified in the Stage 1 RSA.

2.1.2 Section 2 of the RSA noted that after due and careful consideration, the Audit Team were unable to identify any areas of concern.

Appendix A – Road Safety Audit (September 2026)

C2 THE BIRTLES, WYTHENSHAWE
PROPOSED HIGHWAY WORKS

STAGE 1 ROAD SAFETY AUDIT

610/2026/163/01 Rev 1

7 September 2026

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Rev:	Issue Status:	Prepared by/Date:	Checked by/Date:	Approved by/Date:
0	DRAFT	Jon Preston 7 September 2026	Tristan Brooks 7 September 2026	
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Report Title:	C2 The Birtles, Wythenshawe – Proposed Highway Works Stage 1 Road Safety Audit
Date:	7 September 2026
Document Reference & Revision:	610/2026/163/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Curtins

Disclaimer note

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of six:TEN Highways & Traffic Limited.

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1.0 INTRODUCTION

1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed highway works, associated with the proposed residential/retail development C2 The Birtles, Wythenshawe at the request of Curtins, the designer of the scheme who provided the Audit Brief, which the RSA team has accepted as sufficient to undertake the Stage 1 RSA. The audit team have been approved by the Overseeing Organisation, Manchester City Council (MCC), to carry out Road Safety Audits on their highway network.

1.2 The Road Safety Audit Team was as follows:

Jon Preston MCIHT MSoRSA
Audit Team Leader

Tristan Brooks* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, NH RSA Cert of Comp
Audit Team Member

1.3 Audit Team members marked with an asterisk above hold a National Highways approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.

1.4 The audit took place at the Manchester office of six:TEN Highways and Traffic between 28 August 2026 and 7 September 2026. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.

1.5 The Audit Team visited the site together on the afternoon of Thursday 3 September 2026 between 12.35hrs and 13:10hrs and comprised a walk and drive-throughs (where available) of the area covered by the scheme. During the site visit the weather was partially cloudy and the carriageway surface was dry. At the time of the site visit traffic movements in the vicinity of the proposed scheme were very low with regular pedestrian and no cyclist movements observed.

1.6 Ainley Road in the vicinity of the proposed highway works is currently subject to a 30mph speed limit and there is street lighting throughout. The Birtles and Etrop Way are currently pedestrianised areas.

1.7 The terms of reference of the audit are as described in the Design Manual for Roads and Bridges (DMRB) GG 119 Rev 2 *Road Safety Audit*. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

1.8 The proposed highway works are associated with a proposed residential/retail development on land at the northern extents of The Birtles as shown in Appendix Two and in summary includes:

- Provision of 5 No. disabled parking bays and a refuse vehicle loading area;
- New footway paving to match the existing LUF works on The Birtles; and
- Public realm and landscaping improvements.

1.9 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.

1.10 Personal injury collision data has been obtained from the online Crashmap database which shows there has been no personal injury collisions in the vicinity of the proposed highway works during the latest five-year period for which data is available (2021-2025).

1.11 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.12 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with DMRB GG 119 Rev 2, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

2.1.1 No road safety issues identified at this stage.

2.2 Local Alignment

2.2.1 No road safety issues identified at this stage.

2.3 Junctions

2.3.1 No road safety issues identified at this stage.

2.4 Walking, Cycling and Horse Riding

2.4.1 No road safety issues identified at this stage.

2.5 Traffic Signs, Carriageway Markings and Lighting

2.5.1 No road safety issues identified at this stage.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director — Signed: 

six:TEN Highways & Traffic Ltd — Date: 7 September 2026

AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, NH RSA Cert of Comp

Traffic & Road Safety Engineer — Signed: 

six:TEN Highways & Traffic Ltd — Date: 7 September 2026

APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- 087688-CUR-XX-XX-T-TP-00009-P01 Stage 1 RSA Brief
- 3475a-PLA-XX-XX-DR-L-0001 P08 General Arrangement
- 87688-CUR-XX-00-D-TP-05005 P01 Swept Path Analysis 11.2m Refuse Vehicle
- 87688-CUR-XX-00-D-TP-05006 P01 Swept Path Analysis 16.5m Artic HGV
- Five-year (2021-2025) personal injury collision data from Crashmap

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



APPENDIX THREE

6.0 PHOTOGRAPHS



6.1 General view looking east towards the proposed vehicular access to the development.



6.2 General view looking south on The Birtles from Etrop Way.

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Our Reference: **087688-CUR-XX-XX-T-TP-00009-P01**

MCC Council Planning Reference: **144669/FO/2025**

C2 The Birtles, Wythenshawe Town Centre – Road Safety Audit Brief

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."

A Stage 1 Road Safety Audit has been commissioned to assess the scheme, and this RSA Brief has been prepared to inform and guide the auditor. The Road Safety Audit Team Leader will be Jon Preston of Six Ten Highways and Traffic Ltd.

DMRB GG 119 Version 2.0.1 provides the requirements for road safety audit for highway schemes on the Strategic Road Network. This Brief has been prepared in accordance with it.

General Details	
Category	**Details**
Highway scheme and road number	C2 The Birtles, Wythenshawe Town Centre
Type of scheme	Residential Accommodation
RSA Stage	Stage 1
Design Organisation	Curtins Consulting
Local Highway Authority	Manchester City Council
RSA team	Six Ten Highways and Traffic Ltd.
Terms of reference	To be undertaken in accordance with GG 119 Road Safety Audit, which forms part of the Design Manual for Roads and Bridges.

Table 1 – General Details

Scheme Details	
Category	**Details**
General	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.
Design standards applied to the scheme design	To be undertaken in accordance with GG 119 Road Safety Audit, which forms part of the Design Manual for Roads and Bridges.
Design speeds	30 mph on Ainley Road
Speed limits	30 mph on Ainley Road

Curtins Consulting Ltd registered in England No. 2054159
Registered office: 51-55 Tithebarn Street, Liverpool, L2 2SB
Branch registered in Ireland No. 908625

Scheme Details	
Category	**Details**
Existing traffic flows/queues	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.
Forecast traffic flows	The Proposed Development would be car-free in nature, however, would include a parking area with 5 disabled parking bays.
Pedestrian, cyclist and equestrian desire lines	The Proposed Development is located within a highly accessible area for pedestrians. Pedestrians would enter via the northeast corner of the Proposed Development. 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. 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.
Environmental constraints:	N/A

Table 2 – Scheme Details

Locality	
Category	**Details**
Description of locality	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.
General description	Ainley Road and Poundswick Lane are both lit 30mph roads that provide approximately 2m wide footways on both sides. Pedestrian facilities include dropped kerbs and tactile paving, with crossing opportunities available in the vicinity of the site. Cyclist infrastructure is limited, although a shared footway/cycleway is provided on Ainley Road to the west of the site. Double yellow line parking restrictions are present on both sides of both roads, helping to manage on-street parking and loading activity.
Relevant factors which may affect road safety	TfGM's Metrolink and Highways Forecasting and Analytical Services (HFAS) team have reviewed the general arrangement drawings and advised that the impact on the uncontrolled crossing over the tram tracks will need to be assessed, demonstrating that the proposals do not result in any increase in risk.

Table 3 – Locality

Analysis	
Category	**Details**
Collision data analysis	Collision data for the highway network adjacent to the site has been obtained from the Department for Transport (DfT) reported road incidents database for the most recent five years (2019 – 2023 inclusive). There has been a total of 10 collisions in the latest five-year period available, 7 of which were 'slight' severity incidents, 3 of which were 'serious' severity incidents, and 0 of which were fatal accidents.

Analysis	
Category	**Details**
	No collisions have been recorded at the Site Access / Ainley Road link.
Departures from standards	N/A
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions	N/A
Strategic decisions	N/A
List of included documents and drawings	Transport Statement 087688-CUR-XX-XX-T-TP-00002, P06, November 2025. Swept Path Analysis – 11.2m Refuse Vehicle 087688-CUR-XX-00-D-TP-05005, P01, November 2025. Swept Path Analysis – 16.5m Articulated HGV 087688-CUR-XX-00-D-TP-05006, P01, November 2025.

Table 4 – Analysis

Checklist			
Tick all that are included and provide reasons for those that are not included			
Site location plan	☒	Scale layout plans	☒
Departures and relaxations from standards	N/A	Construction / typical details	☒
Previous RSA reports	N/A	Previous RSA response reports and evidence of agreed actions	N/A
Collision data and collision data analysis	☒	Road traffic collision plot	☒
Traffic signal staging	N/A	Traffic counts	N/A
Speed surveys	N/A	Pedestrian, cyclists and horse-riding desire lines and volumes	☒
Walking, cycling, and horse-riding assessments and reviews	☒	Items outside the scope of the RSA / strategic decisions	☒
Other factors may impact on road safety	☒	Design speed / speed limits	☒
Design standards used	☒	Adjacent land uses	☒

Table 5 – Checklist

Appendix A – Transport Statement

C2 The Birtles, Wythenshawe Town Centre

Transport Statement

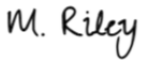
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Client Name: Muse Places and Wythenshawe Community Housing Group

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P05	Fifth issue	AT	AT	26 November 2025
P06	Sixth issue	AT	AT	28 November 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.

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Reviewed	Signature	Date
Aaron Tilley FCIHT CMILT Transport Planning Director		28 November 2025

Authorised	Signature	Date
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Appendices

Appendix A – Proposed Site Layout
Appendix B – Local Car Ownership
Appendix C – TRICS Output

1.0 Introduction

1.1 Background

Wythenshawe Masterplan Summary

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

1.1.2 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.

1.1.3 The Manchester Bee Network proposes to improve the cycling and walking network in Greater Manchester. There are aspirations to bring this network into the Town Centre with cycle routes along Rowlandsway. This will better connect the Town Centre with the surrounding residential areas.

1.1.4 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.

Proposed Development Summary

1.1.5 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."

1.1.6 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.

1.1.7 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.

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

1.2 National Policy Context

1.2.1 The National Planning Policy Framework (NPPF) (December 2024) sets the government's planning policies for England and how these are expected to be applied.

1.2.2 Proposals should be approved if they accord with an up-to-date development plan, or, in the absence of this, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination. Footnote 9 of the Framework states that those policies referred to include paragraphs 110 and 115 of chapter 9.

1.2.3 Paragraph 110 states, in part, that *"significant development should be focused on locations which are or can be made sustainable"*.

1.2.4 Paragraph 115 of the National Planning Policy Framework (2024) states that in assessing Sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

a) "sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

1.2.5 Paragraph 116 of the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

1.2.6 In addition to the NPPF, National Planning Practice Guidance (NPPG) clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements, provides potential benefits of the documents, and re-iterates the circumstances in which either document would usually be required.

1.2.7 The NPPG has been considered in the production of this TS and the accompanying Interim Travel Plan (Document Reference: **087688-CUR-XX-XX-T-TP-00004**).

1.2.8 As demonstrated throughout this report, there are no identified existing highway safety issues, the development would prioritise and encouraging more sustainable modes of travel and use of the Proposed Mobility Hub central to the Wythenshawe Town Centre Masterplan.

1.2.9 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPFF and NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

1.3 Local Policy Context

Places for Everyone

1.3.1 The Places for Everyone Plan was adopted by nine Greater Manchester local authorities – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – in March 2024. PfE forms part of the Development Plan for Manchester.

1.3.2 The transport-related policies within PfE are as follows:

- Policy JP-C1 – An Integrated Network;
- Policy JP-C3 – Public Transport;
- Policy JP-C4 – The Strategic Road Network;
- Policy JP-C5 – Streets for All;
- Policy JP-C6 – Walking and Cycling;
- Policy JP-C7 – Freight and Logistics; and
- Policy JP-C8 – Transport Requirements of New Development.

1.3.3 Transport Requirements of New Development states:

"We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

Connectivity and Permeability

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*
    - *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
        - *be direct, safe and convenient;*
        - *connect to nearby facilities, employment areas, public transport stops; and*
        - *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*
    - *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
    - *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;*
2. *Ensure appropriate connectivity to the existing highway network;*

1.3.4 There would be traffic-free access to the development to maximise permeability.

Design

3. *Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;*
4. *Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;*

Public Transport

5. *Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;*
6. *Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;*

1.3.5 The site is also well connected by the Wythenshawe Interchange, providing access to the Metrolink network.

Parking Infrastructure

7. *Making adequate car parking provision, including for disabled drivers and passengers;*

8. *Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;*

9. *Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:*

    - *Showers, changing facilities and lockers for cyclists and walkers,*
    - *Pool or hire bikes for use by occupiers,*
    - *Information in advance about facilities to visitors.*

10. *Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;*

11. *Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans;*

12. *Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location;*

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

Access and Servicing

13. *Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;*

14. *Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:*

- *meets road safety requirements,*
- *reduces transport emissions and other environmental impacts,*
- *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries.*

Construction Management

15. *Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries;*

Transport Assessments

16. *Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate;*

17. *Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."*

Manchester Core Strategy

1.3.7 The Manchester Core Strategy (2012 – 2027) promotes similar principles to the NPPF, containing the following policies relevant to transport:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

1.3.8 The key transport related policy in the Core Strategy to the consideration of the application scheme is Policy T1 'Sustainable Transport' which states the following:

"T1 Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

Improve choice by developing alternatives to the car.

Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.

Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.

Improve pedestrian routes and the pedestrian environment.

Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).

Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.

Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.

Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.

Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

1. *Pedestrians and disabled people,*
2. *Cyclists, public transport,*
3. *Commercial access,*
4. *General off-peak traffic,*

5. *General peak time traffic."*

1.3.9 In addition to Policy T1, Core Strategy Policy T2 'Accessible Areas of Opportunity & Need' identifies the need for new development to be supported by appropriate levels of car parking. The relevant section of the policy relating to car parking notes:

"…Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

- *District Centres*
- *Areas not within the City Centre or District Centres*

The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate."

1.3.10 It is noted that the MCC's parking standards do not include for specific standards relating to new residential development. Further details of proposed car parking are provided in **Section 4.4**.

1.3.11 Core Strategy Policy T2 also notes the following regarding the need for the direct transport appraisal of new development.

"…Include proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."

1.3.12 This TS will demonstrate that safe and suitable access to the site will be achieved, the site is an accessible area, and that there would not be a severe impact on the surrounding road network. As such, the proposed development is considered to be in accordance with national and local transport policies and guidance.

1.4 Purpose of the Report

1.4.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.4.2 The TS is supported by a range of appendices, with access drawings showing swept path assessments and car parking.

1.4.3 Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **087688-CUR-XX-XX-T-TP-00004**) with measures and initiatives to encourage active and sustainable travel. The travel planning process forms an integral part of the envisaged stewardship and long-term management of the proposed development.

1.5 Scope of the Report

1.5.1 The scope of this report is consistent with local and national transport planning policy and guidance.

1.5.2 On this basis, the TS contains the following:

- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- A review of accessibility by all modes of travel including walking, cycling, and public transport;
- Drawings showing the site access proposals and vehicle tracking;
- Details of proposed parking arrangements and justification for the provision;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.6 Structure of the Report

1.6.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.6.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.

1.6.3 **Section 3** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.6.4 **Section 4** gives an overview of the development proposals including details on proposed access and parking provision.

1.6.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.

1.6.6 **Section 6** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 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.

2.1.2 **Figure 2.1** below shows the site in a local context relating to the local highway network:

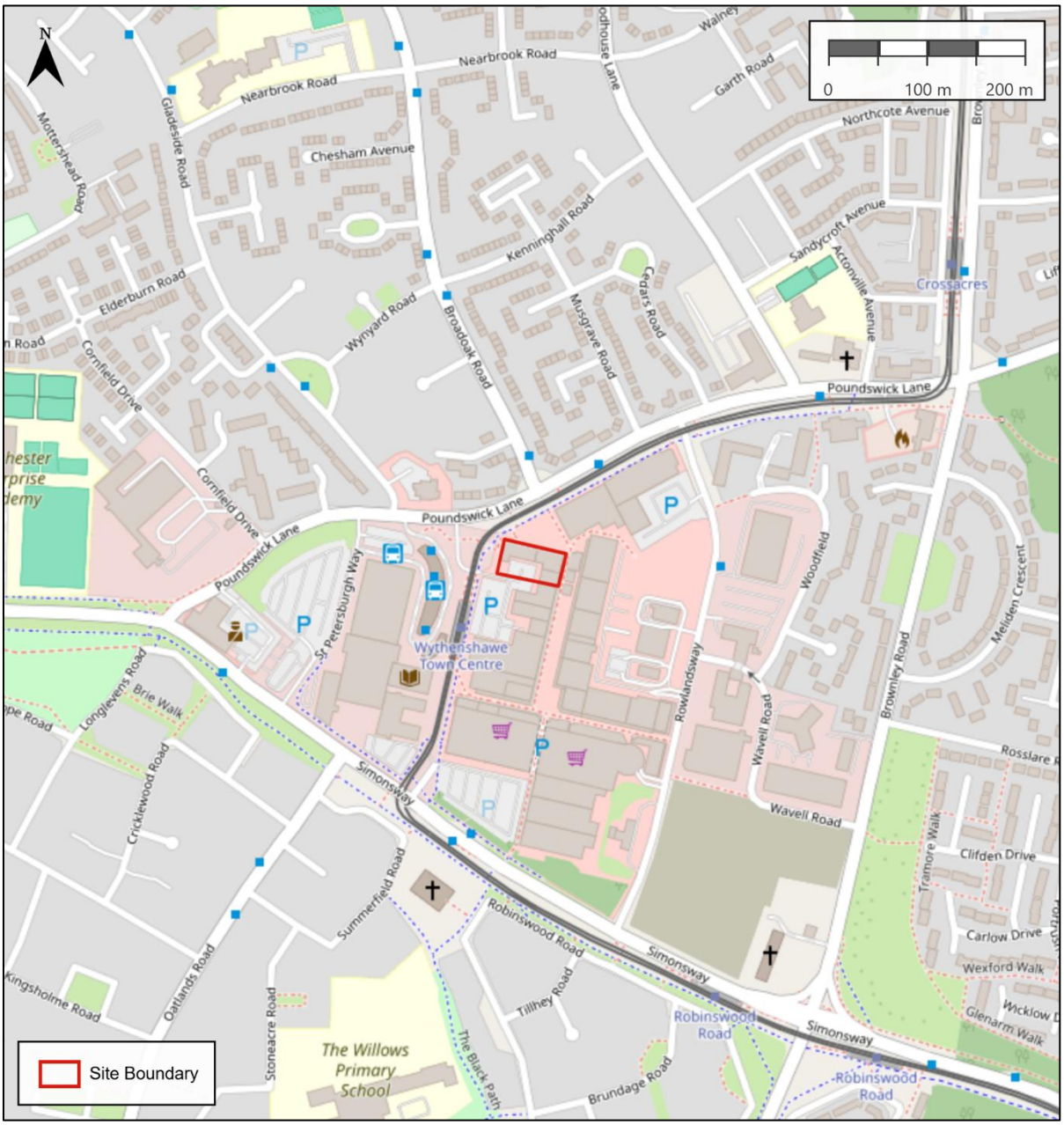


Figure 2.1 – Site Location

(Source: OpenStreetMap, 2025)

2.2 Existing Use and Access

2.2.1 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.

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

2.3 Surrounding Highway Network

2.3.1 **Table 2.1** 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 2.1 – Surrounding Highway Network Summary

2.4 Highway Safety

2.4.1 Collision data for the highway network adjacent to the site has been obtained from the Department for Transport (DfT) reported road incidents database for the most recent five years (2019 – 2023 inclusive). The details of the search are contained in **Figure 2.2,** and a breakdown of the information is contained in **Table 2.2**:

Junction/Link	Slight	Serious	Fatal	Totals
500 m Study Area	7	3	0	10
Total	7	3	0	10

Table 2.2 – Collision Data Summary

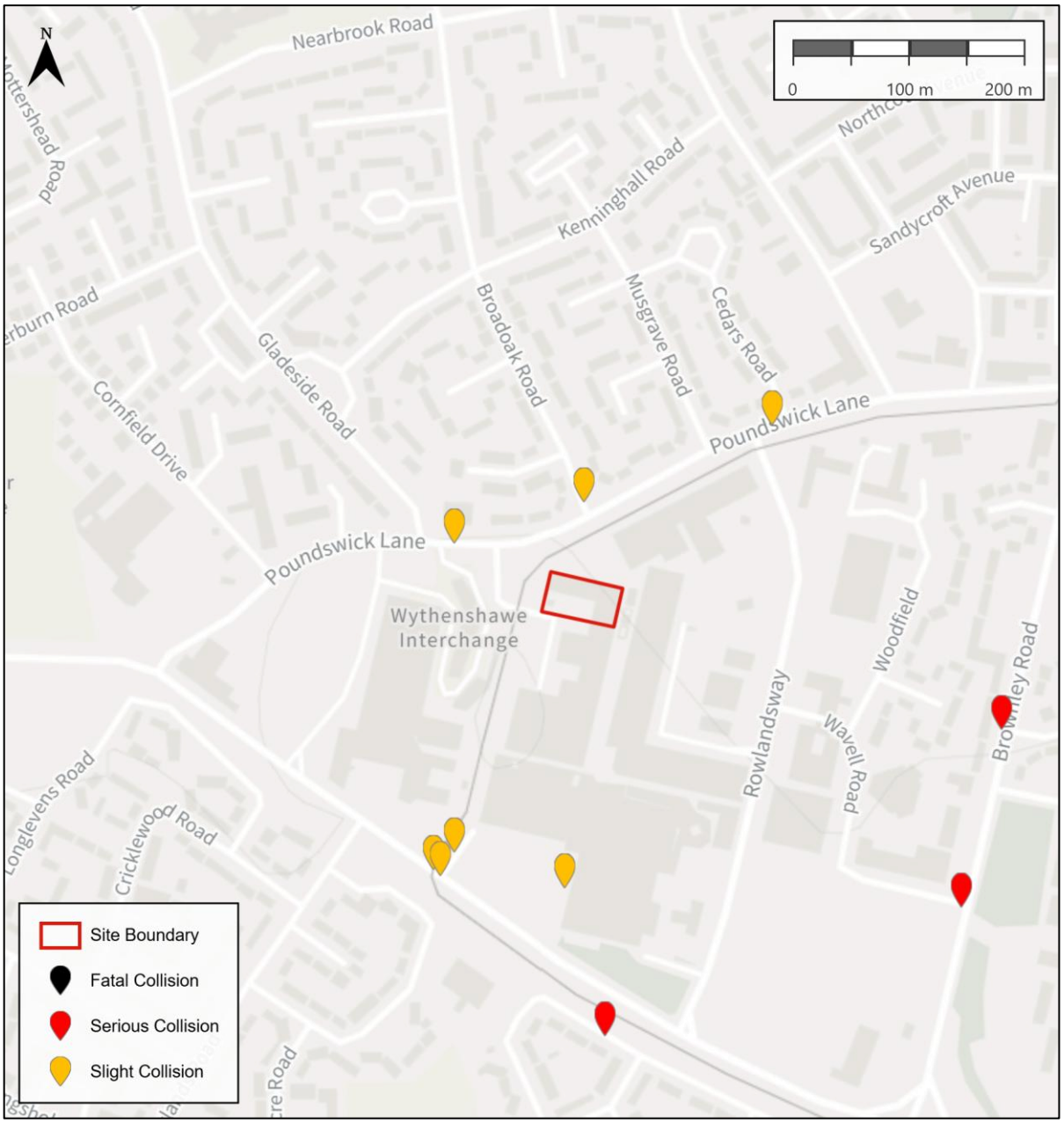


Figure 2.2 – Area Assessed for Collision Data (5 years)
(Source: DfT, 2025)

2.4.2 There has been a total of 10 collisions in the latest five-year period available, 7 of which were 'slight' severity incidents, 3 of which were 'serious' severity incidents, and 0 of which were fatal accidents.

2.4.3 No collisions have been recorded at the Site Access / Ainley Road link. The slight severity collision that occurred to the west of the site occurred in May 2019 and involved a pedestrian and a car. The incident occurred at the signalised crossing during dark weather conditions. The vehicle was reversing when the collision occurred. The pedestrian sustained slight severity injuries as a result of the collision.

3.0 Accessibility by Sustainable Modes of Travel

3.1 Introduction

3.1.1 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.

3.1.2 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.

3.2 Pedestrian Accessibility

3.2.1 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.

3.2.2 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)."*

3.2.3 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 3.1** 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 3.1 – CIHT Recommended Walking Distances

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

3.2.5 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.

3.2.6 **Figure 3.1** 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.

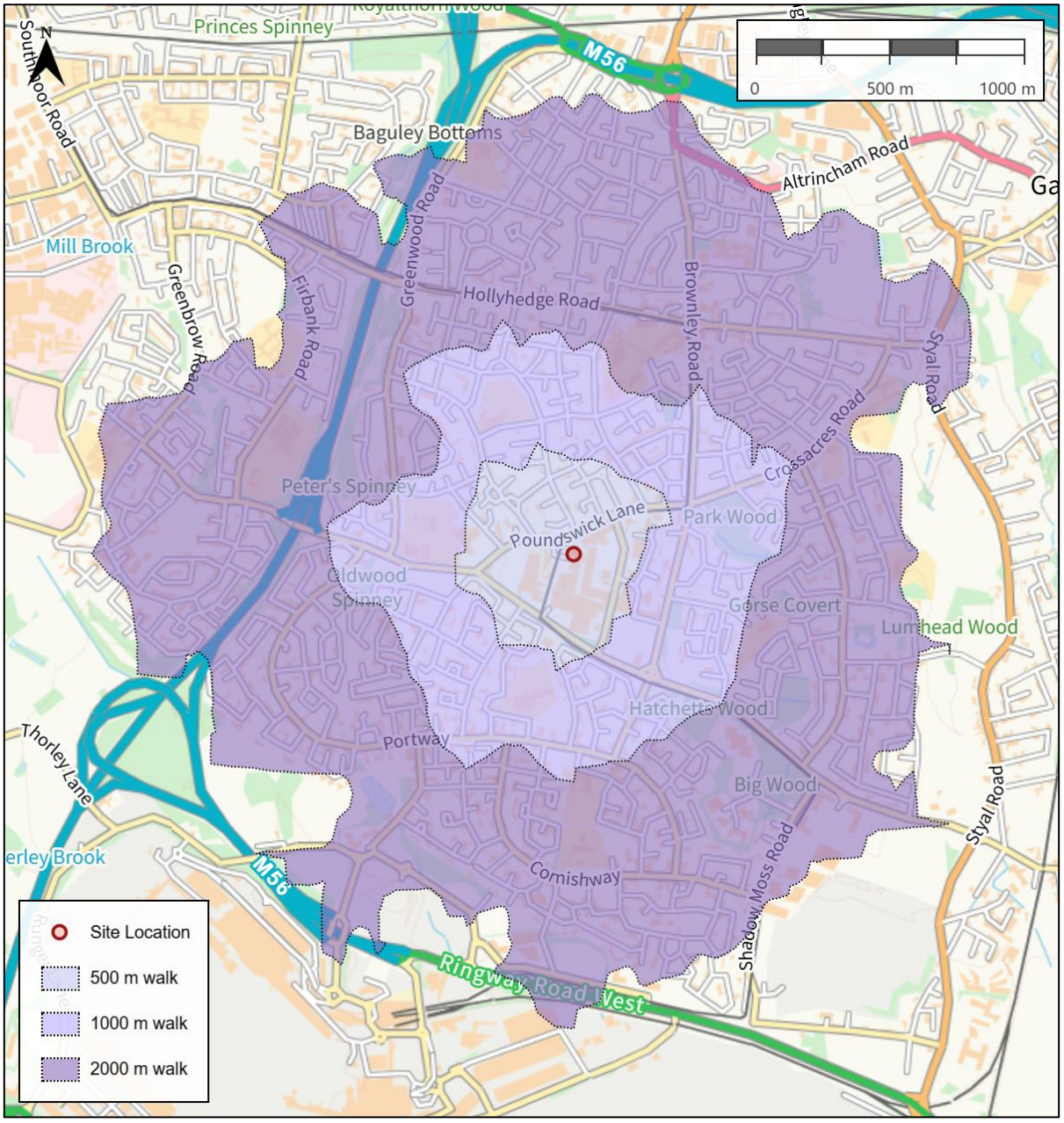


Figure 3.1 – Walking Catchment

3.2.7 The number and type of existing accessible amenities within 500m of the site can be summarised in **Figure 3.2** and **Table 3.2** below:

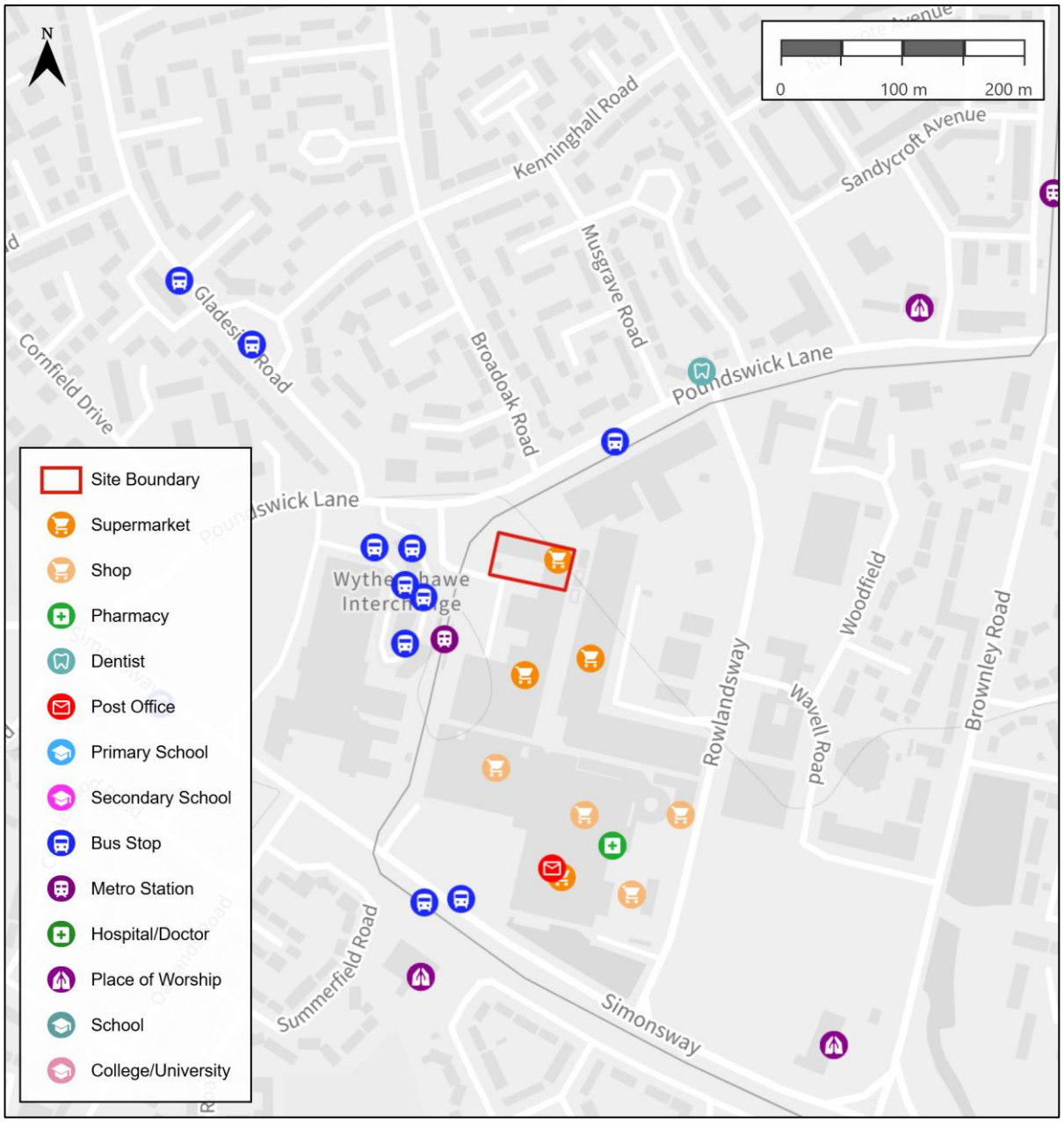


Figure 3.2 – Existing Accessible Amenities

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
4	Multi Storey Car Park	Parking	270m
5	Asda Wythenshawe Superstore (inc. Pharmacy & Post Office)	Supermarket	300m

Table 3.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

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

3.2.9 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.

3.2.10 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.

3.2.11 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.

3.2.12 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.

3.2.13 Existing and proposed active travel infrastructure throughout Wythenshawe Town Centre is presented in **Figure 3.3** below.

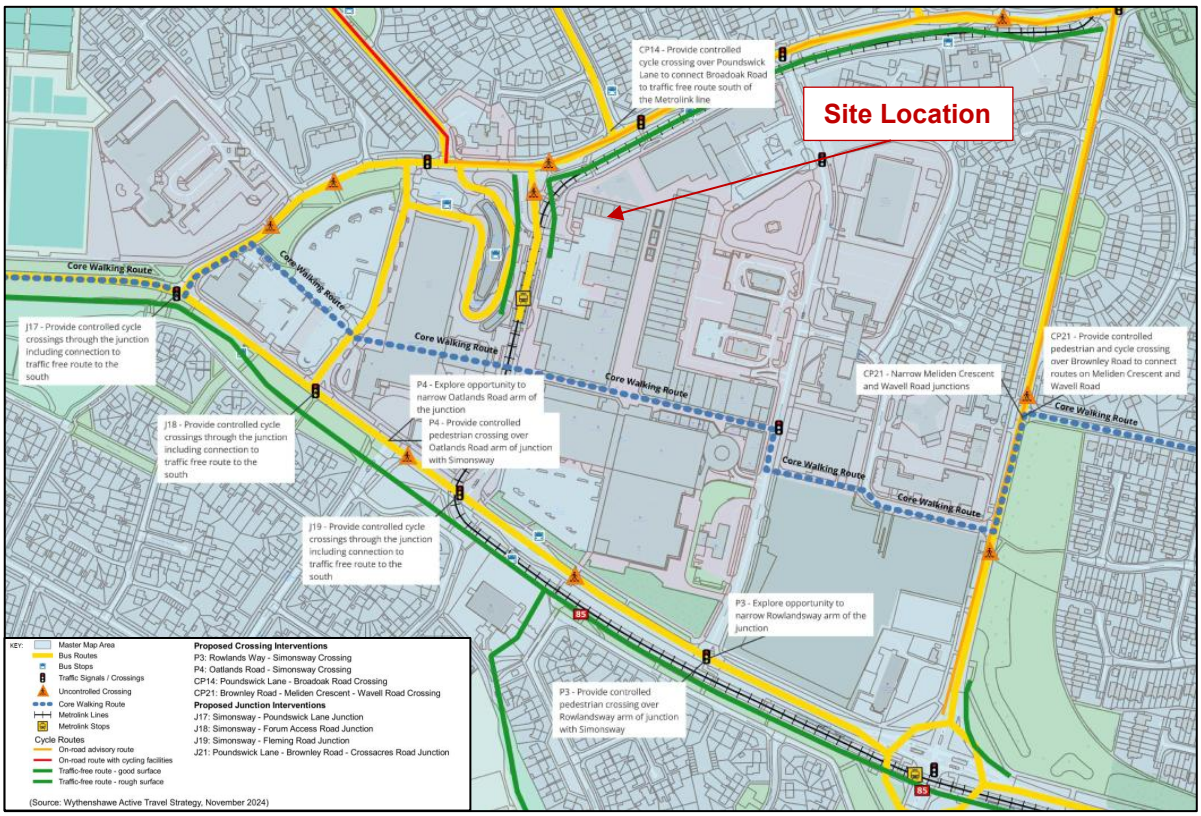


Figure 3.3 – Existing and Proposed Active Travel Infrastructure

3.3 Cycle Accessibility

3.3.1 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.

3.3.2 In order to assist in assessing the accessibility of the site by cycle, **Figure 3.4** presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network Routes available within these ranges.

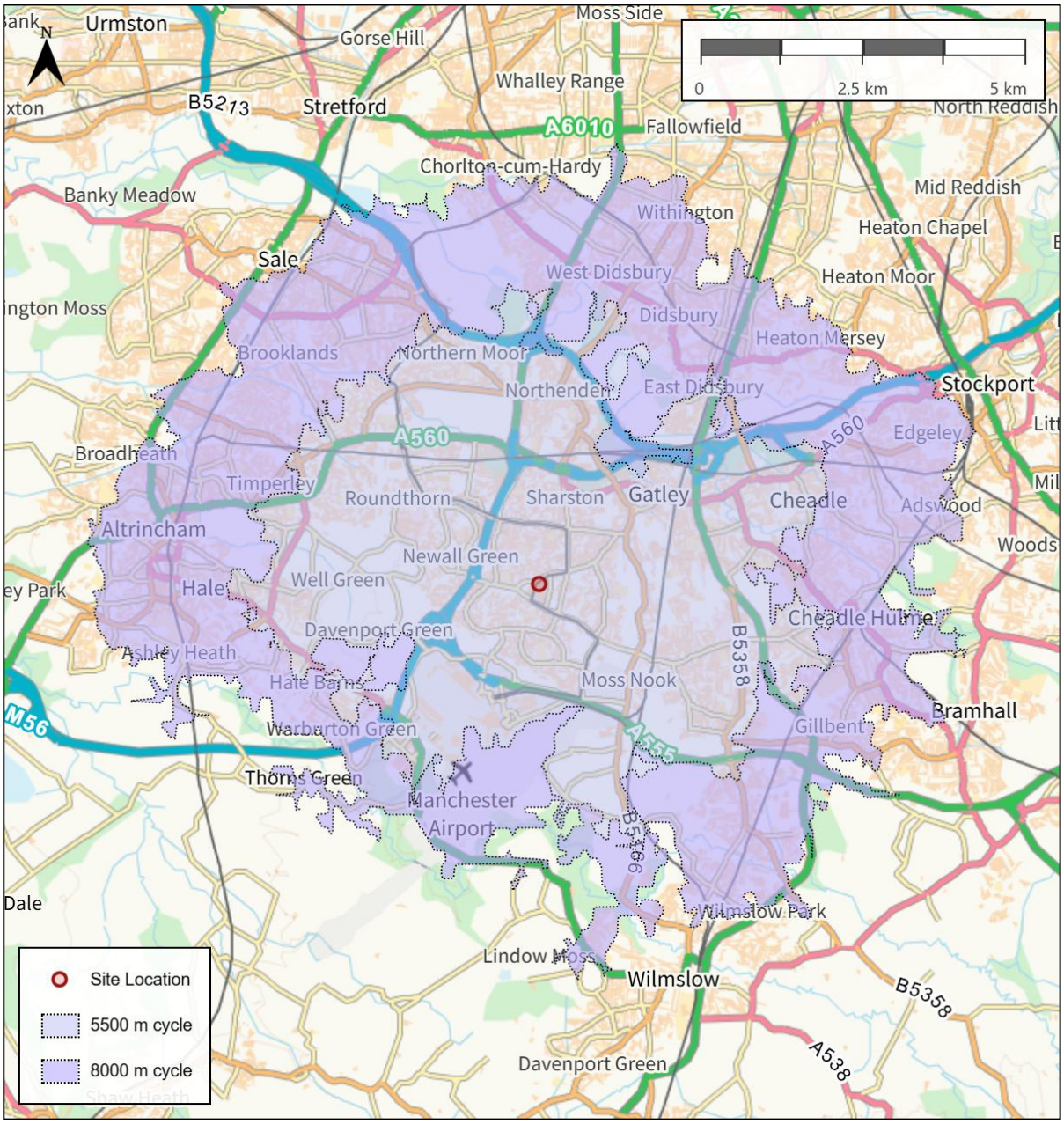


Figure 3.4 – Cycle Catchment

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

3.3.3 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.

3.3.4 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.

3.3.5 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.

3.3.6 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.

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

3.3.8 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.

3.3.9 The local cycle network in the vicinity of the site is shown in **Figure 3.5** below:

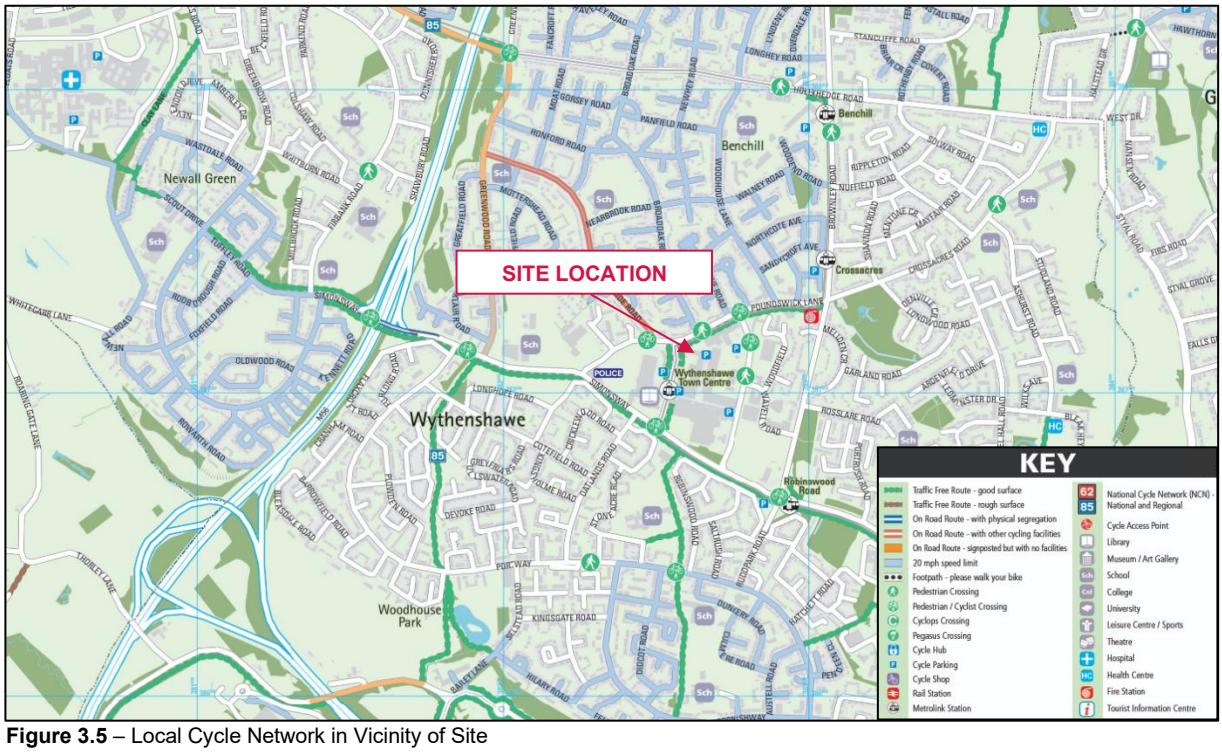


Figure 3.5 – Local Cycle Network in Vicinity of Site
(Source: TfGM, 2025)

3.3.10 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.

3.3.11 Furthermore, the development will provide secure cycle parking spaces to encourage cycling. Further details of this are provided in **Section 4.4** below.

3.4 Public Transport Accessibility

3.4.1 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.

3.4.2 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.

3.4.3 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).

3.4.4 Accessibility by bus and Metrolink are considered further below, with a local public transport network map included in **Figure 3.6** below:

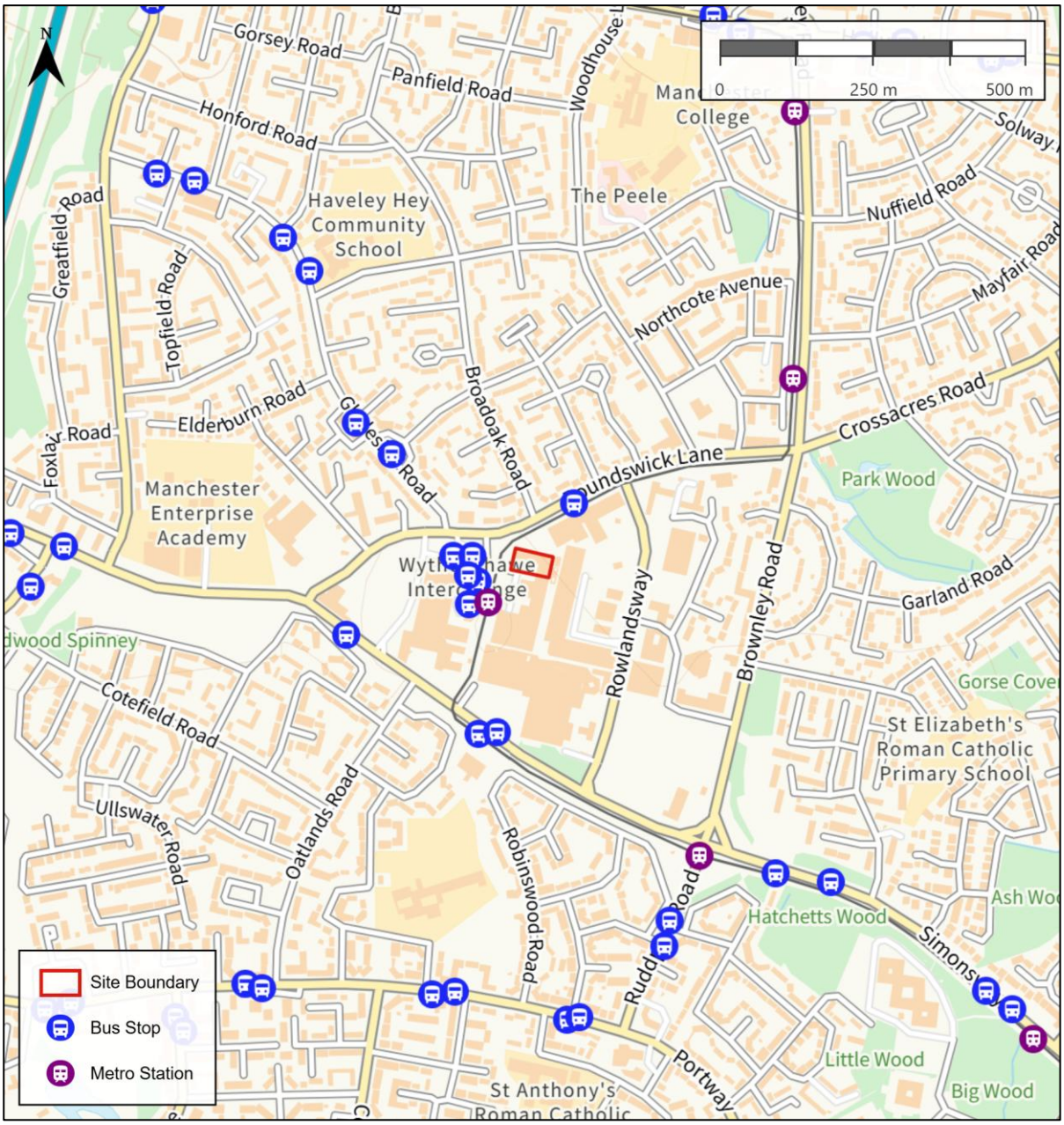


Figure 3.6 – Public Transport Network in the vicinity of the Site

(Source: TfGM, 2025)

Bus Accessibility

3.4.5 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 3.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

3.4.6 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.

3.4.7 **Table 3.4** 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 3.4 – Summary of Bus Service Frequencies from Wythenshawe Interchange

3.4.8 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.

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

Metrolink (Light Rail) Accessibility

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

3.4.11 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.

3.4.12 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 3.7.**

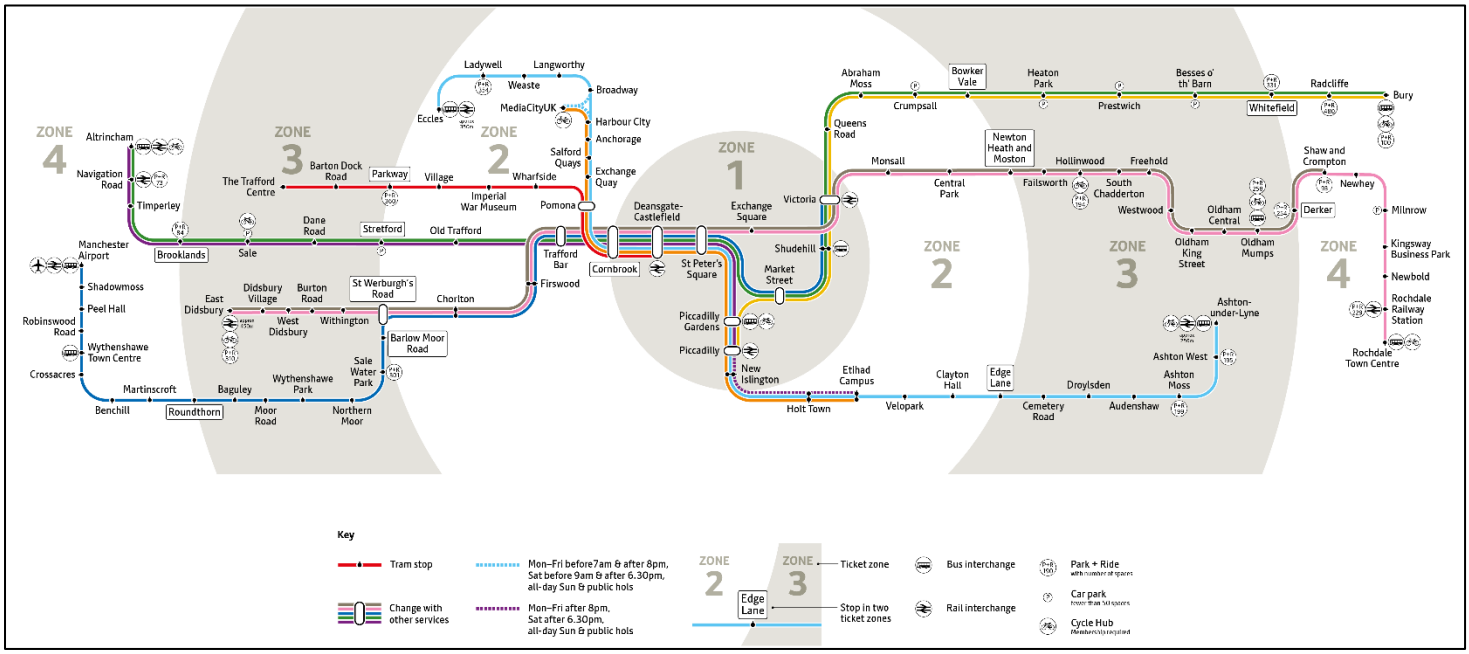


Figure 3.7 – TfGM Metrolink Network Map
(Source: TfGM, 2025)

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

3.5 Summary

3.5.1 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.

3.5.2 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.

4.0 Development Proposals

4.1 Overview of Proposals

4.1.1 Curtins has been appointed by Muse Places Ltd 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."

4.1.2 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.

4.1.3 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.

4.1.4 The proposed site layout is provided in **Figure 4.1** and **Appendix A.**



Figure 4.1 – Internal Site Layout

4.2 Wythenshawe Town Centre Development Framework

4.2.1 Development Framework has been prepared to guide the regeneration of Wythenshawe Town Centre. The Town Centre represents the heart of Wythenshawe.

4.2.2 The Framework area comprises Wythenshawe Town Centre and is largely contained within an area of land bounded by Rowlandsway, Simonsway and Poundswick Lane. This area includes the pedestrianised Shopping Centre, the Forum leisure complex, Etrop Court, areas of car parking, the existing transport interchange and a number of other free standing fast food and retail outlets.

4.2.3 Also included within the Framework area is the existing office accommodation to the east of Rowlandsway and along Wavell Road as well as the former Gala Bingo site and the cleared former Shell site.

4.2.4 The Framework, through targeting realistic and deliverable interventions in the short term, seeks to promote the Town Centre as a vibrant district centre which acts as focal point for retail, leisure and community services where people want to spend time. This in turn will assist in the more permanent regeneration and rejuvenation of the Framework Area.

4.2.5 The aims of the Framework are to improve transport links in and around Wythenshawe. Furthermore, to develop an integrated transport strategy to improve access to jobs, the city centre, the airport, the hospital, the business parks, and the town centre.

4.3 Wythenshawe Town Centre Masterplan Vision

4.3.1 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.

4.3.2 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.

4.3.3 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.

4.3.4 The Interim Travel Plan (Document Reference: **087688-CUR-XX-XX-T-TP-00004**) sets the following objectives:

- **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.

4.4 Proposed Access

Vehicular Access

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

4.4.2 **Drawing 087688-CUR-XX-00-D-TP-05005** at the rear of this report shows that an 11.2m Large Refuse Vehicle large car can ingress and egress from the site.

4.4.3 Additionally, **Drawing 087688-CUR-XX-00-D-TP-05006** at the rear of this report shows that a 16.5m Articulated HGV large car can ingress and egress from the site.

4.4.4 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.

4.4.5 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.

4.4.6 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.

4.4.7 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

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

4.4.9 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.

4.4.10 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.

4.5 Proposed Parking

Proposed Car Parking

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

4.5.2 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

4.5.3 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 staff, patients and visitors to consider switching to EVs should they still require to rely on the private car but wish to reduce their carbon footprint.

4.5.4 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.

4.5.5 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.

4.5.6 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.

4.5.7 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

4.5.8 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.

4.5.9 This is one of the many initiatives to encourage more people to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (Document Reference: **087688-CUR-00-XX-RP-TP-00004**). The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

Local Car Ownership

4.5.1 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 4.1**, with the full results and calculations provided in **Appendix B**:

	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 4.1 – Car Ownership

4.5.2 **Table 4.1** shows that Manchester 050 MSOA had a car ownership level of 0.69 in 2021.

4.5.3 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.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.

5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including Employment land uses.

5.2 Existing Trip Generation

5.2.1 The main use of the existing buildings onsite can be classified as Retail – Local Shops.

5.2.2 In order to evaluate the existing level of trip generation by the retail stores, a first principles approach has been adopted. The servicing area to the south of the retail units currently includes 10 car parking spaces. It should be noted that the spaces located to further south are not allocated to these retail units.

5.2.3 Therefore, given the number of car parking spaces available, the number of trips generated by the existing uses of the site could equate up to 10 two-way movements respectively in the traditional AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3 Forecasted Trip Generation

5.3.1 The trip generation figures utilised to predict the anticipated level of demand associated with the proposed residential uses on site have been informed by TRICS trip rates. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential land uses.

5.3.2 The full search criteria used in the TRICS database are included in **Appendix C**, applying the following:

- Land Use: Residential – Flats (Privately Owned)
- Regions: Great Britain
- Location Type: Edge of Town Centre

5.3.3 The peak hour trip rates and subsequent vehicular trips associated with the proposed 82 units is provided in **Table 5.1**. All trip rates are per one dwelling:

Time Period	Average Trip Rates			Average Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 09:00)	0.044	0.122	0.166	4	10	13
PM (17:00 – 18:00)	0.108	0.066	0.174	9	5	14

Table 5.1 – Proposed Trip Generation

5.3.4 The number of vehicle trips generated by the proposed development could equate to 13 and 14 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00).

5.3.5 However, it must be noted that an increase in trips by car is not considered to be representative of the development proposals considering the limited number of on-site car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

5.4 Net Site Impact

5.4.1 The following **Table 5.2** indicates the net impact of the proposed site.

Time Period	Total Trip Generation		
	Arrive	Depart	Total
Existing Trip Generation			
AM (08:00 – 09:00)	5	5	10
PM (17:00 – 18:00)	5	5	10
Proposed Trip Generation			
AM (08:00 – 09:00)	4	10	13
PM (17:00 – 18:00)	9	5	14
Net Impact			
AM (08:00 – 09:00)	-1	5	3
PM (17:00 – 18:00)	4	0	4

Table 5.2 – Net Vehicular Site Impact

5.4.2 Based on the TRICS assessment, the Proposed Development could result in an increase of 3 and 4 two-way vehicular trips in the AM and PM peaks respectively.

5.4.3 However, as set out at the start of this section, it must be noted that up to13 and 14 two-way trips by car is not considered to be representative of the development proposals considering the lack of on-site

car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

5.5 Highway Impact Summary

5.5.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Summary and Conclusions

6.1 Summary

6.1.1 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.

6.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.

6.1.3 Relevant details of the proposed site layout, access, and parking facilities have been provided.

6.1.4 The site is accessible by sustainable modes of transport. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

6.1.5 The number of vehicle trips generated by the proposed development could equate to 13 and 14 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 17:00 – 18:00).

6.1.6 However, it must be noted that an increase in trips by car is not considered to be representative of the development proposals considering the limited number of on-site car parking and accessibility of the site. There is likely to be a greater increase in pedestrian footfall, cyclists, and public transport users.

6.1.7 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

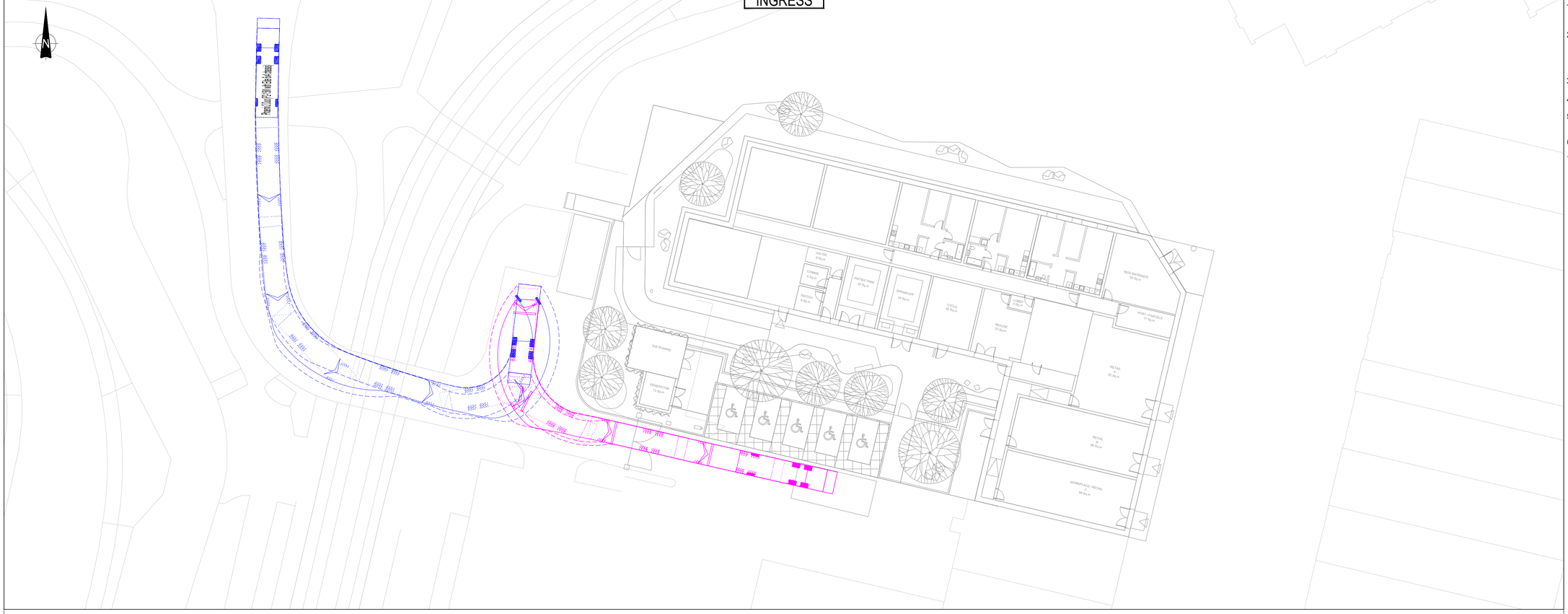
6.1.8 A review of relevant national and local transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

6.2 Conclusions

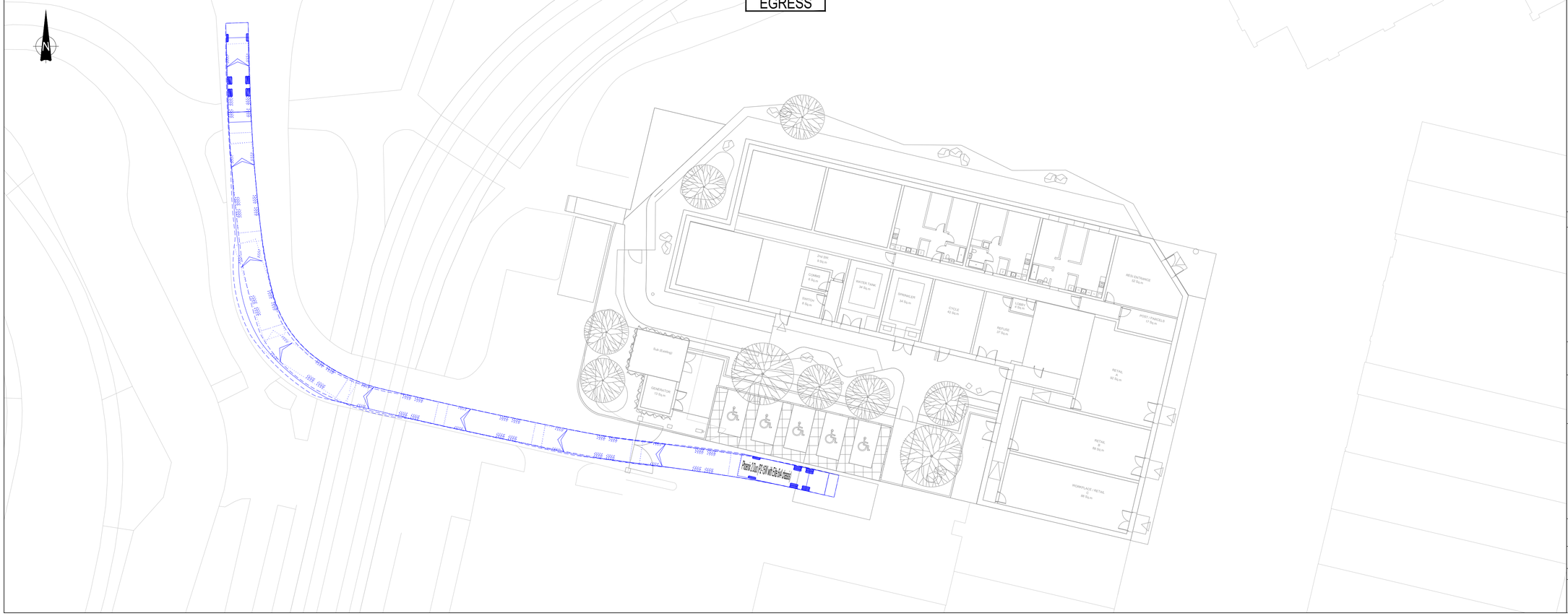
6.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings

INGRESS



EGRESS

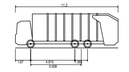


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6. BASED ON OS MAPPING PROVIDED BY PLANIT
7. BASED ON PLANNIT'S SITE LAYOUT DRAWING REF.: "3475a-PLA-XX-XX-DR-L-0001-General Arrangement"

KEY: RED LINE BOUNDARY (SUPPLIED BY PLANIT)

VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev:	Description:	Date:	By:	Chkd:

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Status: PRELIMINARY

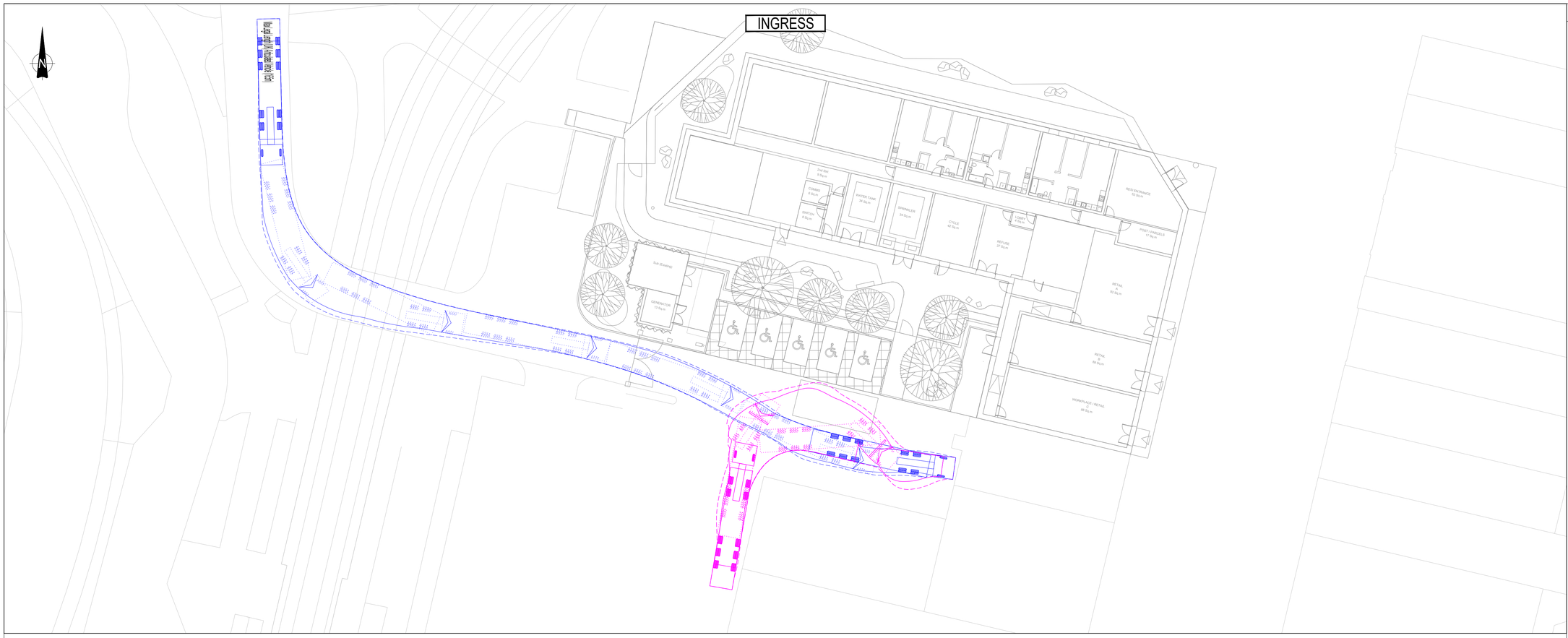
Project: WYTHENSHAWE PLOTS C2 AND 3.3

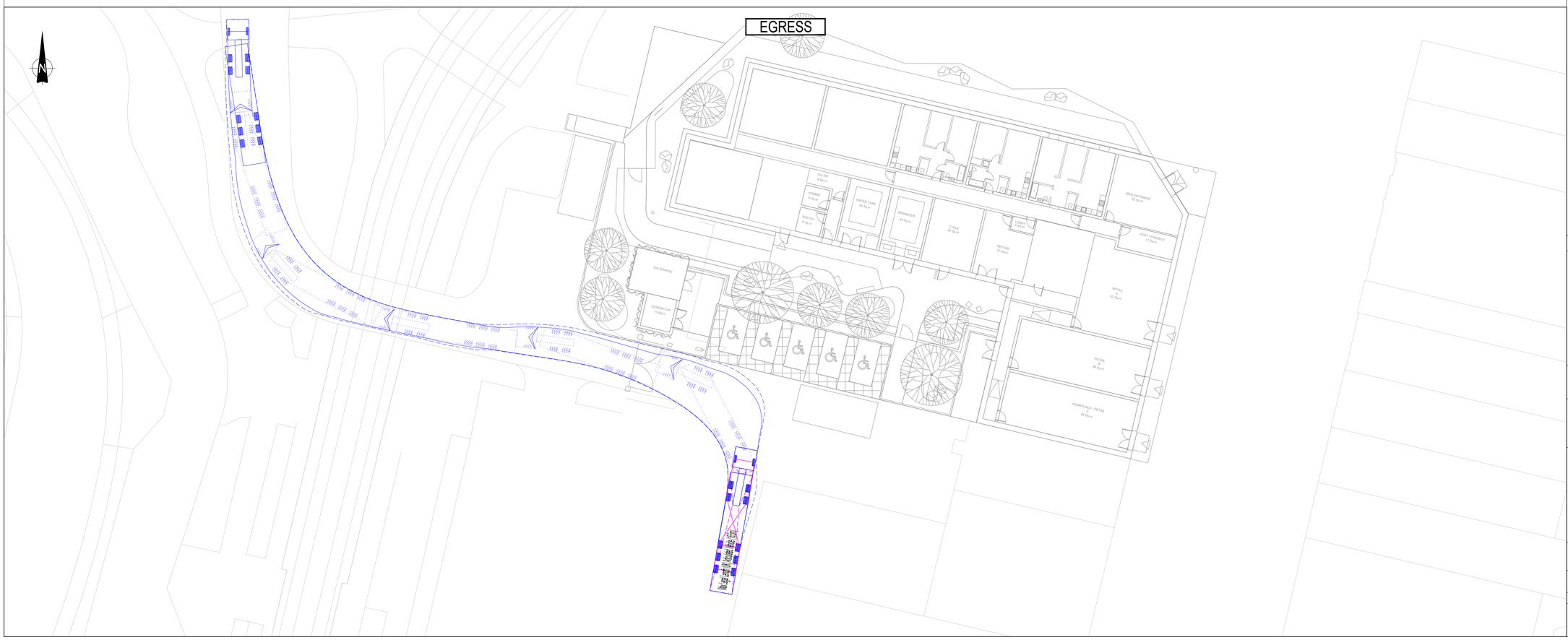
Drg Title: SWEPT PATH ANALYSIS 11.2m REFUSE VEHICLE PLOT C2

Drawn By	Designed By	Checked By
MQ	MQ	AT
	Date: 14/11/25	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
87688 - CUR - XX - 00 - D -TP- 05005	P01

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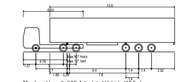


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7. BASED ON PLANNIT'S SITE LAYOUT DRAWING REF.: "3475a-PLA-XX-XX-DR-L-0001-General Arrangement"

KEY: RED LINE BOUNDARY (SUPPLIED BY PLANIT)

VEHICLE PROFILE:



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.530m

Rev:	Description:	Date:	By:	Chkd:

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Status: PRELIMINARY

Project: WYTHENSHAWE PLOTS C2 AND 3.3

Drg Title: SWEPT PATH ANALYSIS
16.5m ARTICULATED HGV
PLOT C2

Drawn By	Designed By	Checked By
MQ	MQ	AT
	Date: 14/11/25	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 87688 - CUR - XX - 00 - D -TP- 05006

Revision: P01

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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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Appendix B – Local Car Ownership

TS045 - Car or van availability

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population	All households
units	Households
area type	2021 super output areas - middle layer
area name	E02001094 : Manchester 050

Number of cars or vans	2021
Total: All households	3,943
No cars or vans in household	1,829
1 car or van in household	1,604
2 cars or vans in household	410
3 or more cars or vans in house	100

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Appendix C - TRICS Output

TRICS 8.25.6

Trip Rate Parameter: DWELLS

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Fac 1 DWELLS

Count Type: Total Vehicles

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0.031	0.096	0.127
08:00-09:00	48	106	0.044	0.122	0.166
09:00-10:00	48	106	0.053	0.06	0.113
10:00-11:00	48	106	0.047	0.054	0.101
11:00-12:00	48	106	0.048	0.059	0.107
12:00-13:00	48	106	0.055	0.059	0.114
13:00-14:00	48	106	0.056	0.059	0.115
14:00-15:00	48	106	0.05	0.055	0.105
15:00-16:00	48	106	0.074	0.053	0.127
16:00-17:00	48	106	0.085	0.058	0.143
17:00-18:00	48	106	0.108	0.066	0.174
18:00-19:00	48	106	0.104	0.064	0.168
19:00-20:00	19	128	0.061	0.039	0.1
20:00-21:00	19	128	0.038	0.026	0.064
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.854	0.87	1.724

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Fac 1 DWELLS

Count Type: Cyclists

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0.002	0.009	0.011
08:00-09:00	48	106	0.003	0.013	0.016
09:00-10:00	48	106	0.001	0.005	0.006
10:00-11:00	48	106	0.003	0.004	0.007
11:00-12:00	48	106	0.003	0.002	0.005
12:00-13:00	48	106	0.003	0.003	0.006
13:00-14:00	48	106	0.005	0.004	0.009
14:00-15:00	48	106	0.005	0.005	0.01
15:00-16:00	48	106	0.005	0.003	0.008
16:00-17:00	48	106	0.006	0.004	0.01
17:00-18:00	48	106	0.01	0.005	0.015
18:00-19:00	48	106	0.006	0.005	0.011
19:00-20:00	19	128	0.007	0.002	0.009
20:00-21:00	19	128	0.006	0.002	0.008
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.065	0.066	0.131

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Fac 1 DWELLS

Count Type: PSVs

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					

02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0	0	0
08:00-09:00	48	106	0	0	0
09:00-10:00	48	106	0	0	0
10:00-11:00	48	106	0	0	0
11:00-12:00	48	106	0	0	0
12:00-13:00	48	106	0	0	0
13:00-14:00	48	106	0	0	0
14:00-15:00	48	106	0	0	0
15:00-16:00	48	106	0	0	0
16:00-17:00	48	106	0	0	0
17:00-18:00	48	106	0	0	0
18:00-19:00	48	106	0	0	0
19:00-20:00	19	128	0	0	0
20:00-21:00	19	128	0	0	0
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0	0	0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Fac 1 DWELLS

Count Type: OGVs

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0

07:00-08:00	48	106	0.001	0.002	0.003
08:00-09:00	48	106	0.001	0	0.001
09:00-10:00	48	106	0.001	0.002	0.003
10:00-11:00	48	106	0.002	0.001	0.003
11:00-12:00	48	106	0.002	0.002	0.004
12:00-13:00	48	106	0.001	0.001	0.002
13:00-14:00	48	106	0.001	0.001	0.002
14:00-15:00	48	106	0.001	0.002	0.003
15:00-16:00	48	106	0	0	0
16:00-17:00	48	106	0	0	0
17:00-18:00	48	106	0	0	0
18:00-19:00	48	106	0	0	0
19:00-20:00	19	128	0	0	0
20:00-21:00	19	128	0	0	0
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.01	0.011	0.021

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Fac 1 DWELLS

Count Type: Taxis

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0.003	0.003	0.006
08:00-09:00	48	106	0.004	0.004	0.008
09:00-10:00	48	106	0.004	0.004	0.008
10:00-11:00	48	106	0.002	0.003	0.005
11:00-12:00	48	106	0.005	0.005	0.01

12:00-13:00	48	106	0.003	0.003	0.006
13:00-14:00	48	106	0.004	0.004	0.008
14:00-15:00	48	106	0.003	0.003	0.006
15:00-16:00	48	106	0.003	0.003	0.006
16:00-17:00	48	106	0.004	0.004	0.008
17:00-18:00	48	106	0.005	0.005	0.01
18:00-19:00	48	106	0.005	0.005	0.01
19:00-20:00	19	128	0.006	0.007	0.013
20:00-21:00	19	128	0.003	0.003	0.006
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.054	0.056	0.11

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Fac 1 DWELLS

Count Type: Cars

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0.023	0.086	0.109
08:00-09:00	48	106	0.033	0.107	0.14
09:00-10:00	48	106	0.039	0.047	0.086
10:00-11:00	48	106	0.033	0.039	0.072
11:00-12:00	48	106	0.032	0.044	0.076
12:00-13:00	48	106	0.039	0.045	0.084
13:00-14:00	48	106	0.043	0.044	0.087
14:00-15:00	48	106	0.041	0.045	0.086
15:00-16:00	48	106	0.061	0.041	0.102
16:00-17:00	48	106	0.072	0.045	0.117

17:00-18:00	48	106	0.092	0.054	0.146
18:00-19:00	48	106	0.092	0.052	0.144
19:00-20:00	19	128	0.045	0.023	0.068
20:00-21:00	19	128	0.03	0.019	0.049
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.675	0.691	1.366

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Fac 1 DWELLS

Count Type: LGVs

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0.003	0.004	0.007
08:00-09:00	48	106	0.006	0.007	0.013
09:00-10:00	48	106	0.007	0.005	0.012
10:00-11:00	48	106	0.009	0.01	0.019
11:00-12:00	48	106	0.009	0.008	0.017
12:00-13:00	48	106	0.01	0.01	0.02
13:00-14:00	48	106	0.007	0.008	0.015
14:00-15:00	48	106	0.005	0.005	0.01
15:00-16:00	48	106	0.008	0.007	0.015
16:00-17:00	48	106	0.008	0.007	0.015
17:00-18:00	48	106	0.007	0.005	0.012
18:00-19:00	48	106	0.004	0.004	0.008
19:00-20:00	19	128	0.001	0.001	0.002
20:00-21:00	19	128	0.001	0	0.001
21:00-22:00					

22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.085	0.081	0.166

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Fac 1 DWELLS

Count Type: Motorcycles

Period	No.Days	Ave.DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	42	0	0	0
07:00-08:00	48	106	0	0.001	0.001
08:00-09:00	48	106	0.001	0.003	0.004
09:00-10:00	48	106	0.001	0.002	0.003
10:00-11:00	48	106	0.001	0.001	0.002
11:00-12:00	48	106	0.001	0.001	0.002
12:00-13:00	48	106	0.001	0.001	0.002
13:00-14:00	48	106	0.002	0.002	0.004
14:00-15:00	48	106	0.001	0.001	0.002
15:00-16:00	48	106	0.003	0.002	0.005
16:00-17:00	48	106	0.001	0.001	0.002
17:00-18:00	48	106	0.003	0.003	0.006
18:00-19:00	48	106	0.004	0.004	0.008
19:00-20:00	19	128	0.009	0.008	0.017
20:00-21:00	19	128	0.003	0.003	0.006
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			0.031	0.033	0.064

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Appendix B – TfGM / Metrolink Correspondence

Outlook

Re: Stage 1 Road Safety Audit Request

From Jon Preston <jon@610traffic.co.uk>
Date Thu 08/10/2026 17:46
To Matt Riley <Matt.Riley@curtins.com>
Cc Aaron Tilley <Aaron.Tilley@curtins.com>

Hi Matt

I can confirm that the potential change in use of the existing tram track crossing by all relevant highway users, including pedestrians, cyclists and motor vehicles, was considered by the Audit Team as part of the Stage 1 Road Safety Audit.

For clarity, the absence of a Problem/Recommendation relating to the tram track crossing within the RSA report should not be interpreted as indicating that the crossing, or its use by various highway users, was not considered as part of the RSA process. Rather, the Audit Team considered the relevant road safety issues associated with the crossing and, having assessed the existing arrangement and the anticipated change in use arising from the proposed development, did not identify a new or materially exacerbated road safety problem warranting inclusion within the RSA report.

The proposed development is forecast to result in an increase of approximately 3 and 4 two-way vehicle movements during the AM and PM peak periods respectively, however, it is noted the Transport Assessments states "*that an increase in trips by car is not considered to be representative of the development proposals considering the limited number of on-site car parking spaces and accessibility of the site*".

The Audit Team considered this increase to be negligible in the context of the existing use of the crossing and did not identify any additional road safety problem arising from any forecast increase in vehicular use.

The potential increase in pedestrian/cyclist movements associated with the proposed development was also considered. Whilst the development is likely to generate additional pedestrian and other active travel movements, the location of the proposed residential entrance to the development provides a number of alternative active travel routes which may not necessarily require users to cross the tram track, however, it is noted that users of public transport would be required to cross the tram track. The Audit Team therefore did not consider that the development would result in a material increase in pedestrian/cyclist exposure at the existing tram track crossing sufficient to give rise to an identifiable road safety problem.

The Audit Team also considered the existing arrangement and intervisibility between tram drivers and pedestrians/other road users using the crossing. The available visibility was considered adequate for the existing arrangement. Furthermore, the presence of the adjacent tram stop is likely to result in relatively low tram speeds in the vicinity of the crossing when compared to an unrestricted section of track. The crossing arrangement is also consistent with the type of uncontrolled tram track crossing commonly encountered throughout the tram network.

In addition, the available personal injury collision data indicates that there have been no recorded personal injury collisions at the tram track crossing during the preceding five-year period. Whilst the

absence of recorded collisions does not, in itself, demonstrate that there is no road safety risk, it provides further evidence that there is no established collision pattern or identified existing personal injury collision problem at the crossing.

On this basis, the Audit Team did not identify an additional road safety problem associated with the potential increase in use of the existing tram track crossing by pedestrians/cyclists as a consequence of the proposed development.

With regard to the existing yellow box road marking, the Audit Team notes the comment relating to its condition, however, the yellow box is an existing feature and its apparent deterioration is an existing highway maintenance matter rather than a road safety problem introduced or materially exacerbated by the proposed development and therefore, is not considered to constitute a Road Safety Audit problem arising from the scheme.

Accordingly, should the Local Highway Authority consider that the condition of the road marking presents a road safety/highway maintenance concern, this can of course be addressed independently of the RSA process through their normal highway inspection and maintenance procedures, rather than as an RSA Problem/Recommendation associated with the proposed development.

Regards
Jon

Jon Preston MCIHT MSoRSA
Director

six:TEN
highways:traffic
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---

From: Matt Riley <Matt.Riley@curtins.com>
Sent: Thursday, October 08, 2026 15:42
To: Jon Preston <jon@610traffic.co.uk>
Cc: Aaron Tilley <Aaron.Tilley@curtins.com>
Subject: Re: Stage 1 Road Safety Audit Request

Hi Jon,

I hope you are well.

We have received the following response from TfGM/MCC in relation to the discharge of conditions for Plot C2 (The Birtles), Wythenshawe:

"I refer to the abovementioned Application and can confirm that Metrolink have no comments to make with respects to the discharge of Conditions 10a (Ground Conditions), 30 (Cycle Parking) and, 31 (Bird Hazards).

With respects to Condition 6 (Metrolink track crossing) and the supporting Road Safety Audit we consider that this does not fully address the Condition and therefore cannot support its discharge.

There seems to be information missing, the documents listed in Appendix 1 of the Stage Road Safety Audit do not appear to be included in the submission. It is, therefore, impossible to know what the scope of the audit was, if all modes were fully addressed and what area was subject to the audit. Clearly, Metrolink's concern as stated in our original response is the increased use of the track crossing by all modes and I am not confident that this was addressed.

The increased use of the track crossing will require that the track crossing is also risk assessed taking cognisance of the Light Rail Safety Standards Board (LRSSB) guidance, specifically with regards to pedestrians and cycles.

It is clear from the photograph provided at Appendix 3 that as an absolute minimum the yellow box markings across the crossing will need to be renewed."

We have since provided the documents referenced within Appendix One of the Stage 1 RSA, including the RSA Brief and accompanying drawings, to address the comments regarding the information included within the submission.

Please could you review the remaining comments and provide your response from a Road Safety Audit perspective, particularly in relation to the scope of the audit and consideration of the Metrolink track crossing for pedestrians and cyclists?

We would appreciate it if you could provide your comments as soon as possible.

Kind regards,
Matt

Matt Riley
Transport Planner

Tel: 0161 236 2394
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Curtins Building a better future

From: Jon Preston <jon@610traffic.co.uk>
Sent: 02 October 2026 13:23
To: Matt Riley <Matt.Riley@curtins.com>
Subject: Re: Stage 1 Road Safety Audit Request

Thanks Matt.

No problems, I forgot you were on leave.

Please find attached our Invoice No. 1051 for payment.

Regards
Jon

Jon Preston MCIHT MSoRSA
Director

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