

Newcombe Close
Manchester
Transport Statement
Volume 1
250224/SK22440/TS01(-03)

Contents

	Page
1 Introduction	1
2 Baseline Situation	1
3 Development Proposal	3
4 Accessibility Assessment	4
5 Impact Assessment	9
6 Conclusions	11

Appendices

- A Development Layout
- B Eastlands Resident Parking Zone
- C Vehicle Access Layout
- D Travel Plan
- E Swept Path Analysis
- F TRICS Output

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22440	TS	00	Draft Text Only Issue	L Speers	LGS	24/10/2024
SK22440	TS	01	Updated Layout	L Speers	LGS	22/11/2024
SK22440	TS	02	Updated Layout	L Speers	LGS	17/12/2024
SK22440	TS	03	Updated Layout	L Speers	LGS	24/02/2025

1 Introduction

- 1.1 SK has been appointed by Great Places Housing Group to prepare a Transport Statement (TS) that assesses the impact of a residential development off Newcombe Close in the Grey Mare Lane Regeneration Masterplan.
- 1.2 The proposed layout is attached in Appendix A. The development will deliver 82 affordable apartments.

2 Baseline Situation

Site Location

- 2.1 The site location is shown on Figure 2.1.
- 2.2 The site is located to the north of the masterplan area and is bounded to the north by the A662 (Ashton New Road), to the east by Grey Mare Lane, to the south by Newcombe Close and to the west by existing residential properties.
- 2.3 The site is currently occupied by a car park that night time site observations is used by six resident cars. Further commentary on the parking characteristics in the area is provided later in this report in the Traffic Regulation Order section of the report.

Local Area

- 2.4 The local area has been transformed through a £700m programme of investment which has delivered education, sports and leisure facilities with the East Manchester Leisure Centre and East Manchester Academy. The Etihad Campus, commercial uses and the Co-Op Live Arena are located to the north and east of the site.
- 2.5 Since 2015 over 4,800 new homes have been built and close to 5,000 jobs created in East Manchester. Housing growth within the Ancoats and Beswick ward has been focused predominantly along Ashton Old Road.
- 2.6 Demand for housing in the area is strong and the regeneration of the Grey Mare Lane area is a key opportunity to drive investment in the local area.

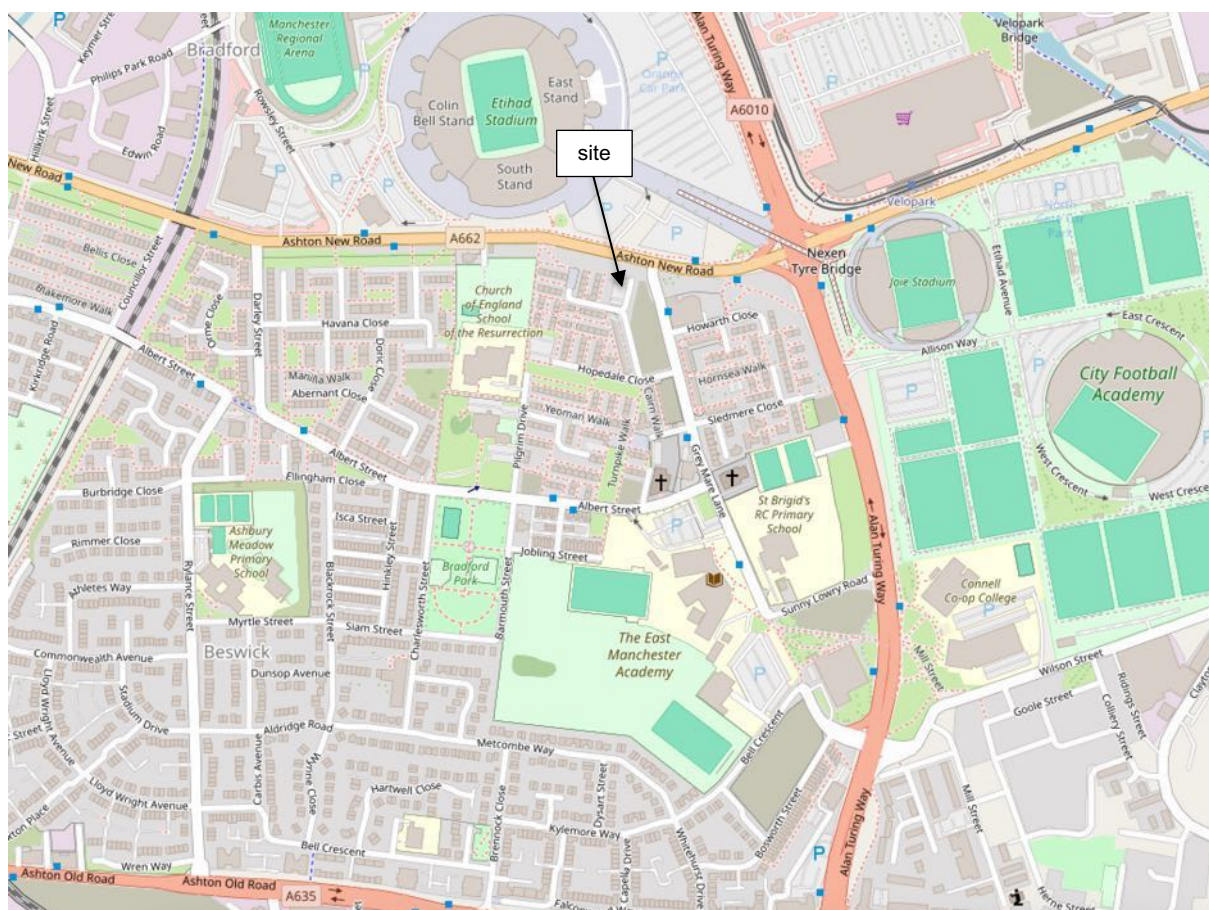


Figure 2.1: Site Location

[source: OpenStreetMap Foundation licensed under the Open Database License]

Local Transport Network

- 2.7 Newcombe Close is a residential cul-de-sac with footways on both sides of the road in the vicinity of the site, these are generally 2m+ other than on the eastern side of Newcombe Close to the south of the proposal site which is 1.7m. At its northwestern end Newcombe Close terminates at a residential parking court. At its southern end it meets Hopedale Close at a priority junction. Travelling east from this point provides access to Grey Mare Lane. A traffic free pedestrian access is provided to the site direct from Ashton New Road.
- 2.8 Grey Mare Lane serves a spine road function routing between Ashton New Road in the north and Alan Turing Way in the south. The section between Sunny Lowry Road and the East Manchester Leisure Centre is closed to vehicular traffic. Grey Mare Lane has a minimum of 2m footways on both sides of the road and traffic calming features are present.
- 2.9 At the northern end of Grey Mare, a signalised crossing is provided 170m to the south of Ashton New Road. The northern stretch of Grey Mare Lane provides access to residential streets and Albert Street. Grey Mare Lane is a bus route corridor. Traffic calming features are present and The road is subject to a 20mph speed limit.
- 2.10 Ashton New Road forms part of the Key Route Network (KRN). Ashton New Road routes along the northern boundary of the site and connects via a ghost island priority junction (three arm) to Grey Mare Lane. In the vicinity of the junction Ashton New Road is subject to a 30mph speed limit. Tactile paving, dropped kerbs, a refuge crossing and a traffic calming feature is provided at the junction. To the west of the junction a signalised crossing is in place. White lined cycle routes are provided on Ashton New Road providing connections east-west through the area. Ashton New Road is a bus route corridor with bus laybys and bus shelter stopping facilities.
- 2.11 Continuing east on Ashton New Road access is gained to a large, signalised junction formed by the confluence of KRN routes (Ashton New Road and Alan Turing Way). The junction is a cross road layout with signalised crossing facilities and advanced cycle stop lines.

- 2.12 Alan Turing Way comprises of two traffic lanes in both directions with a central reserve and a 30mph speed limit. On both sides of the road footways and cycleways are in place. The cycleways are protected from the carriageway with kerbing. Alan Turing Way is a bus route corridor and laybys with shelters are provided.
- 2.13 Albert Street provides access to the western areas of the estate and a route out of the study area. Traffic calming features are present and The road is subject to a 20mph speed limit. Albert Street is a bus route corridor.

Traffic Regulation Order Review

- 2.14 The existing dwellings in the area are served by a combination of driveway, parking courtyards and street parking provision.
- 2.15 In March 2024 new Traffic Regulation Order (TRO) controls as part of the Eastlands Resident Parking Zone (Eastlands RPZ) replaced the Etihad parking scheme. Details of the scheme are attached as Appendix B.
- 2.16 The Eastlands RPZ operates between 12:00 and 23:00 and parking is permitted for resident permit holders and for non-permit holders for a maximum period of 90 minutes.
- 2.17 Many of the streets are restricted to parking for permit holders only and these are covered by 'Past This Point' street signs. Other streets provide bays that can be used by permit holders and non-permit holders for 90 minutes.
- 2.18 On Newcombe Close, including the parking court to the west of the site, parking is restricted to permit holders only. Short-stay parking bays are provided to the south of the site on Hopedale Close.
- 2.19 SK undertook site visits to allow an understanding of parking characteristics around the site. The observations were undertaken during the parking control period, but in the evening to allow an understanding of latent resident demand. The observation visit was timed so that it did not coincide with events at the Etihad or the Co-Op Arena, again to allow an understanding of resident parking patterns. The observations were undertaken between 21:15 and 22:15.
- 2.20 The observations concluded that generally the new TRO controls were well observed, with occasional exceptions with drivers parking on footways and double yellow lines.
- 2.21 It was also noted that while some streets were popular with resident drivers, there was free capacity across the masterplan. It was further noted that the demand at the proposal site car park (six vehicles) could be readily accommodated within free space in legitimate street permit parking areas or other courtyards.

Road Safety Patterns

- 2.22 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.¹ The TfGM database states that the current data available to 31st December 2024.
- 2.23 The database shows that there have been no collisions on Newcombe Close or its junction with Hopedale Close during the period assessed. There have also been no collisions at the Hopedale Close/Grey Mare Lane.

3 Development Proposal

- 3.1 The proposed layout is attached as Appendix A.
- 3.2 The development will deliver 82 affordable apartments at the site.

¹ <https://www.gmtu.gov.uk/gmaccidents/>

- 3.3 Pedestrian access to the site is provided from a segregated location on Newcombe Close and Ashton New Road. Pedestrian access to individual apartments is also provided off Ashton New Road and Grey Mare Lane.
- 3.4 The development will also deliver the pedestrian and visual link between Newcombe Close and Grey Mare Lane identified in the masterplan. Footway will be reinstated on the Newcombe Close site frontage at a width of 2m.
- 3.5 Vehicle access to the site will be provided from Newcombe Close. Tactile paving and dropped kerbs will be provided at the site access. The site access arrangements are attached as Appendix C. It is proposed that access to the car parking area will be controlled with a gate and, given the small size of the car park and minor nature of Newcombe Close this is proposed to be broadly at the back of footway line.
- 3.6 At the request of the Local Planning Authority, the development is car free other than six disabled parking spaces. All of the spaces will have access to an EV charger. A maintenance vehicle space is also provided.
- 3.7 Resident cycle parking is provided at a rate of one space per apartment. In addition, two stands are provided outside the Ashton New Road pedestrian access.
- 3.8 The development will be supported by a Travel Plan and a framework version has been prepared for the planning application and is attached as Appendix D.
- 3.9 Deliveries will be focused on Newcombe Close in line with the arrangements for existing properties on the street. Refuse vehicles will reverse into the site access on collection day so that bins can be moved from the store as shown on Appendix E.

4 Accessibility Assessment

Active Travel Routes

- 4.1 Figure 4.1 shows an extract of TfGM's [active travel map](#) to allow an understanding of routes close to the site.²
- 4.2 Section 2 shows that the footways in the vicinity of the site are of adequate width and that controlled and uncontrolled crossings are in place at suitable locations. The development will deliver a pedestrian link between Newcombe Close and Grey Mare Lane and will reinstate the footway on the site frontage at a width of 2m. Cycle parking is provided for residents and visitors.
- 4.3 Figure 4.1 shows that the streets nearby are 20mph routes that create a suitable environment for pedestrians and cyclists.
- 4.4 The KRN routes providing access from the masterplan to the wider network include wide footways and marked cycle routes on Ashton New Road and Ashton Old Road, and footways and cycleways with segregation on Alan Turing Way.
- 4.5 Access can be gained to Route 60 of the National Cycle Network and the traffic free Route 86 to the north of the site. These routes allow access to the areas to the north of the city and the city centre, respectively.

² <https://tfgm.pindarcreative.co.uk>

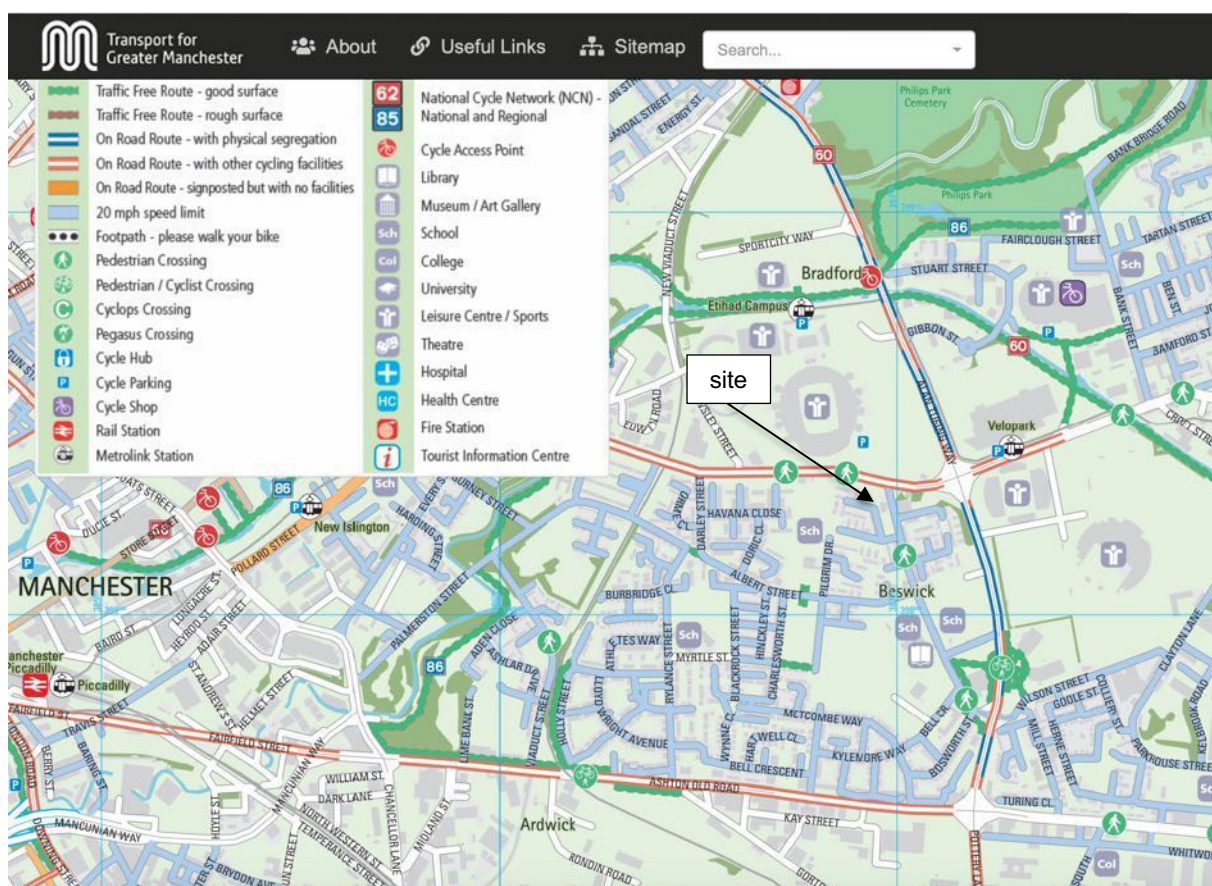


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

- 4.6 A [public bike hire scheme](https://beryl.cc/scheme/greater-manchester) was launched in 2022.³ The scheme, operated as Beryl Bikes, provides a low-cost public bike hire scheme across Manchester, Salford, and Trafford, and covers the site's location.

³ <https://beryl.cc/scheme/greater-manchester>

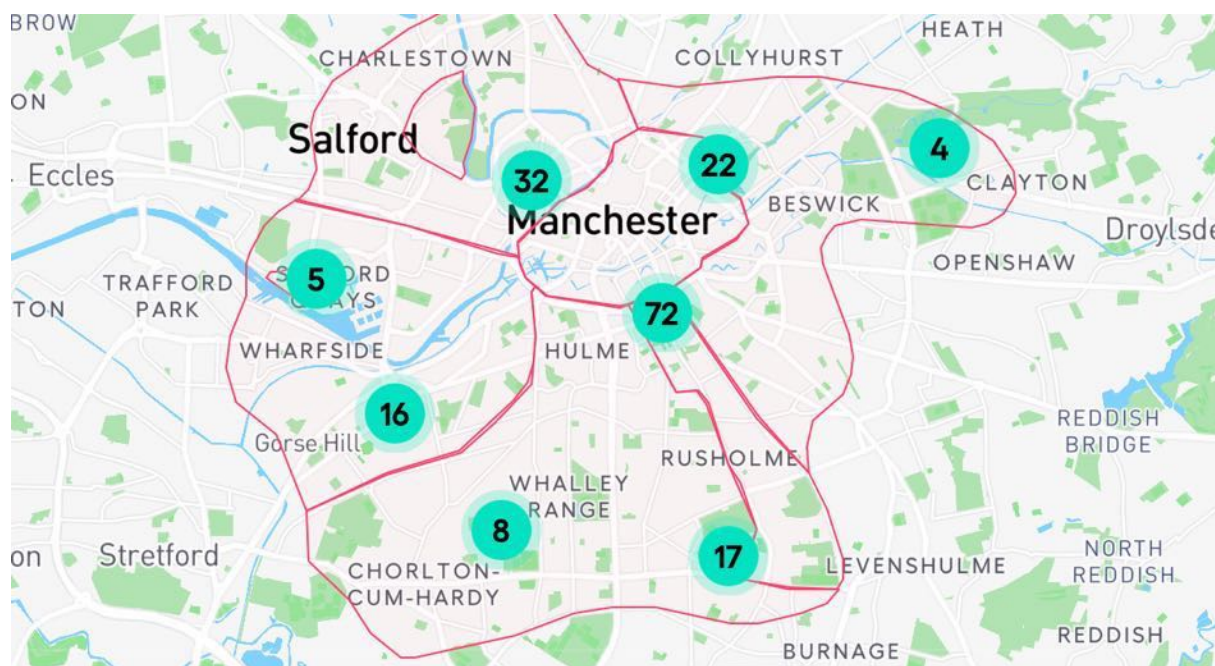


Figure 4.2: Cycle Hire Zone
[source: Beryl Bikes]

Public Transport Routes

- 4.7 Figure 4.3 shows an extract of TfGM's [public transport network map](#) for the local area.⁴
- 4.8 The nearest bus stops to the site are located on Ashton New Road, 300m from the site. A controlled crossings are provided to allow access to eastbound services. The bus stops provide waiting facilities that include bus shelters, timetable information and seating.
- 4.9 Table 4.1 provides a summary of the buses serving the site taken from TfGM's website at the time of writing the report.

No.	Route	Weekday Frequency		Saturday Frequency		Sunday Frequency	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
216	Manchester – Ashton u Lyne - Stalybridge	5	4	5	4	4	2
230	Manchester – Droylsden – Ashton u Lyne	2	1	2	1	1	1
231	Manchester – Droylsden – Ashton u Lyne§	2	-	2	-	1	-

Table 4.1: Local Bus Services
[source: Transport for Greater Manchester]

⁴ <https://tfgm.com/maps>



Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

- 4.10 The site located close to the tram network, with Velo Park (the nearest stop) 400m away. Figure 4.4 shows the [tram network](#).⁵
- 4.11 The tram network allows access to the site seven days a week from a variety of locations across the Greater Manchester region, including connections to key interchanges such as Deansgate-Castlefield, Manchester Victoria and Manchester Piccadilly.

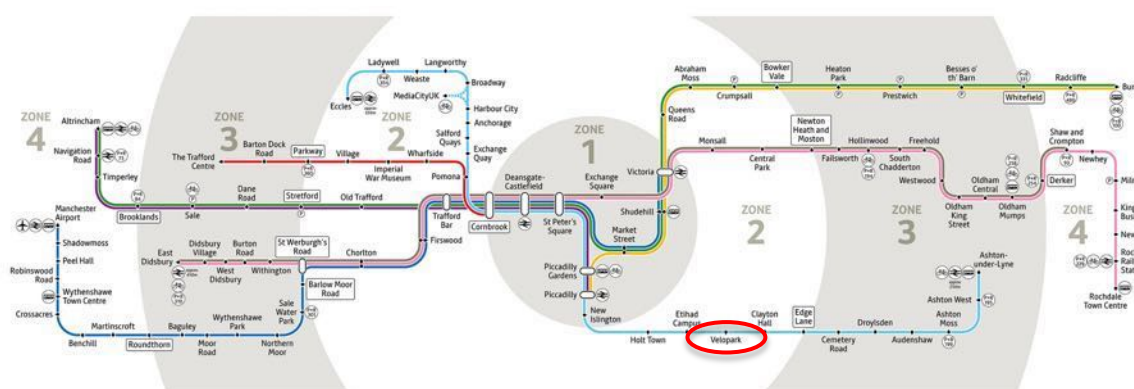


Figure 4.4: Tram Network
[source: Transport for Greater Manchester]

⁵ <https://tfgm.com/public-transport/tram/network-map>

Accessibility Assessment

- 4.12 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations on foot, cycle and by public transport. In the context of a hotel development, the access of the site to existing visitor destinations, employment areas and local services will allow people to use the facilities at the hotel or stay at the hotel as part of their visit.
- 4.13 Access to amenities is considered in terms of 10-minute walk times to local retail facilities, 15-minute walk times to other destinations such as leisure and recreation destinations and open space, and 25-minute walk times for commuting trips. Figure 4.5 shows walking time catchments from the site.

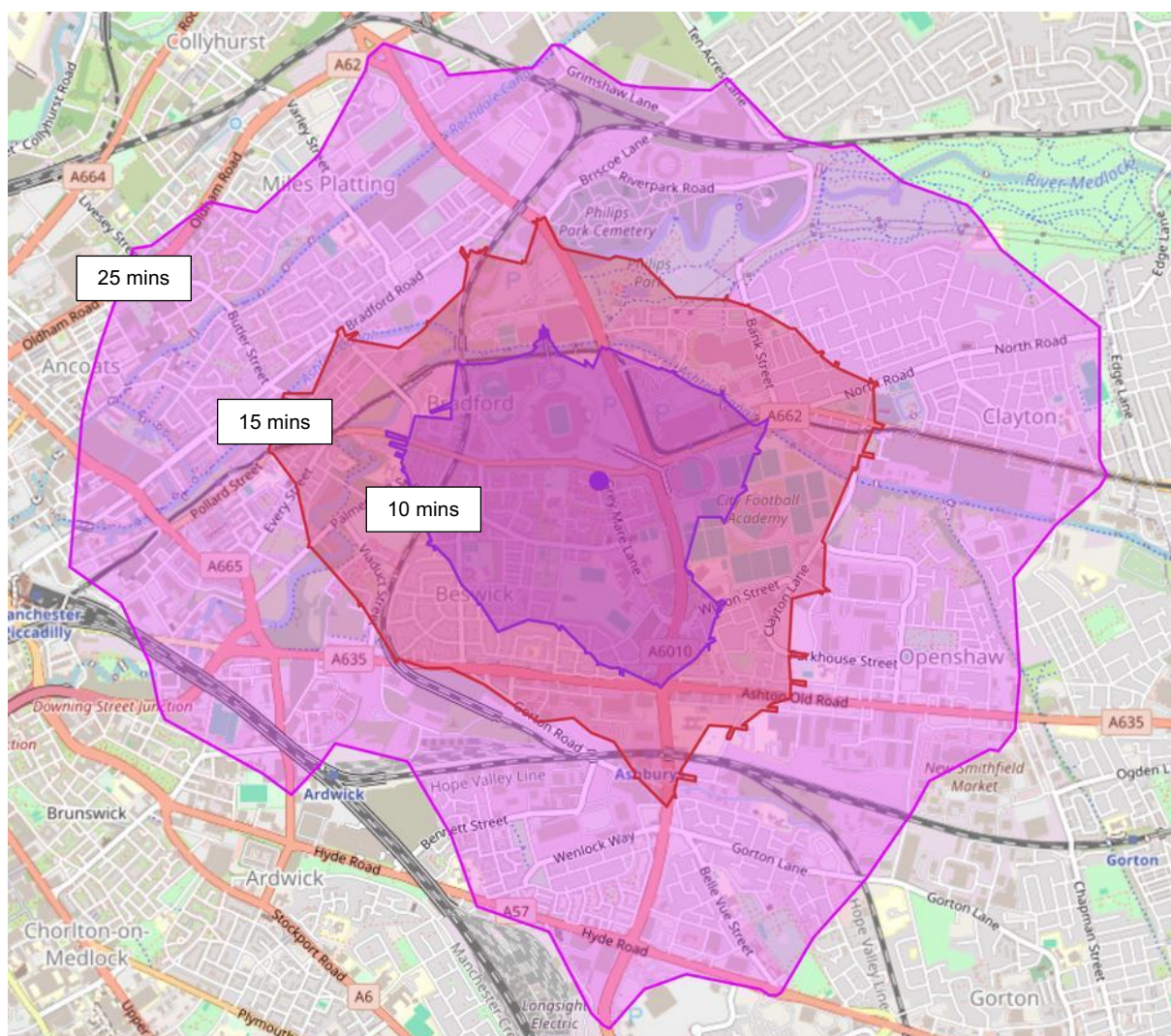


Figure 4.5: Walking Isochrone 3

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

- 4.14 Figure 4.5 shows that the site is well located for access to local amenities, a summary of the types of destinations that can be reached a short walk from the site are shown in Table 4.2.

Walk Time (mins)

Schools	Leisure Centre	Pharmacy	Doctors	Asda	Community Centre
4	7	8	10	5	3

Table 4.2: Example Walk Times

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- 4.15 Access can be gained to Manchester College in 15 minutes and Manchester city centre in 25 minutes.
- 4.16 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.⁶ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.
- 4.17 The site has a GMAL of 6 (score 14.08), which is a good level of accessibility for a location outside the city centres.
- 4.18 The assessment confirms that the site is located to allow access by active and sustainable modes of travel.

Summary & Policy Compliance

- 4.19 Evidence suggests that people can, and will, adopt active and low-carbon movements to developments that are located with easy access to services and well served public transport nodes. The assessment shows that the site is well located to provide a complementary visitor facility that can be used by people visiting the area. It also shows that the site has a good level of accessibility with opportunities to access a range of destinations using existing walking and cycling infrastructure, and high frequency public transport routes. Measures are proposed as part of the development to support such movements, including an appropriate level of cycle parking, localised pedestrian route improvements and the adoption of a Travel Plan.

5 Impact Assessment

Person Trip Generation

- 5.1 The trip generation assessment has been undertaken using TRICS. The TRICS assessment is based on latest good practice.⁷
- 5.2 The TRICS output is attached as Appendix F, with a summary provided in Table 5.1.

	Person Trip Rates (per bedroom)			Person Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.097	0.556	0.653	8	46	54
PM Peak Hour	0.324	0.204	0.528	27	17	44

Table 5.1: Total Trips

Mode Share

- 5.3 Mode share data for the Census output areas covering the masterplan have been extracted and is summarised in Table 5.2. Data from 2011 has been used as the Census contains warnings regarding the use of 2021 data due to the effects of Covid. It should be noted however that the 2011 data was collected prior to the opening of the tram line nearby and using this data is therefore considered to provide a worst-case assessment.

⁶ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

⁷ TRICS (2023), Good Practice Guide 2024

Work mainly at or from home	8%
Underground, metro, light rail, tram	1%
Train	2%
Bus, minibus or coach	31%
Taxi	1%
Motorcycle, scooter or moped	0%
Driving a car or van	35%
Passenger in a car or van	4%
Bicycle	4%
On foot	14%

Table 5.2: Mode Share Data

- 5.4 The mode share data is only available for all accommodation and tenure types. It is generally held that residents of apartments own fewer cars than those in houses. It is also the case that residents in affordable accommodation own fewer cars than those in market housing. This is reflected in the car ownership data for the masterplan area in Table 5.3.

	Households With Cars
All Accommodation - All Tenure	54%
Flats - All Tenure	41%
All Accommodation – Affordable	47%
Flats – Affordable	35%

Table 5.3: Car Ownership Data

- 5.5 The Census does not disaggregate to allow car ownership data for affordable apartments and so an adjustment factor is calculated to derive this number, as shown in Table 5.3. The assessment confirms that people living in affordable apartments own fewer cars and therefore an adjustment is required to the car driver mode share shown in Table 5.2. This has been calculated based on the relationship between the car driver mode share and car ownership level for all accommodation and tenure types. This assessment calculates that a mode share level of 22% can be expected at the development.

Vehicle Trip Generation

- 5.6 Table 5.4 shows the vehicle trips that will be generated by the development based on the person trip generation and assessment mode share (22%).

	Vehicle Trips		
	In	Out	Total
AM Peak Hour	2	10	12
PM Peak Hour	6	3	9

Table 5.4: Vehicle Trips

- 5.7 The assessment confirms that the development will not be associated with a significant level of traffic and therefore will not have an impact on highway operation.

Parking Assessment

- 5.8 MCC's parking standards are set out in the Core Strategy. MCC does not maintain any parking standards for residential land uses, but Appendix B of the Core Strategy does state that:

“Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of particular site.”⁸

- 5.9 Further MCC guidance on parking is provided within the document “Manchester Residential Quality Guidance”.⁹ This states that:

“...there is no ‘one size fits all’ approach to car parking and it should be considered on a site-by-site basis.”

- 5.10 The document goes on to state that 100% parking provision should be a starting point, but that reduced on-site provision may be justified on that basis of factors such as cycle parking in excess of 50% provision, and evidence demonstrating that lower levels of parking demand would be appropriate.
- 5.11 The development provides 100% affordable accommodation and a lower level of car ownership and parking is found in these circumstances. The accessibility assessment set out in this report shows that the site is well located in terms of access to a range local amenities and services, including education, open space, health, leisure and retail destinations. The site is also shown to be served by good quality active travel infrastructure on KRN routes. The accessibility assessment also shows that the site is well served by public transport, being a short distance from frequent bus and tram services. These services offer the ability to travel to key destinations, such as the city centre and employment areas, further reducing the need to use a car.
- 5.12 At a pre-application meeting the Local Planning Authority requested that the development be car free, other than disabled parking provision. The layout has been designed on this basis.
- 5.13 The use of TRO controls is a standard method to reinforce development parking levels and deter nuisance parking. The site sits in the new Eastlands RPZ. As noted earlier, parking in the estate is restricted to resident permit holders and short-stay parking for non-permit holders.
- 5.14 It was noted earlier that site observations concluded that while some areas are popular with resident drivers, there is still spare capacity across the masterplan. This spare capacity could be used by future residents who do not have a parking space within the development, should there be demand for this. Alternatively, the authority has the option not to allocate this development any permits to park on street should it so choose to.

Summary & Policy Compliance

- 5.15 The impact assessment has been undertaken in line with standard appraisal methods using TRICS and local Census data. The assessment shows that the development will not be associated with a significant level of traffic and will not cause an impact on highway operation.
- 5.16 The proposed parking level is in line with what has been advised by MCC. This is supported given the accessible location of the site and the presence of existing TRO controls.

6 Conclusions

- 6.1 SK has prepared a TS that examines the impact of developing 82 apartments on a site off Newcombe Close in the Grey Mare Lane Masterplan area.
- 6.2 The TS has been prepared in line with standard appraisal methods and prevailing policy and assessment guidance.
- 6.3 The assessment confirms that the site occupies an accessible location which provides opportunities for access by active and sustainable modes. It is shown that the site relates well to

⁸ Manchester City Council (2012), Manchester’s Local Development Framework: Core Strategy Development Plan Document

⁹ Manchester City Council (2017), Manchester Residential Design Guidance

local amenities and the city centre and is served by frequent public transport services. Measures are provided in the development to support sustainable trip making including localised pedestrian route improvements, cycle parking and a Travel Plan.

- 6.4 The impact assessment has been undertaken in line with standard appraisal methods using TRICS and Census data. This shows that the development will not generate a significant level of traffic and will therefore not have an impact on highway operation. It is shown that there are no road safety issues in the area and that suitable vehicle access and servicing arrangements are provided.
- 6.5 The TS concludes that the development meets planning policy requirements and that there are no highways or transport reasons why the development should not be granted planning permission.

Appendix A



Appendix B

We want your views on the latest design

This plan shows the proposed waiting restrictions for area 8 (of 10) that are being consulted on as part of the Eastlands Resident Parking Zone scheme

KEY

Study area boundary

No waiting at any time

Existing restriction

Parking bays - Permit holders only or 90 mins maximum stay

Parking for permit holders only (except in signed bays)

Grey Mare Lane car park

Parking is unrestricted for permit holders all day.

Parking is unrestricted for non-permit holders until noon.

From noon until 11pm, parking is restricted for non-permit holders to a maximum period of 1 hour 45 minutes

P

Midday - 11 pm

Permit holders only or 90 minutes

No return within 90 minutes

P

Parking permit holders only past this point

Midday - 11 pm

Except in signed bays

The map displays a residential area with various streets and landmarks. A red line indicates the study area boundary. Orange lines show areas with no waiting at any time. Grey lines represent existing restrictions. Green lines indicate parking bays for permit holders only or a 90-minute maximum stay. Blue lines show parking for permit holders only, except in signed bays. A blue area represents the Grey Mare Lane car park. The map includes a north arrow and labels for streets such as Ashton New Road, Ashton Old Road, and various residential streets. The City Football Academy (Football Ground) is also marked.

Appendix C



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design
and confirmation of statutory
undertakers' equipment.

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22440-005

Newcombe Close

Drawing Title
Proposed Site Access Arrangement

Scale at A3
1:500

Drawn	Approved
JAT	LGS

Check	Date
LGS	24.02.25

Appendix D

Newcombe Close

Manchester

Interim Travel Plan

250224/SK22440/ITP01(-03)

Contents

	Page
1 Introduction	1
2 Travel Plan Process	2
3 Site Location	4
4 Accessibility Audit	6
5 Plan Management	11
6 Measures Toolkit	12
7 Monitoring Plan	16
8 Action Plan	18

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SK22440	ITP01	00	First Draft	L Speers	LGS	24/10/2024
SK22440	ITP01	01	Updated Layout	L Speers	LGS	22/11/2024
SK22440	ITP01	02	Updated Layout	L Speers	LGS	17/12/2024
SK22440	ITP01	03	Updated Layout	L Speers	LGS	24/02/2025

1 Introduction

Background

- 1.1 SK has been appointed by Great Places Housing Group to prepare a Framework Travel Plan for an 82 apartment development off Newcombe Close in the Grey Mare Lane Regeneration Masterplan in Manchester.
- 1.2 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development proposals and the transport implications. Details of the development relevant to the Travel Plan are summarised below.

Development Overview

- 1.3 The proposed layout is attached as Appendix A of the TS.
- 1.4 The development will deliver 82 affordable apartments at the site.
- 1.5 Pedestrian access to the site is provided from a segregated location on Newcombe Close and Ashton New Road. Pedestrian access to individual apartments is also provided off Ashton New Road and Grey Mare Lane.
- 1.6 The development will also deliver the pedestrian and visual link between Newcombe Close and Grey Mare Lane identified in the masterplan. Footway will be reinstated on the Newcombe Close site frontage at a width of 2m.
- 1.7 Vehicle access to the site will be provided from Newcombe Close. Tactile paving and dropped kerbs will be provided at the site access. The site access arrangements are attached as Appendix C of the TS. It is proposed that access to the car parking area will be controlled with a gate and, given the small size of the car park and minor nature of Newcombe Close this is proposed to be broadly at the back of footway line.
- 1.8 At the request of the Local Planning Authority, the development is car free other than six disabled parking spaces. All of the spaces will have access to an EV charger. A maintenance space is also provided.
- 1.9 Resident cycle parking is provided at a rate of one space per apartment. In addition, two stands are provided outside the Ashton New Road pedestrian access.
- 1.10 Deliveries will be focused on Newcombe Close in line with the arrangements for other residents on the street. Refuse vehicles will reverse into the site access on collection day so that bins can be moved from the store as shown on Appendix E of the TS.

2 Travel Plan Process

Travel Plan Process

- 2.1 The Travel Plan draws on the following guidance and best practice:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Ministry of Housing, Communities & Local Government (2024), Planning Practice Guidance
 - Ministry of Housing, Communities & Local Government (2024), National Planning Policy Framework
 - Department for Transport (2007), Making Residential Travel Plans Work
 - Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
 - Manchester City Council (2012), Core Strategy
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

- 2.2 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.3 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.4 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.
- 2.5 This version of the Travel Plan has been prepared for the planning application to set out the principles that will be adopted in the full Travel Plan for the site. The requirement to prepare a full Travel Plan will be a condition of planning.

Travel Plan Pyramid

- 2.6 The Department of Transport (DfT) states that it is helpful to:

 "... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment."¹
- 2.7 The DfT pyramid is shown in Figure 2.1.
- 2.8 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, and this is examined in Section 3 and 4 of the Plan.
- 2.9 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and car and cycle parking provision. These aspects are set out in Section 1 and 6.
- 2.10 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.11 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.12 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding/budget details.

¹ Department for Transport (2007), Making Residential Travel Plans Work

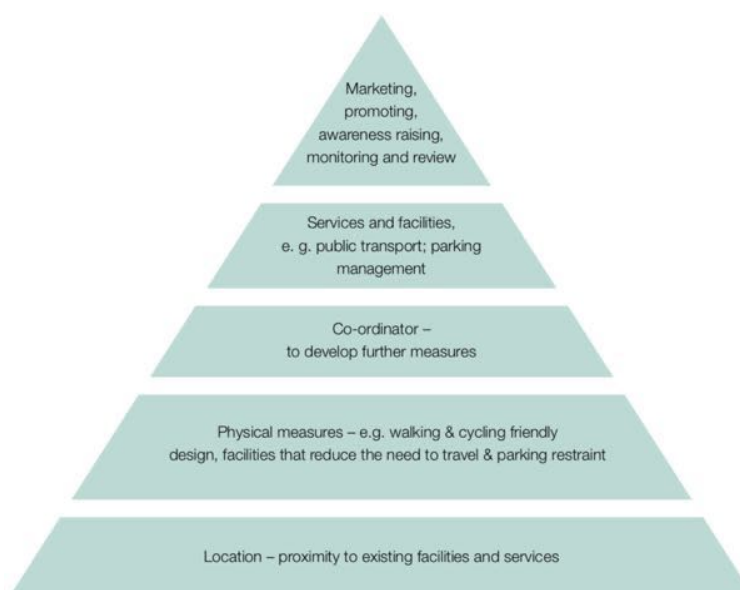


Figure 2.1: Travel Plan Pyramid
[source: DfT]

Travel Plan Benefits

- 2.13 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.14 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.15 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.16 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.17 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.18 The objectives of the Travel Plan are to:
 - Objective 1:** To increase site user trips by active/sustainable modes of travel.
 - Objective 2:** To reduce the number of site user single occupancy private car trips.

3 Site Location

Site Location

- 3.1 The site location is shown on Figure 3.1.
- 3.2 The site is located to the north of the masterplan area and is bounded to the north by the A662 (Ashton New Road), to the east by Grey Mare Lane, to the south by Newcombe Close and to the west by existing residential properties.
- 3.3 The site is currently occupied by a car park that night time site observations is used by six resident cars. Further commentary on the parking characteristics in the area is provided later in this report.

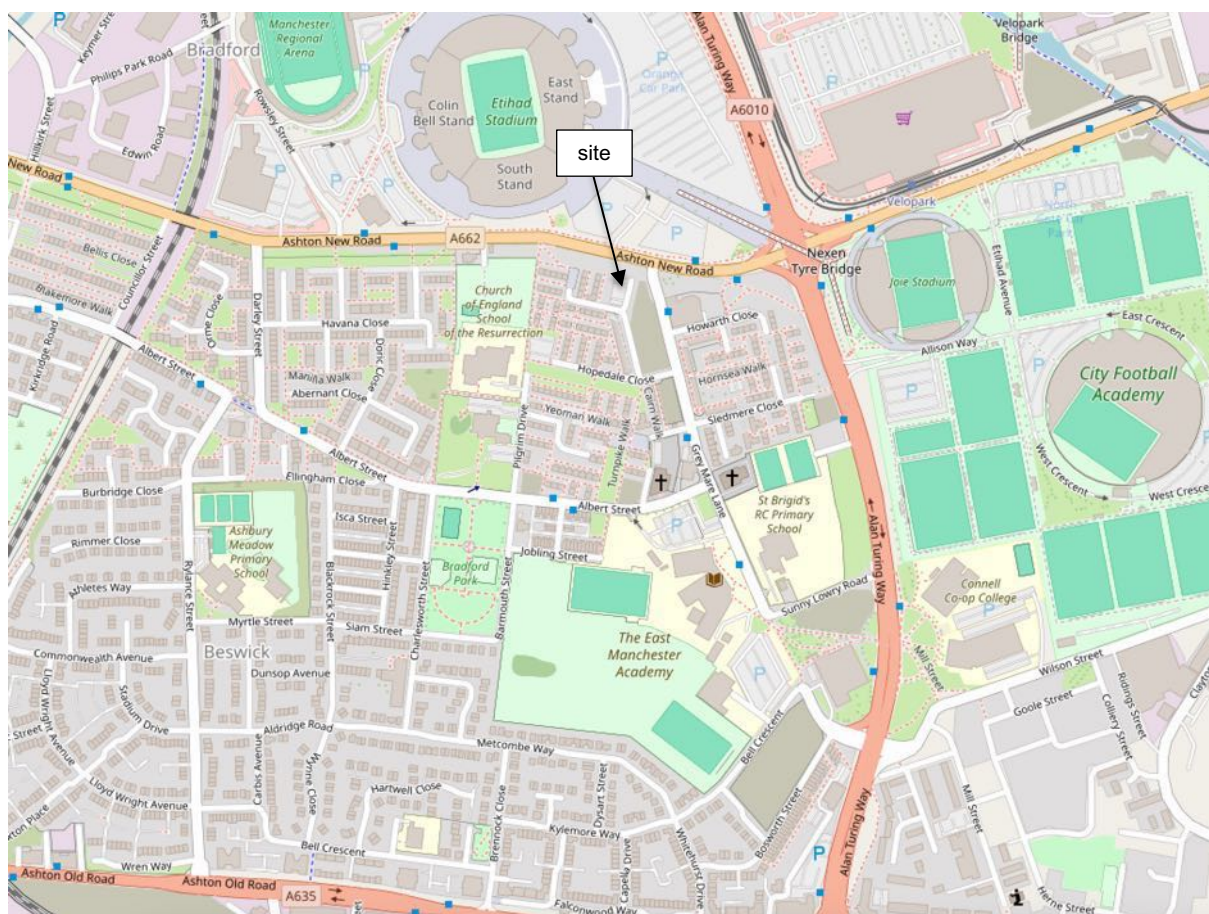


Figure 3.1: Site Location

[source: OpenStreetMap Foundation licensed under the Open Database License]

Transport Network Audit

- 3.4 Newcombe Close is a residential cul-de-sac with footways on both sides of the road in the vicinity of the site, these are generally 2m+ other than on the eastern side of Newcombe Close to the south of the proposal site which is 1.7m. At its northwestern end Newcombe Close terminates at a residential parking court. At its southern end it meets Hopedale Close at a priority junction. Travelling east from this point provides access to Grey Mare Lane. A traffic free pedestrian access is provided to the site direct from Ashton New Road.
- 3.5 Grey Mare Lane serves a spine road function routing between Ashton New Road in the north and Alan Turing Way in the south. The section between Sunny Lowry Road and the East Manchester Leisure Centre is closed to vehicular traffic. Grey Mare Lane has a minimum of 2m footways on both sides of the road and traffic calming features are present.
- 3.6 At the northern end of Grey Mare, a signalised crossing is provided 170m to the south of Ashton New Road. The northern stretch of Grey Mare Lane provides access to residential streets and Albert Street. Grey Mare Lane is a bus route corridor. Traffic calming features are present and The road is subject to a 20mph speed limit.
- 3.7 Ashton New Road forms part of the Key Route Network (KRN). Ashton New Road routes along the northern boundary of the site and connects via a ghost island priority junction (three arm) to Grey Mare Lane. In the vicinity of the junction Ashton New Road is subject to a 30mph speed limit. Tactile paving, dropped kerbs, a refuge crossing and a traffic calming feature is provided at the junction. To the west of the junction a signalised crossing is in place. White lined cycle routes are provided on Ashton New Road providing connections east-west through the area. Ashton New Road is a bus route corridor with bus laybys and bus shelter stopping facilities.

- 3.8 Continuing east on Ashton New Road access is gained to a large, signalised junction formed by the confluence of KRN routes (Ashton New Road and Alan Turing Way). The junction is a cross road layout with signalised crossing facilities and advanced cycle stop lines.
- 3.9 Alan Turing Way comprises of two traffic lanes in both directions with a central reserve and a 30mph speed limit. On both sides of the road footways and cycleways are in place. The cycleways are protected from the carriageway with kerbing. Alan Turing Way is a bus route corridor and laybys with shelters are provided.
- 3.10 Albert Street provides access to the western areas of the estate and a route out of the study area. Traffic calming features are present and The road is subject to a 20mph speed limit. Albert Street is a bus route corridor.

Traffic Regulation Order Review

- 3.11 The existing dwellings in the area are served by a combination of driveway, parking courtyards and street parking provision.
- 3.12 In March 2024 new Traffic Regulation Order (TRO) controls as part of the Eastlands Resident Parking Zone (Eastlands RPZ) replaced the Etihad parking scheme. Details of the scheme are attached as Appendix B of the TS.
- 3.13 The Eastlands RPZ operates between 12:00 and 23:00 and parking is permitted for resident permit holders and for non-permit holders for a maximum period of 90 minutes.
- 3.14 Many of the streets are restricted to parking for permit holders only and these are covered by 'Past This Point' street signs. Other streets provide bays that can be used by permit holders and non-permit holders for 90 minutes.
- 3.15 On Newcombe Close, including the parking court to the west of the site, parking is restricted to permit holders only. Short-stay parking bays are provided to the south of the site on Hopedale Close.
- 3.16 SK undertook site visits to allow an understanding of parking characteristics around the site. The observations were undertaken during the parking control period, but in the evening to allow an understanding of latent resident demand. The observation visit was timed so that it did not coincide with events at the Etihad or the Co-Op Arena, again to allow an understanding of resident parking patterns. The observations were undertaken between 21:15 and 22:15.
- 3.17 The observations concluded that generally the new TRO controls were well observed, with occasional exceptions with drivers parking on footways and double yellow lines.
- 3.18 It was also noted that while some streets were popular with resident drivers, there was free capacity across the masterplan. It was further noted that the demand at the proposal site car park (six vehicles) could be readily accommodated within free space in legitimate street permit parking areas or other courtyards.

Road Safety Data

- 3.19 Section 2 of the TS contains road safety data and analysis. This shows that there have been no collisions on Newcombe Close or its junction with Hopedale Close during the period assessed. There have also been no collisions at the Hopedale Close/Grey Mare Lane.

4 Accessibility Audit

Active Travel Routes

- 4.1 Figure 4.1 shows an extract of TfGM's [active travel map](#) to allow an understanding of routes close to the site.²

² <https://tfgm.pindarcreative.co.uk>

- 4.2 Section 2 shows that the footways in the vicinity of the site are of adequate width and that controlled and uncontrolled crossings are in place at suitable locations.
- 4.3 Figure 4.1 shows that the streets nearby are 20mph routes that create a suitable environment for pedestrians and cyclists.
- 4.4 The KRN routes providing access from the masterplan to the wider network include wide footways and marked cycle routes on Ashton New Road and Ashton Old Road, and footways and cycleways with segregation on Alan Turing Way.
- 4.5 Access can be gained to Route 60 of the National Cycle Network and the traffic free Route 86 to the north of the site. These routes allow access to the areas to the north of the city and the city centre, respectively.

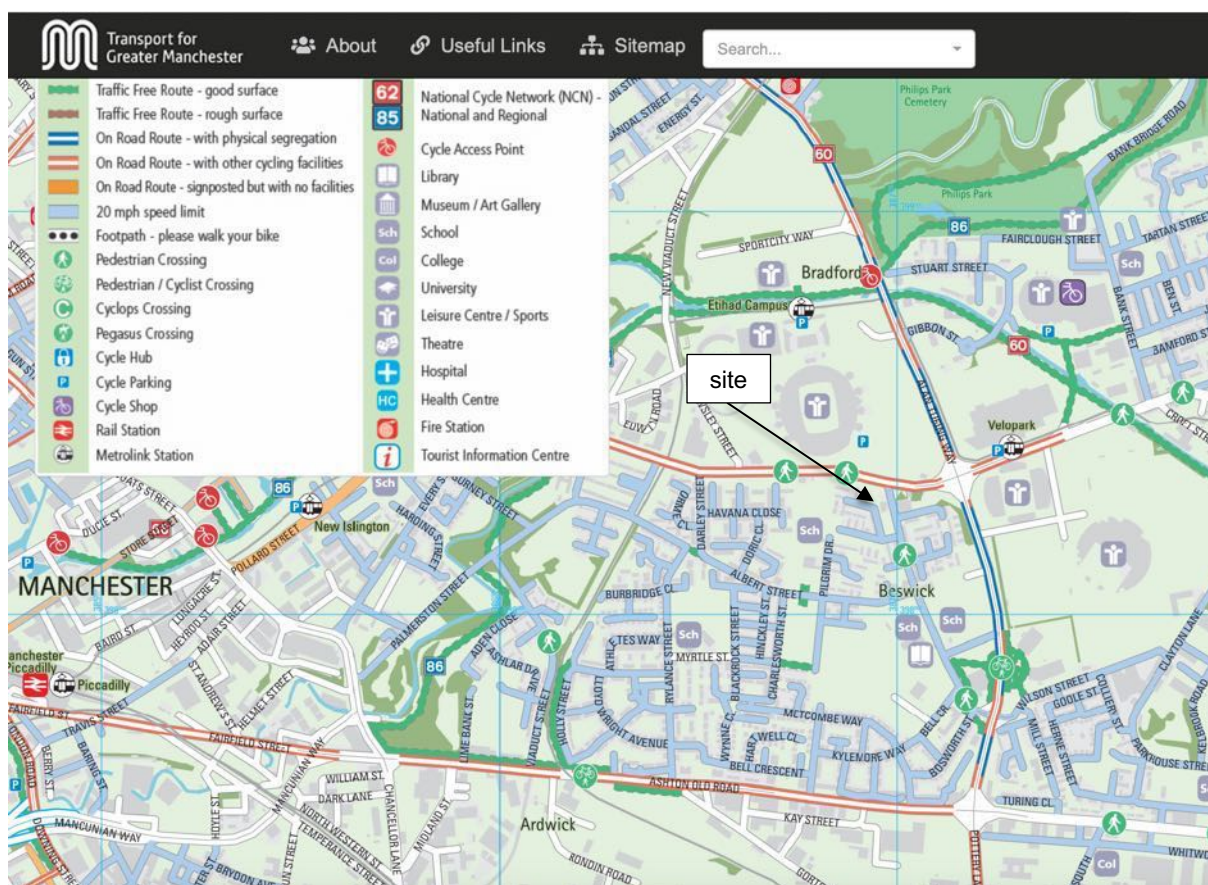


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

- 4.6 A [public bike hire scheme](https://beryl.cc/scheme/greater-manchester) was launched in 2022.³ The scheme, operated as Beryl Bikes, provides a low-cost public bike hire scheme across Manchester, Salford, and Trafford, and covers the site's location.

³ <https://beryl.cc/scheme/greater-manchester>

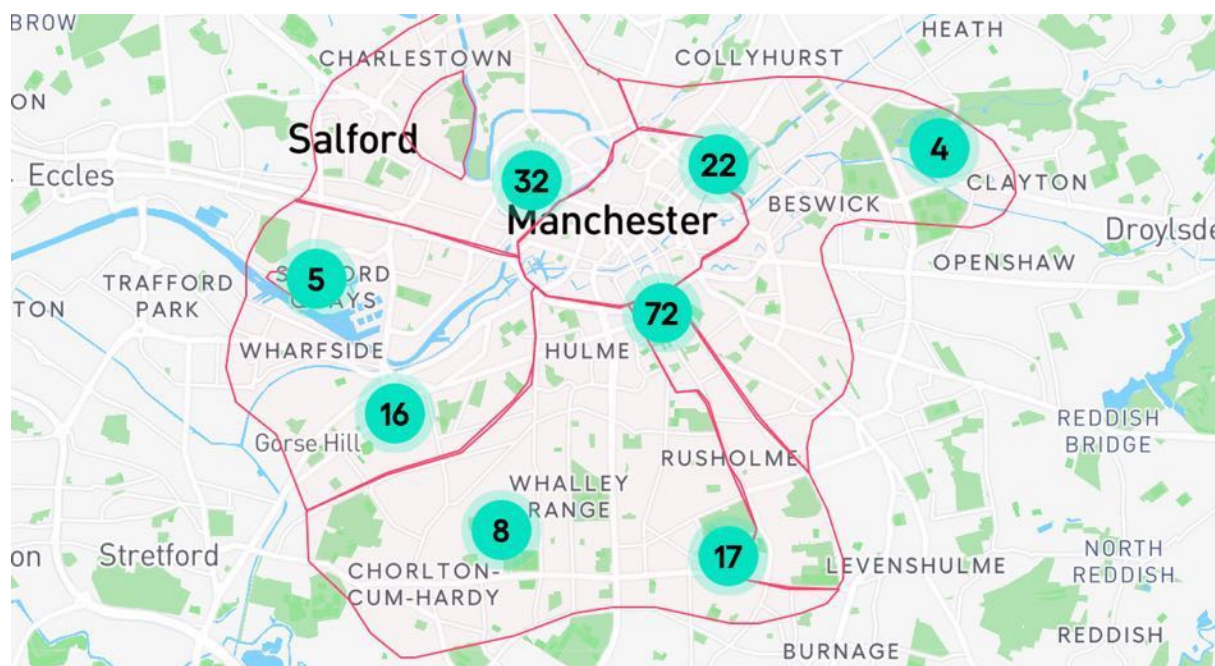


Figure 4.2: Cycle Hire Zone
[source: Beryl Bikes]

- 4.7 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

Public Transport Routes

- 4.8 Figure 4.3 shows [TfGM's public transport network map](#) for the local area.⁴
- 4.9 The nearest bus stops to the site are located on Ashton New Road, 300m from the site. A controlled crossings are provided to allow access to eastbound services. The bus stops provide waiting facilities that include bus shelters, timetable information and seating.
- 4.10 Table 4.1 provides a summary of the buses serving the site taken from TfGM's website at the time of writing the report.

No.	Route	Weekday Frequency		Saturday Frequency		Sunday Frequency	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
216	Manchester – Ashton u Lyne - Stalybridge	5	4	5	4	4	2
230	Manchester – Droylsden – Ashton u Lyne	2	1	2	1	1	1
231	Manchester – Droylsden – Ashton u Lyne§	2	-	2	-	1	-

Table 4.1: Local Bus Services
[source: Transport for Greater Manchester]

⁴ <https://tfgm.com/maps>



Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

- 4.11 The site located close to the tram network, with Velo Park (the nearest stop) 400m away. Figure 4.4 shows the [tram network](#).⁵
- 4.12 The tram network allows access to the site seven days a week from a variety of locations across the Greater Manchester region, including connections to key interchanges such as Deansgate-Castlefield, Manchester Victoria and Manchester Piccadilly.

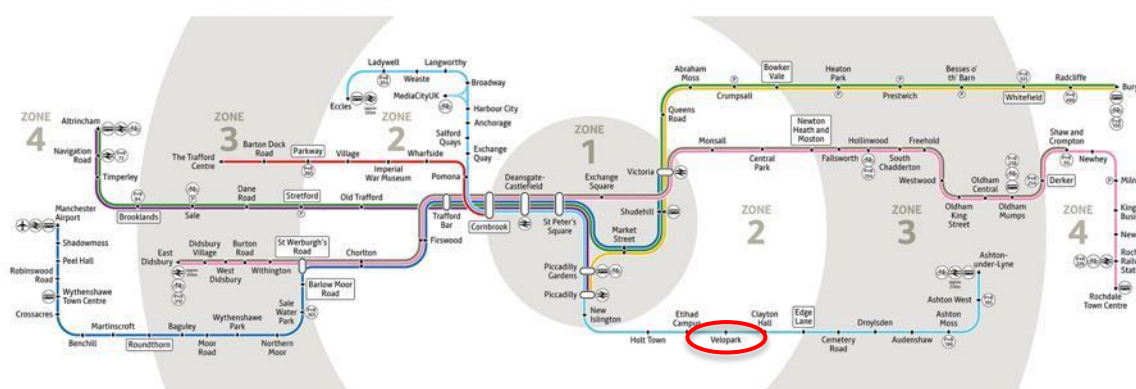


Figure 4.4: Tram Network
[source: Transport for Greater Manchester]

- 4.13 The above confirms that the site is well served by existing public transport services.

⁵ <https://tfgm.com/public-transport/tram/network-map>

Access to Amenities

- 4.14 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations on foot, cycle and by public transport. In the context of a hotel development, the access of the site to existing visitor destinations, employment areas and local services will allow people to use the facilities at the hotel or stay at the hotel as part of their visit.
- 4.15 Access to amenities is considered in terms of 10-minute walk times to local retail facilities, 15-minute walk times to other destinations such as leisure and recreation destinations and open space, and 25-minute walk times for commuting trips. Figure 4.5 shows walking time catchments from the site.

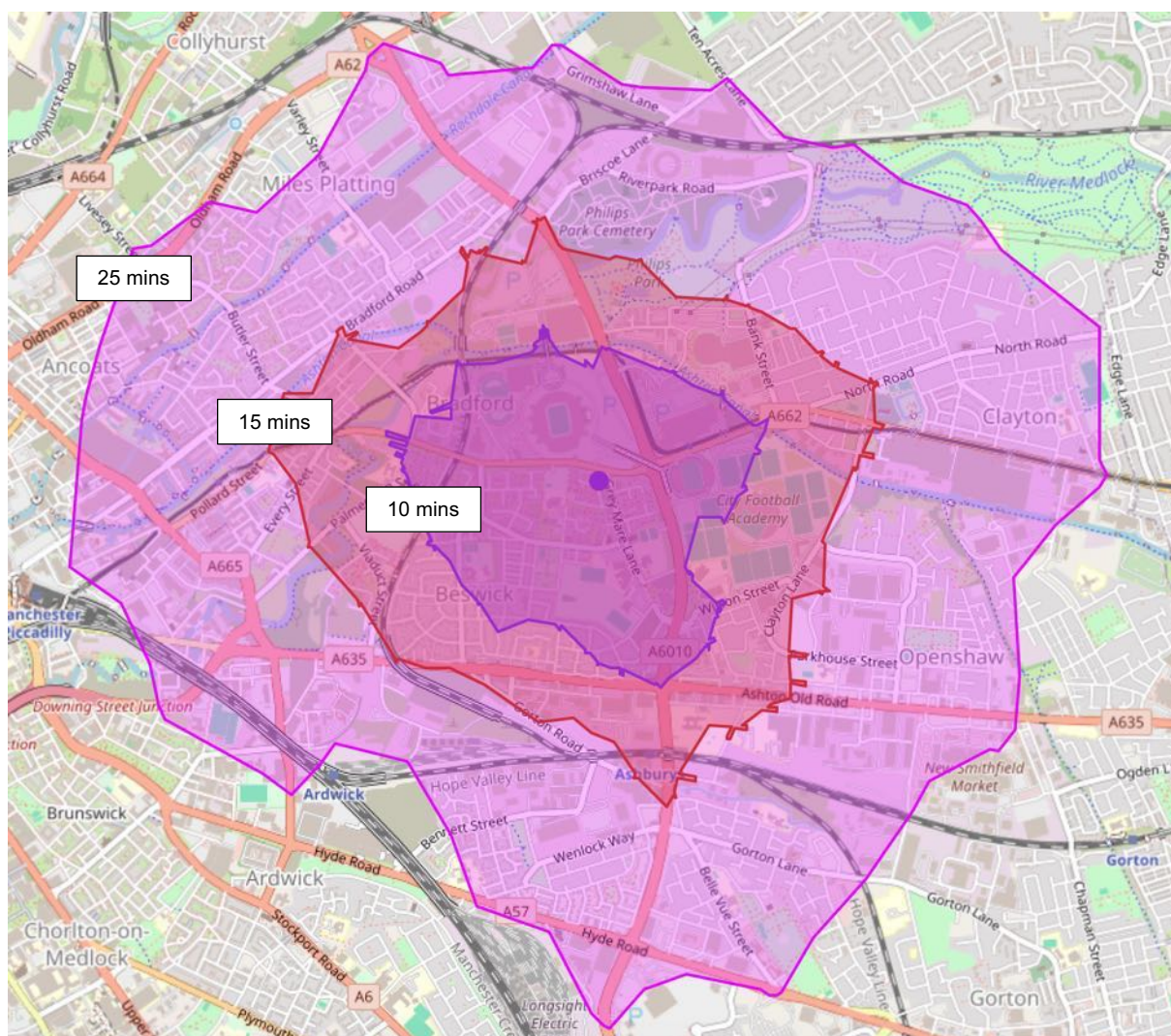


Figure 4.5: Walking Isochrone 3

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

- 4.16 Figure 4.5 shows that the site is well located for access to local amenities, a summary of the types of destinations that can be reached a short walk from the site are shown in Table 4.2.

Walk Time (mins)

Schools	Leisure Centre	Pharmacy	Doctors	Asda	Community Centre
4	7	8	10	5	3

Table 4.2: Example Walk Times

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- 4.17 Access can be gained to Manchester College in 15 minutes and Manchester city centre in 25 minutes.
- 4.18 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.⁶ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.
- 4.19 The site has a GMAL of 6 (score 14.08), which is a good level of accessibility for a location outside the city centres.
- 4.20 The assessment confirms that the site is located to allow access by active and sustainable modes of travel.

5 [Travel Plan Management](#)

Applicant Responsibilities

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant (Great Places Housing Group) has been closely involved in the development of the Travel Plan and is committed to its successful implementation.
- 5.2 The applicant will identify a Travel Plan Co-ordinator for the development prior to the occupation of apartments.

Travel Plan Co-ordinators

- 5.3 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. Separate Travel Plan Co-ordinator will be required for the residential and hotel elements of the development.
- 5.4 The Travel Plan Co-ordinator will be responsible for the day-to-day running of their respective Travel Plans and will also develop, implement, market, and monitor effectiveness.
- 5.5 In summary, the Travel Plan Co-ordinator's responsibilities are:
 - Implementing the Plan measures.
 - Providing a point of contact for site users and the Council.
 - Publicising and raising awareness of local and national initiatives.
 - Preparing and issuing the travel information.
 - Providing regular updates to site users on changes to local services and facilities.
 - Monitoring and surveying travel patterns.
 - Periodically reporting to the Council.
- 5.6 Should the Travel Plan Co-ordinators at either use change then the applicant will provide the Council with the contact details of the replacement within three months.

Handover Arrangements

- 5.7 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details and the new Travel Plan Co-ordinator will be provided to the Council within three months to allow the Travel Plans to continue uninterrupted at each use.

⁶ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

6 Measures Toolkit

Communication Measures

- 6.1 The Communications Strategy is a vital component of any Travel Plan as it will be used to ensure that site users are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plans and providing and disseminating information to site users.
- 6.2 Table 6.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Travel Packs	Preparation and issue of travel packs for apartment residents.
Other Information Distribution	The communications resources will be kept up to date and residents will be alerted to any significant changes in local services.

Table 6.1: Communications Initiatives

- 6.3 Travel packs are good means of disseminating information and making sure that site users are aware of the travel choices available to them.
- 6.4 The travel packs will be issued to apartment residents when they move in. The travel packs will contain the following types of information:
1. Travel Plan Co-ordinator contact details.
 2. Information on on-line and phone app journey planning software.
 3. Information on cycle and walking routes.
 4. Information on bus routes and frequencies.
 5. Information on bus ticketing arrangements.
 6. Information on the building's delivery arrangements.
- 6.5 The information resources (travel packs) will be periodically reviewed and will be kept up to date. Residents will be alerted by email of any significant local service changes.

Journey Planning

- 6.6 Residents will be encouraged to familiarise themselves with the following journey planning resources:
- [TfGM journey planning software](https://tfgm.com/plan-a-journey)⁷
 - [Public transport maps](https://tfgm.com/maps)⁸
 - [Active Travel route software](https://beeactive.tfgm.com)⁹
 - [Walking and cycling route maps](https://tfgm.pindarcreative.co.uk)¹⁰
 - Links to [Google Play](https://play.google.com/store/apps/details?id=com.tfgm.beenetwork)¹¹ and [Apple Store](https://apps.apple.com/gb/app/bee-network/id1669705230)¹² Bee Network app

Active Travel Measures

- 6.7 Table 6.2 summarises the active travel measures that will be used.

⁷ <https://tfgm.com/plan-a-journey>

⁸ <https://tfgm.com/maps>

⁹ <https://beeactive.tfgm.com>

¹⁰ <https://tfgm.pindarcreative.co.uk>

¹¹ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹² <https://apps.apple.com/gb/app/bee-network/id1669705230>

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to site users using the relevant communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide new pedestrian and cycle infrastructure on site.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training/Hire	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes and local cycle hire schemes.

Table 6.2: Active Travel Initiatives

6.8 Active travel provides the following benefits:

- **Builds activity into your daily routine.**
It'll help to meet the government guidelines which recommend young people get at least 60 minutes of physical activity every day and that adults should get at least 150 minutes of moderate activity per week.
- **Boost your mental health and wellbeing.**
According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equals cleaner air.**
You experience five times higher pollution levels in a car than walking or on a bike.
- **Save your family money.**
Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.
- **You'll arrive feeling ready to start the day.**
People who walk and cycle arrive at work more relaxed and alert than those who travel by car.

- 6.9 The Travel Plan Co-ordinator will provide information on the benefits of active travel via the travel packs.
- 6.10 Section 4 confirms that the site relates well to existing active travel routes. The Travel Plan Co-ordinators will provide information on these routes to residents via the travel packs.
- 6.11 The proposed development will provide localised enhancements to pedestrian access routes, and secure cycle parking.
- 6.12 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing residents with resources provided by [TfGM](#)¹³, [GMWalking](#)¹⁴, [Sustrans](#)¹⁵ and [Cycling UK](#)¹⁶.
- 6.13 TfGM provides [cycle training sessions](#)¹⁷ for adults and family groups. This scheme will be promoted to residents.
- 6.14 The Travel Plan Co-ordinator will provide information to residents on how they can try cycling, without committing to the purchase of a bike. Resources that will be used include the [Beryl Bike Hire Scheme](#)¹⁸, [TfGM's Bike Libraries](#)¹⁹ lending scheme, and a [number of charities](#)²⁰ that provide bike loan services.

Public Transport Measures

- 6.15 Table 6.3 shows the measures that will be used to encourage site users to travel more actively.

¹³ <https://beeactive.tfgm.com>

¹⁴ <https://gmwalking.co.uk>

¹⁵ www.sustrans.org.uk/

¹⁶ www.cyclinguk.org/

¹⁷ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

¹⁸ <https://beryl.cc/scheme/greater-manchester>

¹⁹ <https://beeactive.tfgm.com/cycling/bike-libraries/>

²⁰ <https://beeactive.tfgm.com/cycling/get-a-bike/>

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the relevant communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that site users are aware of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to site users.

Table 6.3: Public Transport Initiatives

- 6.16 Section 4 shows that the site is well located for access to key public transport nodes. The Travel Plan Co-ordinators will provide information on these routes to residents via the travel pack.
- 6.17 The Travel Plan Co-ordinator will make sure that all residents are aware of ticketing arrangements available using information from [TfGM ticketing information](#)²¹. For example, the following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)²²
The Bee Bus single hopper ticket costs £2 for adults and £1 for children. This ticket can only be bought on the bus. The hopper can be used for a single trip and can be used on multiple bus services within 60 minutes of purchase.
A 7-day Bee Bus ticket costs £10 for children and £20 for adults. This can be bought via the Bee Network app, on the bus, at an information/ticket office or online with a smart card.
 - [Tram Travel](#)²³
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days.
Weekly Contactless is capped at £31 even if you travel in all zones.
- 6.18 The following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)²⁴
Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21. Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.
 - [Tram Travel](#)²⁵
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.
 - [Train Travel](#)²⁶
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.
- 6.19 The Travel Plan Co-ordinator will be responsible for periodically reviewing the public transport databases to check for service changes and any new public transport initiatives. The Travel Plan Co-ordinator will then update the travel packs with any changes and will let residents know by email.

Sustainable Car Measures

- 6.20 Table 6.4 sets out the measures that will be used to promote sustainable car use.

²¹ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²² <https://tfgm.com/get-on-board>

²³ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

²⁴ <https://tfgm.com/get-on-board>

²⁵ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

²⁶ <https://www.northernrailway.co.uk/tickets/flexi>

Initiative	Description
Reduced Level of Parking	To facilitate residents who don't own cars and encourage others to think about car ownership needs.
EV Parking	EV chargers to be provided.
Car Sharing	Residents with cars will be encourage to car share.

Table 6.4: Sustainable Car Initiatives

- 6.21 The development proposes a reduced level of parking to acknowledge the affordable nature of the development, accessible location and encourage residents to consider their car ownership needs.
- 6.22 All of the parking spaces will be provided with access to an EV charger.
- 6.23 Car sharing is a very useful way of adopting sustainable travel practices by reducing single occupancy car trips and reducing the number of vehicles generated from the site as people share a common journey. Residents will be provided with information on the benefits of car sharing and details of car sharing software that can be used to find people to travel with, such as [Mobility Ways](#).²⁷

7 Monitoring Plan

Baseline Surveys

- 7.1 Surveying and monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.
- 7.2 Baseline resident travel surveys will be undertaken within three months of occupancy of the relevant use. The travel surveys collect the following information:
1. Usual mode of travel to work
 2. Household car and cycle ownership
 3. Reason for mode choice
- 7.3 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within six months of completion of the baseline/first surveys.

Monitoring Surveys

- 7.4 Surveys will be undertaken every two years for a period of five years (baseline/year one, year three, and year five). Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of each survey period.

²⁷ <https://www.mobilityways.com>

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs	Dissemination of travel information and travel survey to residents	On occupation	Travel Plan Co-ordinators
Baseline resident surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 3 months of occupation/final Travel Plan to be submitted within 6 months of survey completion (Year 1)	Travel Plan Co-ordinators
Monitoring resident surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinators
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinators

Table 7.1: Monitoring Plan

- 7.5 In addition to monitoring resident travel patterns, the Travel Plan Co-ordinator will periodically review the Delivery Management Strategy measures and will engage with residents on the process. Following each monitoring period the Travel Plan Co-ordinator will make amendments to the process as required and will advise residents of any changes by email.

Targets

- 7.6 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.7 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.8 The following Output Targets have been set for the Travel Plan:
- Appoint Travel Plan Co-ordinator on occupation.
 - Provide contact details of Travel Plan Co-ordinator to the Council on occupation of each element.
 - Provide the travel packs to all new residents on occupation of each element.
- 7.9 The Outcome Target for the Travel Plan is to increase the proportion of site residents travelling by sustainable modes and reduce single occupancy car trips from the baseline mode share. The baseline mode share will be established on completion of the baseline/year one surveys and at this point a quantitative target will be set.
- 7.10 Table 7.2 summarises the Output and Outcome SMART Targets set for the Plan.

Provision of Travel Packs

Specific	The Travel Plan Co-ordinator will provide residents with a travel pack. These resources will be kept up to date.
Measurable	Verified as part of the monitoring reports.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	The information resources will be available to site users.
Timebound	Ongoing.

Resident Surveys

Specific	Residents travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Ongoing.

Reduce the Number of Single Occupancy Car Trips & Increase Sustainable Trip Making

Specific	Reduce the number of site users travelling alone in a private car and increase sustainable trip making.
Measurable	Verified using the baseline and monitoring surveys. Updated, quantifiable targets to be set following baseline surveys.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Monitoring programme set out.

Table 7.2: Preliminary Travel Plan SMART Targets

8 Interim Action Plan & Funding

- 8.1 The Action Plan summarises the measures set out in the Travel Plan, who will be responsible for delivering them and target timescales.

Initiative		Responsibility	Target Delivery
Management	Appoint Travel Plan Co-ordinator	Applicant	Prior to occupation
	Provide Contact Details	Applicant	Within 3 months of occupation
Monitoring	Prepare Survey Questionnaire	Travel Plan Co-ordinators	On occupation
	Baseline/Year 1 Surveys	Travel Plan Co-ordinators	Within 3 months of occupation
	Travel Plan Update	Travel Plan Co-ordinators	Within 6 months of occupation
	Monitoring Surveys	Travel Plan Co-ordinators	In line with monitoring programme
	Monitoring Reports	Travel Plan Co-ordinators	Within 3 months of survey
Communications	Prepare Resident Travel Packs	Travel Plan Co-ordinators	Prior to occupation
	Distribute Travel Packs	Travel Plan Co-ordinators	Prior to occupation
	Other Information Distribution	Travel Plan Co-ordinators	On-going
Active Travel	Promote Active Travel Benefits	Travel Plan Co-ordinators	Travel pack – on occupation
			On-going – periodic email updates
	Raise Local Route Awareness	Travel Plan Co-ordinators	Travel pack – on occupation
			On-going – periodic email updates
	Provide Development Infrastructure	Applicant	Prior to occupation
	Provide Safety Information	Travel Plan Co-ordinators	Travel pack – on occupation
			On-going – periodic email updates
	Promote Cycle Training	Travel Plan Co-ordinators	Travel pack – on occupation
			On-going – periodic email updates
Public Transport	Promote Cycle Hire	Travel Plan Co-ordinators	Travel pack – on occupation
			On-going – periodic email updates
	Maintain Momentum	Travel Plan Co-ordinators	On-going – periodic email updates
			On-going – periodic email updates
	Regular Review	Travel Plan Co-ordinator	On-going – periodic email updates
Sustainable Car Use	Provide Reduced Parking Level	Applicant	Prior to occupation
	Promote Car Sharing	Travel Plan Co-ordinator	Travel pack – on occupation
			On-going – periodic email updates
	Provide EV Chargers	Applicant	Prior to occupation

Table 8.1: Action Plan