

Proposed Residential Development
Miles Platting, Manchester

Framework Travel Plan

Jigsaw Homes North

June 2026

Report Control

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1. Introduction

Background

1.1. Astute Transport Planning has been appointed by Jigsaw Homes North to provide transport and highways advice to support a planning application for a residential development, consisting of up to 154 affordable homes around land off the A62 Oldham Road within Miles Platting, Manchester.

1.2. The proposed development site is located within the jurisdiction of Manchester City Council (MCC), who act as both the local planning and highway authority.

Site Location

1.3. The proposed development site is located in a residential area to the north of Miles Platting approximately 2km to the northeast of Manchester city centre. The site is split across three separate land parcels owned by Jigsaw Homes as shown in **Figure 1.1**.

Figure 1.1: Proposed Development Site Location (Source: Google Earth)



1.4. As shown in **Figure 1.1,** an area (outlined in blue) of the central parcel is occupied by Baker House, the location of the offices for Jigsaw Homes North, as well as a commercial/retail unit on the ground floor. Baker House will be retained as part of the development proposals. A large area of car parking is provided to the rear of Baker House. The rest of the central land parcel along with northern and southern parcels are underdeveloped grassland.

1.5. The northern parcel is located on the northeastern corner of the A62 Oldham Road, Collyhurst Street and Varley Street signalised junction. This parcel is bound by railway lines to the north, car parking associated with The Sheridan function room facility to the east, the A62 Oldham Road to the south and Collyhurst Street to the west.

1.6. The central parcel is located on the southeastern corner of the A62 Oldham Road, Collyhurst Street and Varley Street signalised junction. This parcel is bound by the A62 Oldham Road to the north, Giltbrook Avenue to the east, Rosewell Avenue to the south and Varley Street to the west.

1.7. The southern parcel is bound by Rosewell Avenue to the north, residential properties to the east and south and a storage yard to the west.

Development Proposals

1.8. The proposed development scheme is distributed across three separate land parcels all in proximity of A61 Oldham Road. The proposal is for an affordable housing scheme that will provide 154 dwellings, comprising of:

- 50 x 1-bedroom apartments;
- 72 x 2-bedroom apartment;
- 2 x 3-bedroom apartments;
- 14 x 2-bedroom houses;
- 6 x 3-bedroom houses; and;
- 10 x 4-bedroom houses.

1.9. The proposed site plan is shown on **Drawing 1355-Site-102** by DK Architects, included at the rear of this report in **Appendix A**.

The Travel Plan

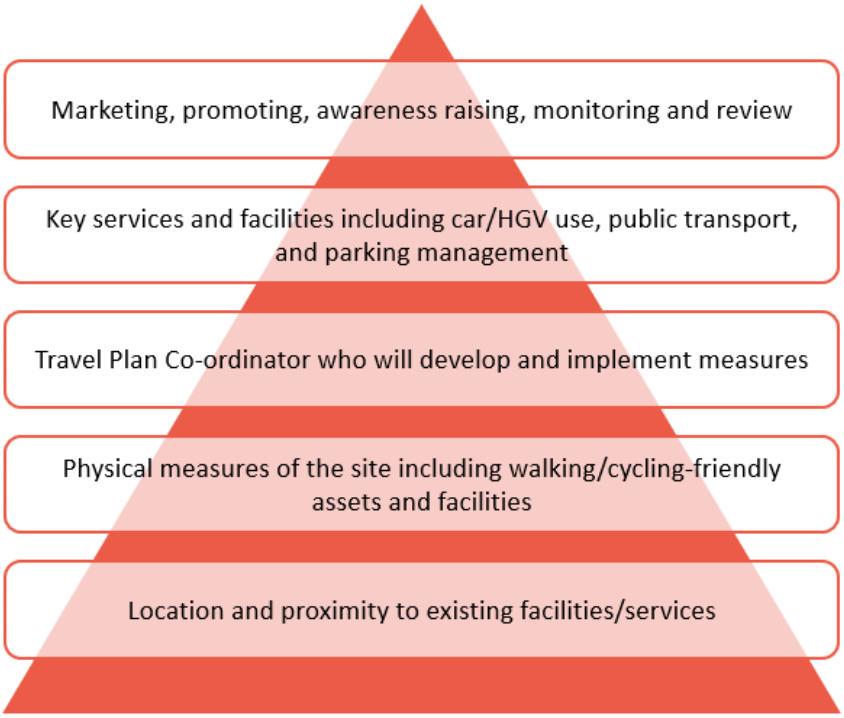
1.10. Travel Plans (TP) are an increasingly important tool to facilitate sustainable development. Together with Transport Assessments, they provide the mechanism for assigning and managing multi-modal access to development sites.

1.11. The benefits of a Travel Plan include an increased choice of transport mode and reduced journey times. Benefits should include a strong emphasis towards the personal advantages of using sustainable transport initiatives. These are often not evident once such alternative modes of travel are used and include cost saving, time saving and social benefits.

1.12. A Travel Plan can be thought of as a pyramid of measures. The plan is built from the bottom up, with decisions and actions at each level creating the conditions that provide the foundation for success at the next level up.

1.13. A diagrammatical explanation of this approach is provided in **Figure 1.2.**

Figure 1.2: Travel Plan Pyramid



1.14. The development and implementation of the Travel Plan should be a dynamic process subject to a continuous cycle of action monitoring and review. This should be achieved in order to give the Travel Plan a recognisable direction and focus towards its goals. It is therefore vital that objectives are set out for both the developer and occupiers of the development.

1.15. A Transport Assessment (TA) has been prepared by Astute Transport Planning to accompany this Framework Travel Plan (FTP) in support of the planning application, and is submitted as a separate standalone document. It should be read in conjunction with this FTP, as the TA establishes the supporting analysis of the site's transport context and likely trip generation upon which this FTP's measures and targets have been based.

Purpose of Report and Structure

1.16. Following this introduction, the report provides the following information:

- **Section 2: Travel Planning Policy and Best Practice -**
- **Section 3: Accessibility by Sustainable Modes of Transport**
- **Section 4: Aims and Objectives**
- **Section 5: Targets**
- **Section 6: Ownership**
- **Section 7: Measures**
- **Section 8: Marketing and Promotion**
- **Section 9: Monitoring and Review**

2. Travel Planning Policy and Best Practice

Introduction

2.1. The following paragraphs provide an overview of policy and guidance relevant to the development site. These have been referred to in the preparation of this document.

National Planning Policy Framework (NPPF)

2.2. The National Planning Policy Framework (NPPF), originally published in March 2012 and most recently updated as of December 2024, promotes the goal of achieving sustainable development. The NPPF aims for plans to protect and exploit opportunities for the use of sustainable transport modes. Paragraph 118 of the NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan"

2.3. A Travel Plan is a long-term management strategy for a site that seeks to encourage more sustainable travel and to reduce single occupancy car use.

2.4. As traffic problems can arise from new developments, the Travel Plan will be best addressed through working in partnership with outside organisations which could be useful in developing elements of the plan.

Active Travel England Standing Advice Note: Active Travel and Sustainable Development (June 2024)

2.5. The Active Travel England (ATE) Standing Advice Note is designed to guide developers, transport and design consultants, and local planning authorities on incorporating walking, wheeling, and cycling into new development applications. It serves as ATE's formal response in cases where a full case review is not carried out, offering practical triage criteria.

2.6. The guidance focuses on auditing routes for active travel, ensuring cycling accessibility, integrating with travel plans, and providing convenient access to public transport and amenities. Through these focus areas, the advice note supports the government's ambition to make active travel the preferred mode for half of urban journeys by 2030 and ensures high-quality, sustainable development that encourages healthier and less car-dependent communities.

Guide to Development in Manchester Supplementary Planning Document (SPD)

2.7. The Guide to Development in Manchester Supplementary Planning Document (SPD) was adopted in April 2007. Paragraph 2.22 highlights the importance of reducing car dependency, stating:

"*In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport*."

2.8. The proposed development supports these objectives by being situated near a wide range of amenities. The SPD also emphasises the importance of Travel Plans in new developments. A Travel Plan is described as a co-ordinated set of actions designed to reduce car use by offering and promoting sustainable alternatives such as walking, cycling and public transport.

2.9. At the planning stage, factors such as proximity to existing transport infrastructure, site layout, appropriate density, cycling and pedestrian facilities, and opportunities for limiting car parking should all be considered.

2.10. These considerations have been fully assessed for this proposed development and are addressed in this FTP report.

Overarching Principles on Travel Plans, Transport Assessments and Statements

2.11. In March 2014 the Department for Housing, Communities and Local Government published guidance on the overarching principles on Travel Plans, Transport Assessments and Statements.

2.12. Within this guidance it is specified that a Travel Plan is a long-term management strategy for integrating proposals for sustainable travel into the planning process.

2.13. It is also detailed that a Travel Plan can positively contribute to a range of benefits, including the below:

- Encouraging sustainable transport;
- Lessening traffic generation and its detrimental impacts;
- Reducing Carbon Emissions and climate impacts;
- Creating accessible, connected, and inclusive communities;
- Improving road safety; and,
- Reducing the need for new development to increase existing road capacity or provide new roads.

Good Practice Guidelines

2.14. The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all modern developments. The Department for Transport (DfT) issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled "Good Practice Guidelines – Delivering Travel Plans through the Planning Process".

3. Accessibility by Sustainable Modes of Transport

Introduction

3.1. Current local and national transport policy states that new developments should be designed to encourage more trips to be made by sustainable modes including walking, wheeling, cycling, multi-modal, or on shared/public transport. This approach maximises social inclusion and helps to minimise the number of single occupancy car journeys. Providing travel choice is policy compliant and critical considering today's progressive and dynamic society, specifically where policy seeks to achieve the Net Zero Carbon target for the UK by 2050.

3.2. One of the primary factors to be considered when considering the suitability of a new development is its proximity, accessibility, and connectivity in relation to key local facilities by non-car modes.

3.3. This section of the report provides a review of the proposed development site's accessibility by sustainable modes, including walking, cycling and public transport.

Walking Accessibility

3.4. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians, without mobility impairment, traveling to common facilities. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1km, with a preferred maximum distance of 2km.

3.5. The site is located within an established residential area and benefits from a high level of accessibility to a range of local amenities. The roads in the vicinity of the site benefit from street lighting and footways on both sides of the carriageway. Extensive natural surveillance is provided by existing properties along key pedestrian routes.

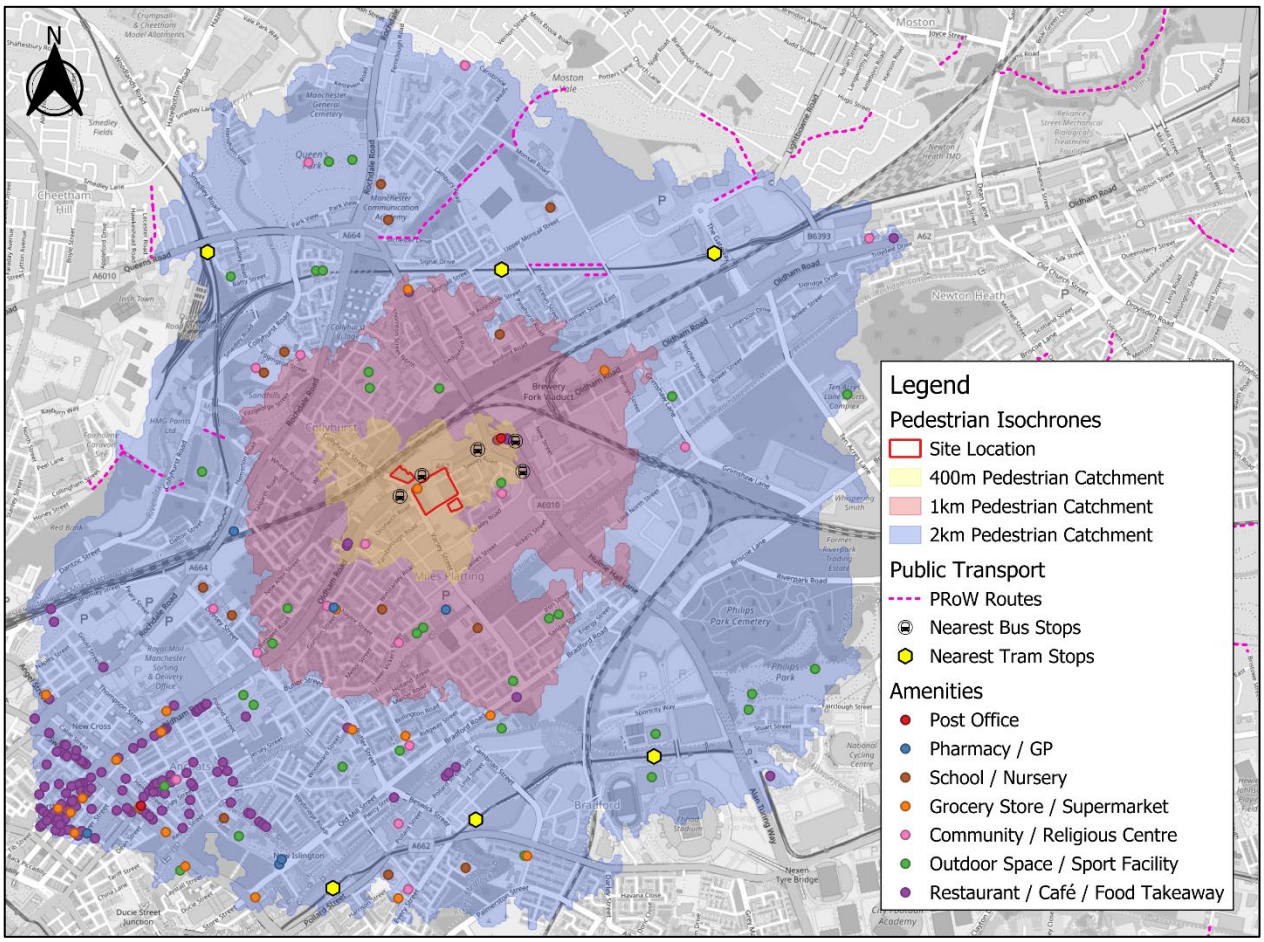
3.6. The site lies in proximity to the A62 Oldham Road / Collyhurst Street / Varley Street junction where a network of signalised pedestrian crossings equipped with the associated controls, dropped kerb, and tactile paving to assist pedestrians is provided.

3.7. The footways on either side of the A62 Oldham Road are paved and well-maintained. In the vicinity of the site, the footways vary in width between approximately 2m and 5m wide, with the wider sections of footway usually in the vicinity of bus stops or pedestrian crossings.

3.8. Routes between the proposed site and Manchester city centre are relatively flat with minimal level differences and gradients. The majority of routes, including the A62 Oldham Road, offer signalised pedestrian crossing facilities at junctions with associated dropped kerbs and tactile paving. Therefore, the pedestrian infrastructure between the site and Manchester will facilitate the option of walking from the proposed site towards the city centre.

3.9. **Figure 3.1** provides 400m, 1km and 2km walking catchments from the proposed development site, which equates to approximately 5, 12 and 25-minute walks respectively. Key amenities have also been included to illustrate the proposed site's accessibility to these facilities.

Figure 3.1: Walking Isochrones Catchment Plan with Amenities (Source: OpenStreetMap/QGIS)



3.10. As shown in **Figure 3.1**, the entirety of Miles Platting is within a short walking distance of the proposed site, which encompasses a wide range of residential and commercial areas. Ancoats and New Islington are also shown to be within a reasonable walking distance of the proposed site where further local amenities and employment opportunities are provided.

3.11. **Figure 3.1** also demonstrates that the site is well connected and accessible by foot to a wide range of local amenities in the local area including bus stops, Metrolink tram stops, local primary and secondary schools, cafes, restaurants, local food shops, supermarkets, a post office, outdoor spaces / parks, medical centres, and pharmacies.

3.12. On the basis the information presented above, the proposed site is well located in relation to local facilities within a convenient walk time based on existing infrastructure. Future residents and users of the site will have the opportunity to access key services via active travel modes.

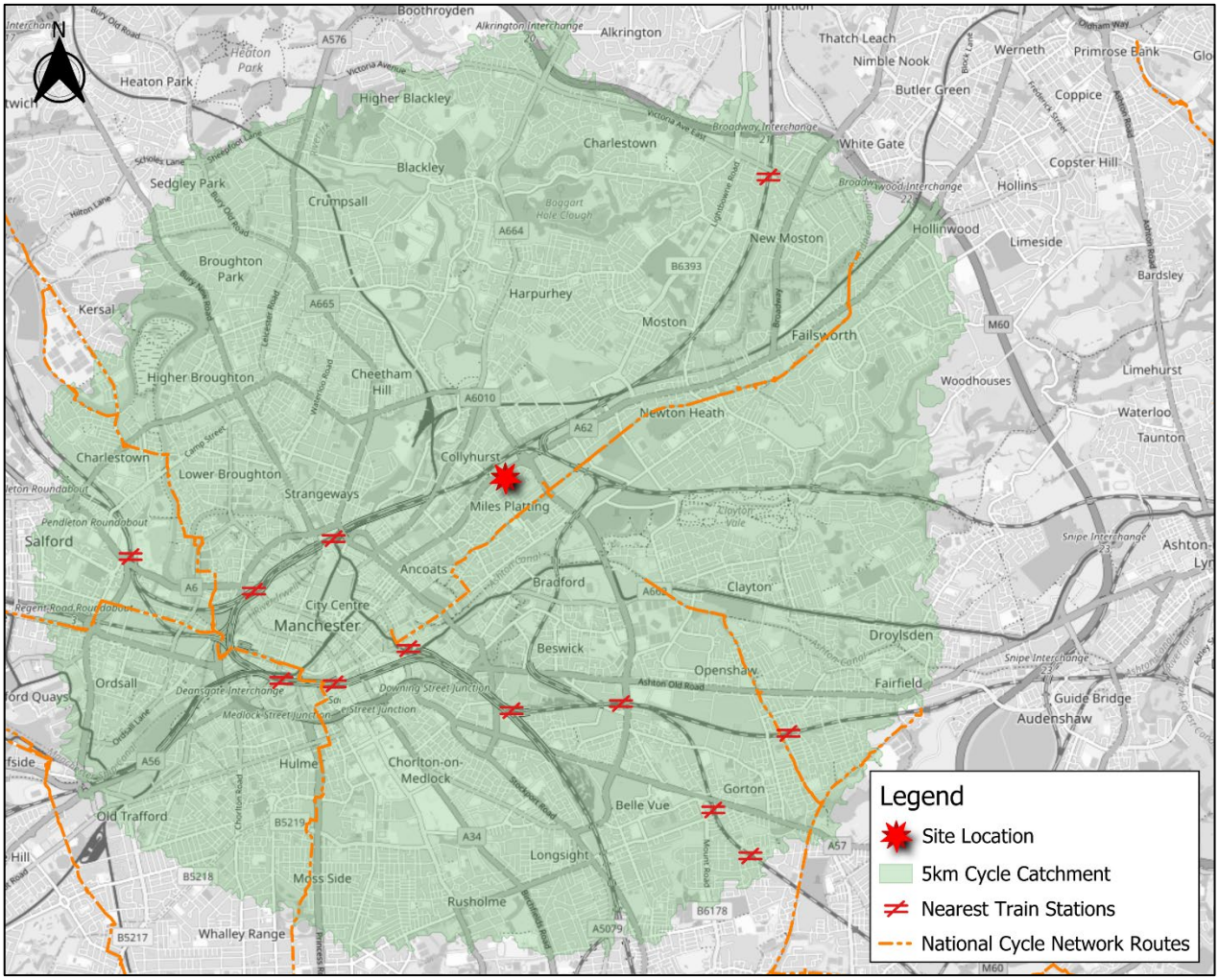
Cycling Accessibility

3.13. An alternative mode of travel to the site would be achieved by bicycle. Cycling is being increasingly recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.

3.14. The DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5km), which equates to a circa 25-minute journey. Consequently, cycling has the potential to replace short car journeys, particularly those under 5km.

3.15. **Figure 3.2** shows the extent of a cycling catchment that can be reached within a 5km isochrone from the centre of the proposed site; at a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.

Figure 3.2: Cycling Isochrones Catchment Plan (Source: OpenStreetMap/QGIS)

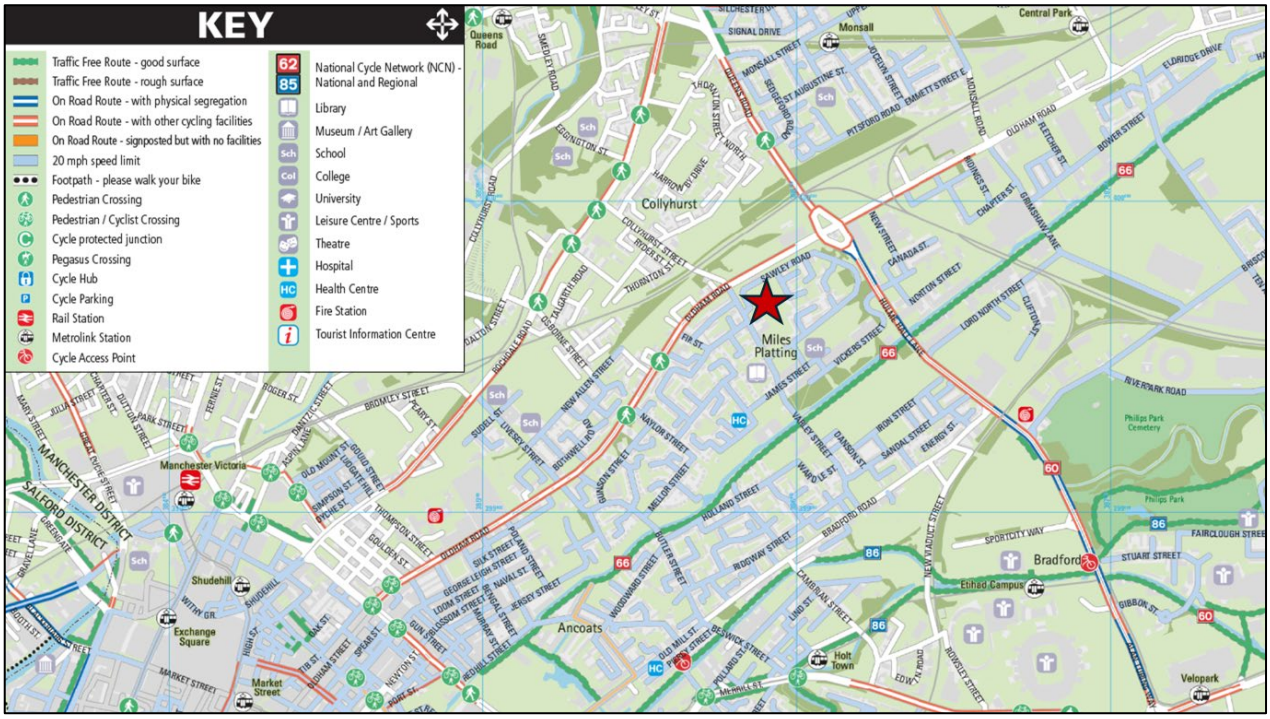


3.16. As shown in **Figure 3.2**, the 5km cycle catchment covers the entirety of Miles Platting, Manchester city centre, Ancoats, Newton Heath, Moston, Harpurhey, Cheetham Hill, Crumpsall, Clayton, Openshaw, Belle Vue, and Longsight demonstrating that cycling to the site is a viable mode for site users.

3.17. It is also noted that Manchester Victoria, Piccadilly, Oxford Road, Deansgate and Salford Central Train Stations are located within a short cycle from the site, facilitating the possibility of multi modal journeys by bicycle and train.

3.18. A network of cycle routes and infrastructure, as identified by Transport for Greater Manchester (TfGM), is present in the vicinity of the site; this is shown in **Figure 3.3**.

Figure 3.3: Local Cycle Infrastructure (Source: tfgm.pindarcreative.co.uk)



3.19. **Figure 3.3** displays that majority of the minor roads surrounding the site are subject to a reduced 20mph speed limit and as such are conducive to a safe cycling environment; this is denoted where roads are filled in with light blue. There are also on road routes with cycle facilities along the A62 Oldham Road and the A6010 Queens Road / Hulme Hall Road as well as a traffic free cycle route with good quality surfacing along the Rochdale Canal Towpath.

3.20. National Cycle Network (NCN) Route 66 is a long-distance route travelling in sections between Manchester and Hull In the vicinity of the site, a traffic free section of the route runs along the Rochdale Canal Towpath, and an access point to the route can be found by heading southeast from the proposed site along Varley Street for approximately 600m.

3.21. The applicant is committed to supporting cycling access for residents, and staff at Baker house; as such the development proposals include on-site cycle parking provision.

3.22. In summary, it is considered that the transport conditions in the vicinity of the site allow cycling to be promoted as a sustainable mode of travel, and that cycling would represent a viable travel option for future residents and employees, and on this basis the site is considered to be highly accessible by bicycle.

Accessibility to Buses

3.23. The nearest bus stops to the site are located on the A62 Oldham Road. The nearest bus stop to the site is adjacent to the southern boundary of the northern parcel on the eastbound side of the A62 Oldham Road. The nearest bus stop on the westbound side of the A62 Oldham Road is located approximately 150m to the west of the site.

3.24. These bus stops are served by the 83, 84, 114, 182, 702, 722 and 726 bus routes providing frequent services into Manchester city centre, Ancoats, Harpurhey Business Park, Monsall, Moston, Royal Oldham Hospital, Royton, and Shaw. Both bus stops benefit from a bus shelter and flagpole arrangement along with seating and a dedicated bay with a raised kerb, and associated road markings.

3.25. Additional bus stops are situated around 400m to the east of the site in the vicinity of the A62 Oldham Road/ A6010 Queens Road / A6010 Hulme Hall Lane signalised gyratory.

3.26. These bus stops are served by the 53 bus route providing frequent services into Cheetham Hill, North Manchester General Hospital, Gorton, Rusholme, Manchester Royal Infirmary, MediaCityUK and Salford Shopping Centre.

3.27. All of these bus stops can be accessed using the pedestrian infrastructure located within the vicinity of the site. To assist in illustrating the available provision, a summary of the services available from the nearest bus stops to the site is presented in **Table 3.1**.

Table 3.1 Public Bus Stops and Frequent Services in the Vicinity of the Site

Bus Stop	Available Bus Services	Weekday Frequency (Average)	Weekend Frequency (Average)
A62 Oldham Road (eastbound)	83 - Piccadilly Gardens - Oldham Interchange 84 - Piccadilly Gardens - Uppermill / Oldham 114 - Manchester - Middleton 182 - Manchester - Shaw	Every 10 mins Every 10 - 20 mins Every 20 mins Every 60 mins	Every 10 - 20 mins Every 10 - 20 mins Every 30 - 60 mins Every 60 mins
A62 Oldham Road (westbound)	83 - Oldham Interchange - Piccadilly Gardens 84 - Uppermill / Oldham - Piccadilly Gardens 114 - Middleton - Manchester 182 - Shaw - Manchester	Every 10 mins Every 10 - 20 mins Every 20 mins Every 60 mins	Every 10 - 20 mins Every 10 - 20 mins Every 30 - 60 mins Every 60 mins
Hulme Hall Lane (southbound)	53 - Cheetham Hill SC - Salford SC	Every 25 - 35 mins	Every 30 - 35 mins
Hulme Hall Lane (northbound)	53 - Salford SC - Cheetham Hill SC	Every 25 - 35 mins	Every 30 - 35 mins

3.28. As shown in **Table 3.1**, the site is well connected to the local bus network. The regular services available within the vicinity of the site provide access to a variety of key employment, leisure and retail destinations within Manchester city centre, and across Greater Manchester.

3.29. There are also several school bus services that operate from the nearby bus stops, the A62 Oldham Road bus stops operate services travelling to and from The East Manchester Academy, All Saints School, and the Co-op Academy North Manchester. Additionally, the Hulme Hall Lane bus stops offer school bus services to and from Wright Robinson College, Our Lady's R.C. High School, The East Manchester Academy, and Whalley Range High School.

3.30. On the basis of the above review, and the relatively short walking distances between the site and the nearby bus stops, the proposed site is considered to be highly accessible by bus.

Accessibility to Trams / Metrolink

3.31. The Monsall Metrolink stop is located approximately 800m to the northeast of the site and is accessible by an estimated 17-minute walk (1.2km) or a 5-minute cycle.

3.32. Between Monday to Thursday the Metrolink Tram services operate from around 06:00 to 00:00 every 12 minutes. On a Friday and Saturday, the Metrolink Tram services operate from around 06:00-00:00 every 12 minutes, and every 24 minutes from 00:00-01:00. The Metrolink Tram services operate from around 07:00-00:00 every 15 minutes on a Sunday.

3.33. The Monsall Metrolink stop is on the East Didsbury to Rochdale Town Centre and the East Didsbury to Shaw and Crompton lines offering direct access to destinations such as Didsbury, Chorlton, Manchester city centre, Manchester Victoria Train Station, Oldham town Centre, and Rochdale town centre.

3.34. All Metrolink stops provide shelter, seating, and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.

3.35. The site is highly accessible by tram which will offer excellent public transport connectivity for residents to various destinations in Manchester.

Greater Manchester Accessibility Level

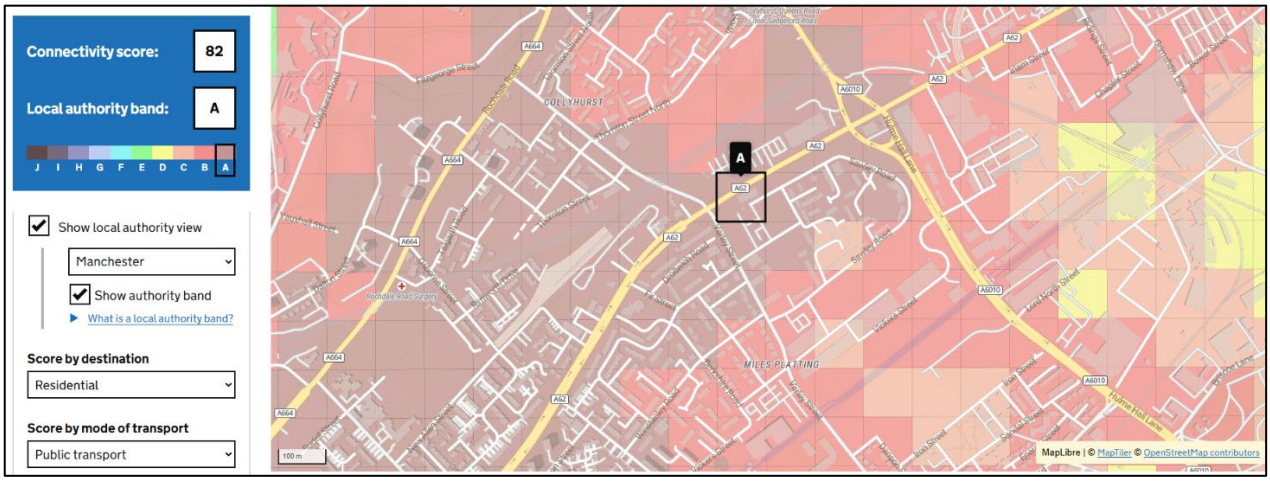
3.36. Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network, taking into account walk access times and service availability. The GMAL range on a scale from very low (1) to very high accessibility (8). The site based on its postcode (M40 8BS), and using the latest GMAL data from March 2026, has an accessibility Level 7, which equates to an area of high public transport accessibility.

DfT Connectivity Tool Assessment

3.37. In addition to the above, the DfT Connectivity Tool has been reviewed. The DfT Connectivity Tool provides information on a site's level of accessibility by mode of transport and journey purpose.

3.38. The database has been accessed, and consideration has been given to the site's accessibility by public transport for residential journey purposes. This assessment compares the site's connectivity with all other areas within Manchester. The output of this assessment is provided in **Figure 3.4**.

Figure 3.4: DfT Connectivity Tool Map for Miles Platting (Source: connectivity-tool.dft.gov.uk/app)



3.39. The connectivity tool gives the site a connectivity score of 82 out of 100 which falls within Band A across Manchester.

3.40. This score and band placement from the Connectivity Tool shows the location for the site is well located for access to destinations such as education, leisure and community, health, shopping, and workplaces as well as highlighting the site has good access to infrastructure for the transport modes of walking, cycling, and public transport.

Summary

3.41. This Section of the report has demonstrated that the proposed development site is located in an area with excellent accessibility to a range of sustainable travel modes. Having outlined the accessibility of the site, the next Section of this report provides detailed information on the aims & objectives of the Travel Plan.

4. Aims and Objectives

Aims

4.1. The core aim of the Travel Plan is to minimise the use of car trips and promote a shift in travel behaviours that encourages the uptake of sustainable modes of transport amongst residents and other site users. The objectives detailed below are intended to facilitate this aim.

Objectives

4.2. The objectives of the Travel Plan are as follows:

- To provide residents with convenient, safe and viable alternatives to the car in order to access the site as well as local destinations and amenities.
- To regularly monitor the means of travel used by residents to encourage transfer to the most sustainable modes, as achieved through the implementation of the Travel Plan.
- To reduce the environmental impact of the site as a whole, and promote a commitment to environmental values.

4.3. The following is a sub-set of objectives, which are reflective of the aforementioned overarching objectives:

- To raise awareness amongst residents of the detrimental impacts of car use in order to encourage the use of alternatives. This would be achieved by promoting benefits such as cost savings and health advantages etc.
- To encourage safe and viable alternatives to single occupancy car trips for trips generated by the residential development.
- To ensure the ongoing development and implementation of sustainable travel practices in the longer term.

5. Targets

5.1. The success of the Travel Plan will be measured against a series of targets. However, as the development is not operational and baseline travel surveys have not yet been undertaken, it is not possible to set targets. This section therefore outlines a process for establishing appropriate targets.

5.2. Appropriate targets for a residential development mainly surround the reduction of vehicle trips, especially in the peak hours. Indicators of this target include monitoring the number walking, cycling, bus and rail trips to and from the site. It should be noted that specific aims of the Travel Plan must take account of factors including housing occupancy, the residential composition and realistic transport options available to residents and visitors.

5.3. Guidance produced by the DfT suggests that the main target should be to reduce the number of car trips generated by the site per day. It is also suggested that targets could also be set for other modes of transport, for example, bus patronage or walking trips.

5.4. Following the completion of the baseline travel surveys, a range of targets would be developed, with a view to:

- Promoting healthy lifestyles and sustainable, vibrant communities.
- Minimising the number of single occupancy car trips generated by the site.
- Providing adequately for those with mobility difficulties.
- Maximising the number of trips made by sustainable modes.
- Supporting access to and from the site by residents and other site users.

5.5. It is important that the targets are SMART (**S**pecific, **M**easurable, **A**chievable, **R**elevant and **T**ime-based) and meaningful to the residents and other site users who are participating in the Travel Plan.

6. Ownership

6.1. This Travel Plan will be the responsibility of the appointed Travel Plan Coordinator (TPC). The TPC will have overall responsibility for the day-to-day management and implementation of the Travel Plan, and will be in post for a minimum of five years.

Travel Plan Co-ordinator Responsibilities

6.2. The TPC for the residential development will be appointed at least three months prior to first occupation, to deliver the Travel Plan initiatives and undertake the role in line with the action plan.

6.3. It would be necessary to appoint a Travel Plan Co-ordinator for the development prior to it becoming operational to deliver the Travel Plan initiatives and bring forward the associated action plan. The Travel Plan will be implemented under the control of a Travel Plan Co-ordinator who will drive the work forward, promote the measures and be a key contact point for residents. Initially, the Travel Plan Co-ordinator role could be the responsibility of the developer, with the ultimate aim for a person(s) based at the site to manage the Travel Plan.

6.4. As well as ensuring the success in terms of improving modal split, the Travel Plan Co-ordinator should liaise with residents to ensure the promotion of sustainable alternatives. The Travel Plan Co-ordinator should also consult with the Local Authority and other key stakeholders, like the MCC/TfGM, on a regular basis to obtain information and share ideas. This would also provide the opportunity to review the Travel Plan on a periodic basis to monitor is effectiveness and to agree new measures required to meet the Travel Plans aims, objectives and targets.

6.5. The TPC's contact details will be forwarded to MCC upon appointment. In the event of a change of TPC, updated details will be provided.

6.6. The principal responsibilities of the TPC are listed below:

- Promotion of the Travel Plan to residents.
- Provide ongoing advice to residents on travel related queries and updates to the Travel Plan as necessary. This advice will be tailored to residents' personal circumstances.
- Developing and distributing a Travel Handbook for inclusion within wider induction materials.
- Provision of a Travel Information Noticeboard.
- Liaising with local bicycle shops and public transport providers to investigate potential opportunities to secure discounts for residents.
- Undertaking annual monitoring surveys and submitting monitoring reports to MCC.

- Assessing the performance of the TP against the aims, objectives and targets.
- Identifying any additional measures that may be needed to meet targets.
- Liaising with MCC Travel Plan Officers with regard to progress.

7. Measures

7.1. The Travel Plan's proposed measures need to be linked with its targets and desired outcomes. It would therefore be necessary to implement a number of "hard" and "soft" measures in order to achieve such outcomes. The measures would be part of an action plan with timescales for delivery and individuals responsible identified, and could include:

- The distribution of maps showing safe walking and cycling routes.
- On-site provision of public transport information, including bus routes and rail services.
- Car share promotion, including events with opportunities for finding a match amongst residents and other site users.
- Publication and effective distribution of both the Travel Plan and specific initiatives.
- Provide new residents other site users with a Resident Travel Handbook on available travel options.

Cycling

7.2. Residents and other site users may wish to cycle and will be able to accommodate bikes within shared secure storage, or secure storage provided within their garages or rear gardens. Other measures could include:

- Production of maps showing cycle routes and facilities.
- Arrange organised cycle rides for residents and other site users.

Walking

7.3. Walking offers many health benefits and fits in well with the growing interest in a healthy lifestyle. As mentioned earlier in this report, the walking facilities surrounding the development site are of a good standard and should encourage travel on foot. In addition to the provision new internal footways around the site and connections with the external networks, walking maps and information on access to local amenities could be made available to users of the site along with other potential measures.

Public Transport

7.4. The following initiatives will be considered to encourage uptake of trips by bus and rail modes:

- Seek to negotiate discounted / free travel passes from local public transport operators.
- Provision of public transport information and timetables for residents and other site users.

Car Sharing

7.5. Car sharing offers significant benefits not just for the environment but also financially. Therefore, consideration will be given to organising a car sharing scheme that is specifically aimed at finding matches amongst residents and visitors who would be able to car share when travelling to and from their daily commutes.

7.6. Liftshare (liftshare.com/uk) is one example of an existing car sharing platform that could be promoted to occupants and other site users at the proposed development.

Resident Travel Handbook

7.7. A Travel Handbook will be provided to all residents when the development becomes operational. The handbook will include information on the sustainable transport facilities described in **Section 3** and as provided as part of the development.

7.8. The Travel Information Pack will include details on the intentions of the Travel Plan and why the Travel Plan has been produced. The pack will also include current information on walking and cycling routes throughout the local area, as also outlined in **Section 3**.

Indicative Action Plan

7.9. **Table 7.1** provides an indicative Action Plan for the site which draws on a number of measures listed above. When finalised as part of a detailed Travel Plan, the Action Plan will provide a readily accessible list of initiatives aimed at driving forward the uptake of sustainable modes of transport.

Figure 7.1: Travel Plan Measures

Strategy	Measures
Site Design	- Delivery of access points for all modes to ensure permeability across the site and direct connections to the surrounding sustainable transport infrastructure. - Provision of secure cycle parking and connections for pedestrian and cycle users between the site and the adjacent active travel infrastructure.
Initiatives to support walking	- Distribution of maps showing safe local walking routes and local amenities within Resident Travel Handbook. - Raise awareness of national and local walking-oriented events and campaigns such as Walk to Work Week.
Initiatives to support cycling	- Cycles to be stored within shared secure storage, or secure storage provided within their garages or rear gardens in line with approved application. - Distribution of maps showing safe local cycling routes within the Resident Travel Handbook - Raise awareness of national and local cycling-oriented events and campaigns such as Bike Week.
Initiatives to support public transport users	- Promotion of public transport with service information and advice services, including guidance on obtaining bus passes for eligible residents. To be included within Residents Travel Handbook. - Communication with bus and rail operators to understand opportunities for discounted or taster tickets to permit residents to trial services.
Initiatives to support car sharing	- Promotion of Liftshare scheme, and other publicly accessible databases/ websites as appropriate - Information and guidance on car share benefits and opportunities to be included within Residents Travel Handbook.
Parking provision and management	- Where applicable, parking to be allocated and assigned to individual properties and spaces will be managed on this basis.
Promotion and communications	- TPC contact details to be available to residents to liaise with on sustainable travel matters. - Inclusion of sustainable travel information in line with the Travel Plan within Resident Travel Handbook. To be provided to MCC for review prior to issue. - Display of sustainable travel information at the site via a noticeboard. - Raise awareness of national campaigns e.g. Car Share Day, Bike Week, Walk to Work Week, European Mobility Week. - Publication and effective distribution of both the Travel Plan and specific initiatives.

8. Marketing and Promotion

8.1. The success of the Travel Plan will depend on the ability to market and promote the benefits of sustainable travel choices to residents. The following will be included within the marketing and promotion strategy for the Travel Plan:

- Raising awareness of sustainable travel options and the associated benefits to residents and visitors, e.g. health benefits, cost savings.
- Promotion of individual Travel Plan measures and initiatives to residents e.g. car share database and sustainable travel events.
- Dissemination of sustainable travel information to residents e.g. bus and rail services timetables, cycle route maps.

8.2. **Table 8.1** details the primary communication tools and promotional techniques to be adopted.

Figure 8.1: Travel Plan Communication Tools

Medium	Communication Tool
Printed materials	- Travel newsletter. - Resident Travel Handbook.
Activities	- Raise awareness of national events, e.g. Car Share Day, Bike Week, Walk to Work Week, - European Mobility Week.
Other	- TPC contact details to be available to residents to liaise with on sustainable travel matters.

9. Monitoring and Review

Annual Review

9.1. A Travel Plan Review Report will be provided for the site for a minimum of five years. This will include progress against targets and a review of the Travel Survey data results.

Ongoing Monitoring

9.2. The progress of the Travel Plan will be monitored throughout the year with the appointed TPC taking primary responsibility for this, working closely with the Council undertaking their role monitoring reviewing and supervising the implementation of the Travel Plan.

9.3. The TPC will continually review the implementation of an Action Plan, which will be detailed within the Full Travel Plan to ensure that measures are being carried out in accordance with the adopted principals and timescales. It is suggested that the appointed TPC review the Action Plan implementation on a monthly basis.

9.4. The key mode share milestones included within the mode shift targets are Years 1-5. Resident Travel surveys will be undertaken annually throughout this period to establish progress against these targets. The first survey will be undertaken within 6 months of first occupation or once the development is 50% occupied, whichever is sooner.

9.5. The TPC will be responsible for the distribution and collection of results, including liaising with MCC to review the progress of the Travel Plan.

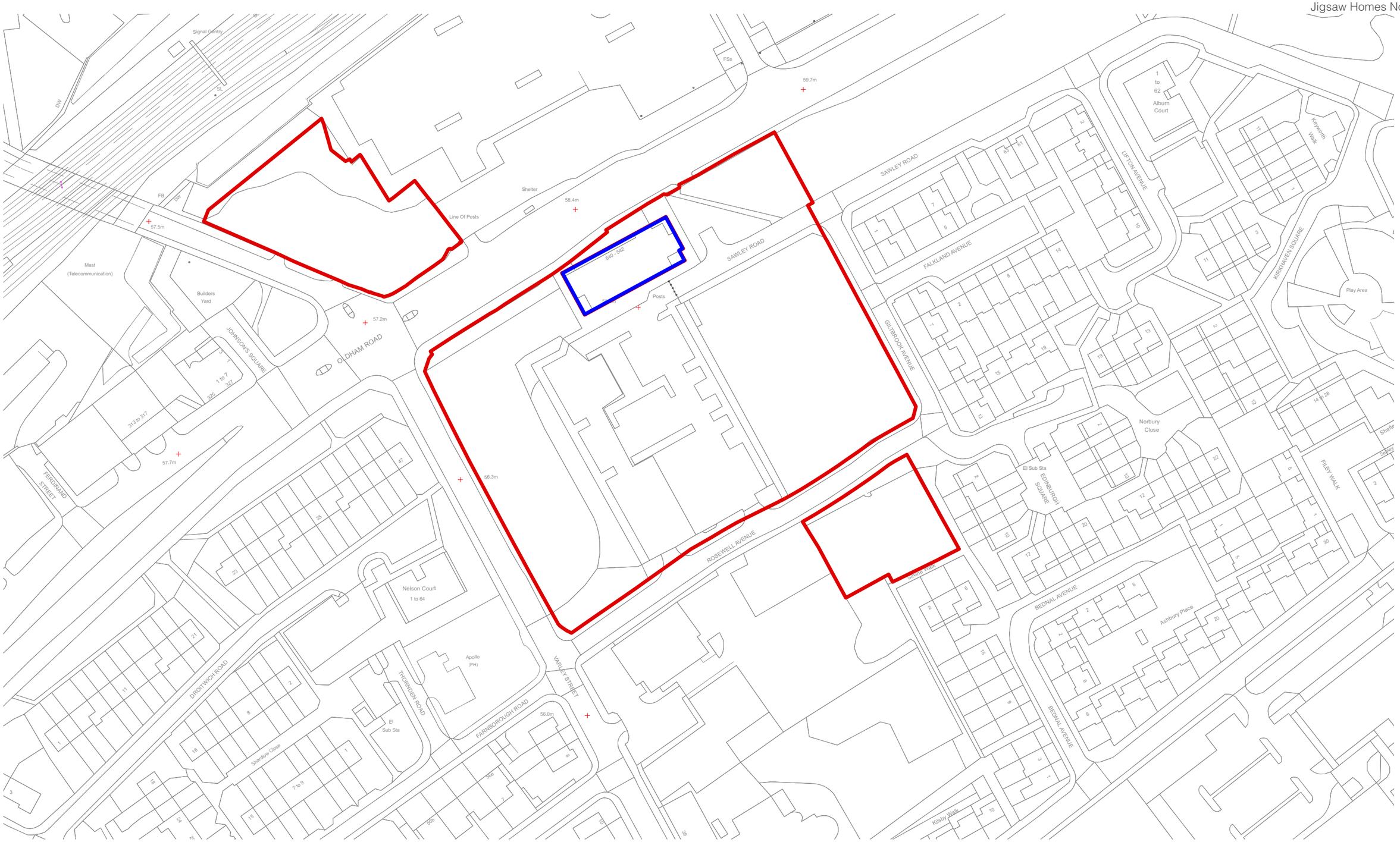
9.6. Annual monitoring reports will be provided to MCC for review within 3 months of each survey being undertaken.

Appendix A

Proposed Site Plans

Varley Street Masterplan

Jigsaw Homes North



Drawing Title:	Location Plan
Date:	15.04.2026
Drawing no:	1355-Site-100
Scale:	1:1250 @ A3
Drawn:	NS

revision:
revision notes:

0m 12.5m 25m 62.5m 125m

N

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Varley Street Masterplan
Jigsaw Homes North



Drawing Title: Proposed Site Plan
Date: 02/06/2026
Drawing no: 1355 - Site-102
Scale: 1:500 @ A1
Drawn: NS

revision:
revision notes:

0m 5m 10m 25m 50m

N

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Varley Street Masterplan

Jigsaw Homes North



Drawing Title: Block Location References
Date: 15.04.2026
Drawing no: 1355-Site-106
Scale: 1:1000 @ A3
Drawn: NS

revision:
revision notes:

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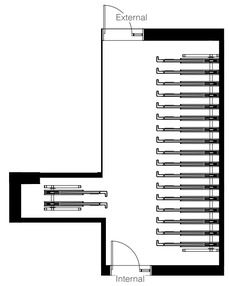
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KEY

- Bike storage to houses - lockable garden shed/cycle store to rear gardens
- Communal bike storage to apartments/OFD apartments (one allocation per apartment)
- Private bike storage to OFD Units Bike hoop attached to wall
- Natural Surveillance to cycle stores.
- Route from principle entrance to private store.
- Single bike storage locker

Note:
All houses will be provided with secure cycle storage within lockable garden shed located in the rear garden. For houses within blocks C1 and C2, cycle storage shall be provided by means of wall-mounted bicycle anchors installed within the garage.

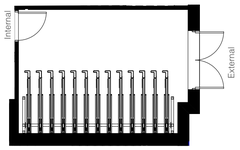


Bike Store 01 (Block G Apartments):

37 no. apartments - Total required 37 no. cycle spaces

Cycle specification: 18 no. Two Tier Racks with Sheffield Stand under
2no. Single bike locker within select GF OFD units to negate distances to cycle store

Total: **38no. cycle storage spaces**

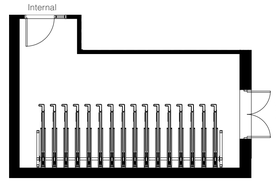


Bike Store 02 (Block B Apartments):

26 no. apartments - Total required 26 no. cycle spaces

Cycle specification: 13 no. Two Tier Racks with Sheffield Stand under

Total: **26 no. cycle storage spaces**



Bike Store 03 (Block A Apartments):

32 no. apartments - Total required 32 no. cycle spaces

Cycle specification: 14 no. Two Tier Racks with Sheffield Stand under
5no. Single bike locker within select GF OFD units to mitigate excessive travel distances to cycle store

Total: **33 no. cycle storage spaces**



Bike Store 04 (OFD Apartments):

3 no. apartments - Total required 3 no. cycle spaces

Cycle specification: 2 no. floor mounted Sheffield Cycle Stands with shelter

Total: **4 no. cycle storage spaces**

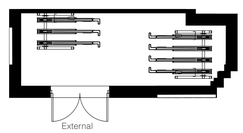


Bike Store 05 (OFD Apartments):

5 no. apartments - Total required 5 no. cycle spaces

Cycle specification: 3 no. floor mounted Sheffield Cycle Stands with shelter Stands

Total: **6 no. cycle storage spaces**

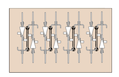


Bike Store 03 (Block 2C Apartments):

14 no. apartments - Total required 14 no. cycle spaces

Cycle specification: 7 no. Two Tier Racks with Sheffield Stand under

Total: **14 no. cycle storage spaces**



Bike Store 07 (OFD Apartments):

7 no. apartments - Total required 7 no. cycle spaces

Cycle specification: 4 no. floor mounted Sheffield Cycle Stands with shelter

Total: **8 no. cycle storage spaces**





KEY

All parking spaces sized to min. 2.5m x 5m

- Allocated Parking - Apartments / OFD Apartments
- Allocated One Bay Parking
- Allocated Parking - Baker House
- Commercial Parking
- Allocated One Bay Parking - Garage

Parking Schedule - Houses

Block A - 6no. Houses
Block D1/D2/D3 - 10no. Houses
Block B1/B2/B3 - 10no. Houses
Block C1/C2 - 4no. Houses

Ratio 1:1 Parking

6no. Allocated Spaces
10no. Allocated Spaces
10no. Allocated Spaces
4no. Allocated Spaces

Total 30no. Allocated Housing Parking

Parking Schedule - OFD Apartments

Block ofdA - 3no. Apartments
Block ofdB - 5no. Apartments
Block ofdC/ofdD - 7no. Apartments

Ratio 1:0.5 Parking

3no. Allocated Spaces
4no. Allocated Spaces
4no. Allocated Spaces

Total 11no. Allocated Apartment Parking

Parking Schedule - Apartments

Block 2A - 32no. Apartments
Block 2B - 26no. Apartments
Block 2C - 14no. Apartments
Block 2G - 37no. Apartments

Ratio 1:0.5 Parking

16no. Allocated Spaces
13no. Allocated Spaces
7no. Allocated Spaces
19no. Allocated Spaces

Total 55no. Allocated Apartment Parking

Parking Schedule - Commercial

5no. Visitor Spaces of which (2no. disabled spaces)

Parking Schedule - Baker House

To serve existing office

32o. Allocated Spaces of which (2no. disabled spaces)

0m 5m 10m 25m 50m

N