

Proposed Development at Hollingworth Road and Rakewood Road, Littleborough Framework Travel Plan

Curtins Ref: 079716-CUR-XX-XX-T-TP-00003

Revision: P06

Issue Date: 10 June 2024

Client Name: Bloor Homes North West

Client Address: 1 Campion Park, London Road, Holmes Chapel, Cheshire, CW4 8AX.

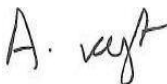
Site Address: Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ &
Land Adjacent Rakewood Road, Littleborough, OL15 0AQ.

Control Sheet

Rev	Description	Issued by	Checked	Date
P01	First Issue, for Planning	AV	AV	14 February 2024
P02	Second Issue, for Planning	AV	AV	13 March 2024
P03	Third Issue, for Planning	AV	AV	29 May 2024
P04	Fourth Issue, for Planning	AF	AV	05 June 2024
P05	Fifth Issue, for Planning	AF	AV	07 June 2024
P06	Sixth Issue, for Planning	AF	AV	10 June 2024

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Lynnie Ler MEng (Hons) Senior Transport Planner		10 June 2024

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Board Director		10 June 2024

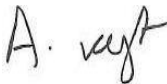
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Board Director		10 June 2024

Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	What is a Travel Plan?	3
1.3	Purpose of the Report	3
1.4	Structure of the Report.....	4
2.0	Travel Plan Benefits	5
2.1	Introduction.....	5
2.2	Environmental Benefits	5
2.3	Health Benefits	7
2.4	Financial Benefits	10
2.5	Social Benefits.....	12
2.6	Mutual Benefits.....	12
2.7	Travel Plan Aims & Objectives.....	14
3.0	Existing Situation	15
3.1	Site Location.....	15
3.2	Existing Use and Access Arrangements	15
3.3	Local Highway Network.....	17
4.0	Accessibility by Sustainable Modes of Travel	21
4.1	Introduction.....	21
4.2	Pedestrian Accessibility	21
4.3	Cycle Accessibility.....	24
4.4	Public Transport Accessibility	26
4.5	Mitigation Based on Locality Assessment.....	30
4.6	Active Travel England (ATE) Planning Application Assessment Toolkit.....	31
4.7	Summary	31
5.0	Travel Plan Initiatives.....	32
5.1	Introduction.....	32
5.2	Appointment of Travel Plan Coordinator (TPC)	32
5.3	Provision of Travel Information in Welcome Packs / School Prospectus / on School Website	32
5.4	Measures to Encourage Walking	34
5.5	Measures to Encourage Cycling / Scooting	34
5.6	Measures to Encourage Public Transport Use	35
5.7	Measures to Encourage Use of Car Sharing and Electric Vehicles (EVs).....	36

6.0	Targets.....	38
6.1	Introduction.....	38
6.2	Data Collection	38
6.3	Data Analysis and Travel Plan Targets.....	39
7.0	Monitoring and Review	40
7.1	Introduction.....	40
7.2	Responsibility and Management.....	40
7.3	Travel Plan Coordinator (TPC).....	41
7.4	Monitoring and Evaluation.....	41
8.0	Action Plan.....	43
8.1	Introduction.....	43

Figures

Figure 1.1	– Site Boundary	2
Figure 2.1	– Willingness to Switch Mode of Travel.....	5
Figure 2.2	– Right Mix for Greater Manchester (2017 to 2040).....	7
Figure 2.3	– Activity Levels for Adults.....	8
Figure 2.4	– The Impact of Travel Behaviour on Public Health.....	9
Figure 2.5	– Health and Social Care Costs of Air Pollution in England	10
Figure 3.1 (left)	– Entrance to Hollingworth Road Car Park.....	15
Figure 3.2 (right)	– Exit from Hollingworth Road Car Park	15
Figure 3.3	– Entrance to Heald Lane from B6225 Lake Bank.....	16
Figure 3.4	– Public Rights of Way (PRoW) in the Vicinity of the Hollingworth Road land parcel	16
Figure 3.5 (left)	– Fencing Separating Vistry Site from Proposed Development	17
Figure 3.6 (middle)	– Cattle Gate at the Northern Boundary of the Hollingworth Road land parcel	17
Figure 3.7 (right)	– Public Right of Way (PRoW) along Rochdale Canal	17
Figure 3.8 (left)	– View of Hollingworth Road Northbound.....	18
Figure 3.9 (right)	– View of Hollingworth Road Southbound	18
Figure 4.1	– Map of Selected LSOAs	24
Figure 4.2	– Local Cycle Network.....	25
Figure 4.3	– Public Transport Network in the Vicinity of the Site	27

Tables

Table 4.1 – CIHT Recommended Walking Distances..... 22

Table 4.2 – School-Age Population within Selected LSOAs..... 23

Table 4.3 – Summary of Nearby Bus Service Frequencies 28

Table 4.4 – Summary of Rail Services calling at Littleborough and Smithy Bridge 29

Table 8.1 – Action Plan 43

Plans

- Plan 079716-CUR-00-XX-DR-TP-06003** – Accessibility – Pedestrian Catchment Plan
- Plan 079716-CUR-00-XX-DR-TP-06004** – Accessibility – Cycle Catchment Plan
- Plan 079716-CUR-00-XX-DR-TP-06005** – Accessibility – Public Transport Plan

Appendices

- Appendix A** – Proposed Masterplan for Hollingworth Road Land Parcel
- Appendix B** – Active Travel England Planning Application Assessment Toolkit

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Bloor Homes North West (Bloor) to provide traffic and transport advice for a residential-led development on land to the west of Hollingworth Road and land to the east of Rakewood Road in Littleborough.
- 1.1.2 The Hollingworth Road land is allocated by the adopted Places for Everyone (PfE) Plan for a residential development of around 300 homes (Policy JP Allocation 20: Land North of Smithy Bridge).
- 1.1.3 Within the Hollingworth Road land parcel, the proposed development includes 312 residential dwellings (Use Class C3) accessed off B6225 Hollingworth Road, with existing Public Right of Way (PRoW) access to the perimeter of the site enhanced, a primary school (Use Class F1a) of up to 420 pupils, along with internal road network, car parking, and landscaping.
- 1.1.4 The planning application is described as follows:
- “Planning application seeking full permission for residential development including the construction of vehicular/pedestrian accesses, landscape measures, open space and associated works at land off Hollingworth Road, alongside reconfiguration of and extension to the existing car park and associated works off Rakewood Road; and outline permission for the development of a primary school (access into the school site to be considered – all other matters reserved for future approval.”*
- 1.1.5 The primary school will be located on the south-eastern part of the Hollingworth Road land parcel that currently comprises the public car park for visitors to Hollingworth Lake while the residential land areas will make up the remainder of the Hollingworth Road land parcel, interspersed with open space, green infrastructure, and footpaths. It is envisaged that the majority of existing PRoW which traverse the Hollingworth Road land parcel can be retained and integrated into the layout of the proposed development with some minor diversions to ensure the delivery of a high-quality design.
- 1.1.6 An extension will be provided to the existing Hollingworth Country Park car park (at the Rakewood Road land parcel) to replace the Hollingworth Road car park.
- 1.1.7 The boundary of the site is illustrated by **Figure 1.1** below. The 21.49-hectare site is split into two parcels: the 18.85-hectare Hollingworth Road land parcel which would be occupied by the proposed residential and primary school developments; and the 2.64-hectare Rakewood Road land parcel which would be occupied by the proposed replacement public car park. This report focusses upon the Hollingworth Road land parcel as it has the most potential for encouraging sustainable travel.

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Framework Travel Plan

Curtins

- 1.1.8 The proposed masterplan for the Hollingworth Road land parcel is provided in **Appendix A** to the rear of the report.

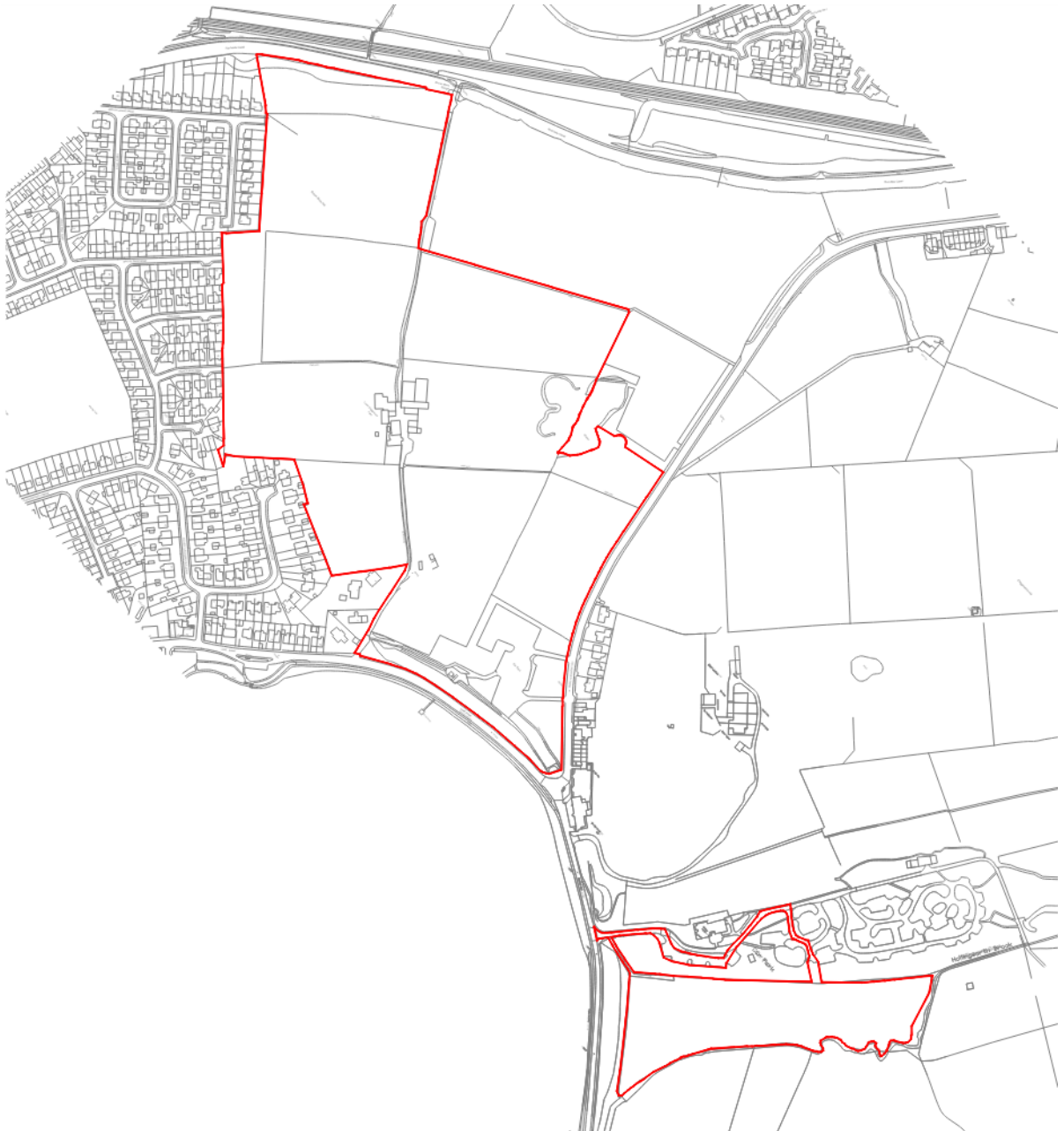


Figure 1.1 – Site Boundary
(Source: Bloor Homes, 2024)

1.2 What is a Travel Plan?

1.2.1 A Travel Plan is defined by the Department for Levelling Up, Housing and Communities (DLUHC) as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

Source: National Planning Policy Framework, DLUHC, 2023

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

1.3 Purpose of the Report

1.3.1 This Framework Travel Plan is intended to be read alongside the accompanying Transport Assessment (TA) (Document Reference: **079716-CUR-XX-XX-T-TP-00002**) that has been prepared to assess the potential transport and highways impacts of the development proposals.

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

1.3.3 TfGM endorses the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage ‘active travel’ which improves peoples’ health. According to TfGM’s document ‘Transport for Sustainable Communities: a Guide for Developers’, a Travel Plan should achieve:

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

Source: Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013

1.3.4 This Framework Travel Plan has been written with reference to the above statements and the following key documents:

- National Planning Policy Framework, DLUHC, 2023;
- National Planning Practice Guidance, DCLG (now DLUHC), 2014; and

- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.4.3 **Section 4** assesses the accessibility of the Hollingworth Road land parcel by sustainable modes of transport, including walking, cycling, and public transport.
- 1.4.4 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 6** outlines the strategy for Travel Plan target strategy.
- 1.4.5 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.
- 1.4.6 **Section 8** concludes the report by providing an Action Plan that summarises the document and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a Travel Plan can be categorised under three main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits;
- Social Benefits; and
- Mutual Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful Travel Planning process.

2.1.3 Most car journeys are within cycling distance, and many could be walked¹. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km²:

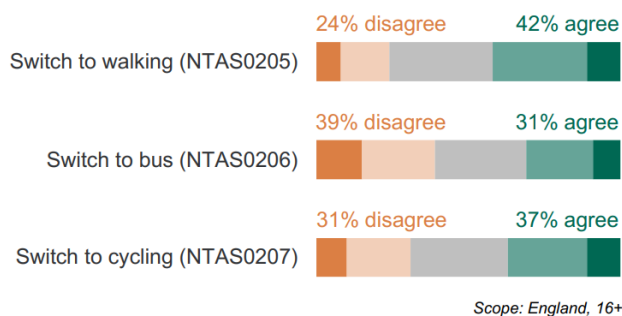


Figure 2.1 – Willingness to Switch Mode of Travel

2.2 Environmental Benefits

2.2.1 The climate emergency is a global issue that affects all nations.

2.2.2 Transport has been the UK's largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions³. The main source

¹ Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: <https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis>

² Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: <https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1>

³ Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019. This is due to the increased length of journeys, a shift towards larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively⁴.

- 2.2.3 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government⁵ has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

- 2.2.4 A coordinated Clean Air Plan (CAP) is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses, and the economy.
- 2.2.5 The Greater Manchester Combined Authority and TfGM are currently preparing further evidence to support their proposal for a non-charging zone with financial incentives which will then be considered by the UK Government. The UK Government has expressed the possibility of retaining a charging zone within central Manchester and Salford. It appears highly unlikely a charging zone will now extend to all of Greater Manchester.
- 2.2.6 The Greater Manchester Transport Strategy 2040 seeks to deliver a system where sustainable transport is a viable and attractive alternative to the car, enabling people to travel to a wide range of destinations and opportunities.
- 2.2.7 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.
- 2.2.8 By 2040, the evidence-based ambition is that 50% of trips within Greater Manchester are undertaken by active travel and public transport with a slight reduction in the number of car trips since 2017,

⁴ Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: <https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf>

⁵ Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

enabling the delivery of a healthier, greener, and more productive city-region. TfGM calls this the 'Right Mix' target, which is illustrated in **Figure 2.2** below:

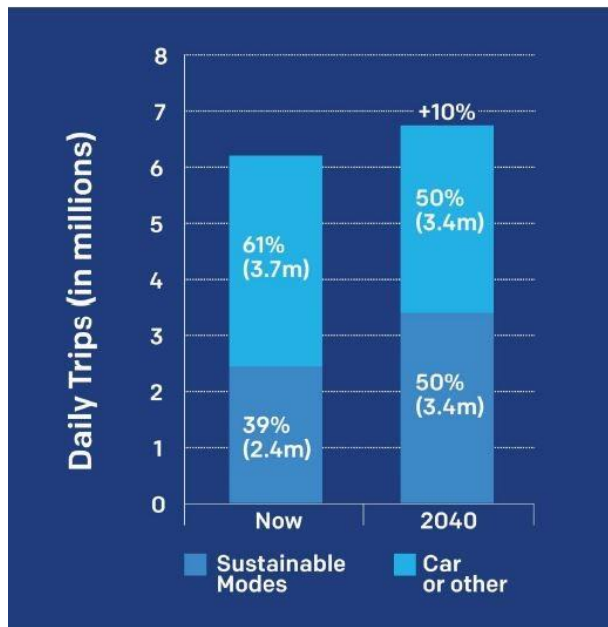


Figure 2.2 – Right Mix for Greater Manchester (2017 to 2040)
(Source: Greater Manchester Transport Strategy 2040, 2021)

2.2.9 The Right Mix target is partly based on a series of transport interventions to improve active travel and public transport infrastructure so that more people can use these modes of travel.

2.2.10 In July 2019, a motion asking Rochdale Borough Council to formally declare a 'climate emergency' was agreed. Subsequently, the council created a Climate Change Strategy and Delivery Plan, which identifies the urgent action the council would need to take to achieve environmental sustainability. With regard to transport, the council's progress indicators in achieving carbon neutrality in the borough by 2038 include:

- Increasing the percentage of people commuting by public transport cycling and walking from 38% to 50% by 2040; and
- Reduce car use to no more than 50% of daily trips.

2.2.11 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved.

- 2.3.2 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries⁶. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.
- 2.3.3 The adverse health impacts are not limited to vulnerable people, adults in good general health can also develop health conditions from continued exposure to dirty air¹⁴. Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.
- 2.3.4 People in Greater Manchester can sign up to receive free air pollution alerts for when air quality is forecasted to 'moderate' or above at <https://cleanairgm.com/data-hub/forecast-and-alerts/>.
- 2.3.5 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*⁷. **Figure 2.3** below demonstrates that although most adults (63%) meet this guidance⁸, a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

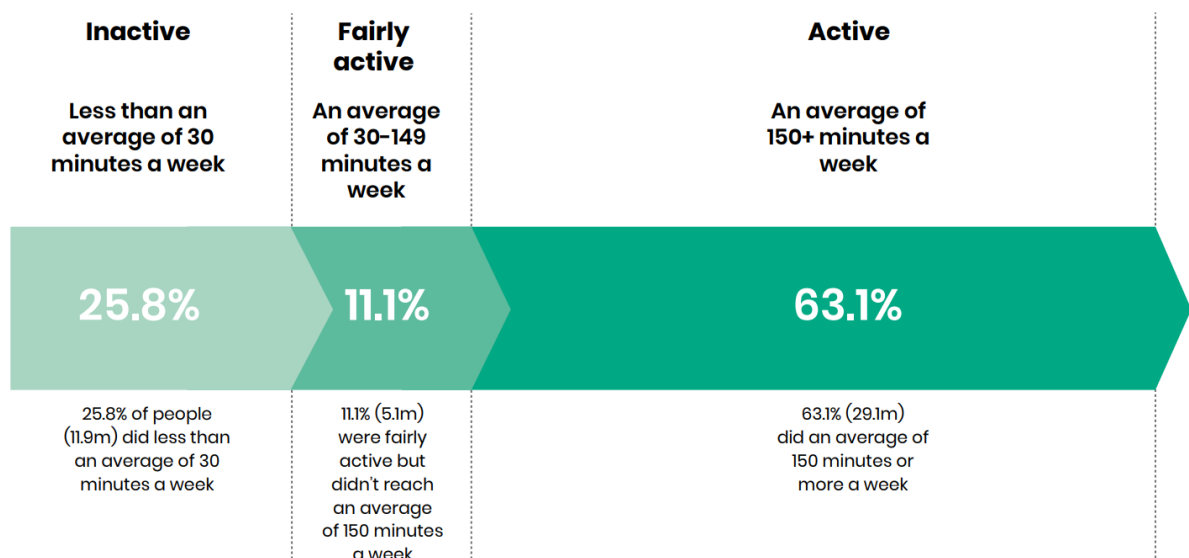


Figure 2.3 – Activity Levels for Adults

⁶ Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: <https://cleanairgm.com/air-pollution/>

⁷ Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: <https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report>

⁸ Sport England (2020). Active Lives Adult Survey: November 2021/22 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports

2.3.6 This has contributed to poor health in much of the adult population⁹:

"In 2021, 26% of adults in England were obese. [This is slightly lower than the 28% reported in 2019, although NHS Digital warns that the 2021 data is not directly comparable to prior years.]

The prevalence of ... diabetes increased with BMI group, from 3% of those who were not overweight nor obese, to 5% of overweight and 11% of obese adults.

The prevalence of longstanding illness was similar for those who were not overweight nor obese (36%) and those who were overweight but not obese (35%). It was higher among those classified as obese (51%)."

2.3.7 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.4** below:

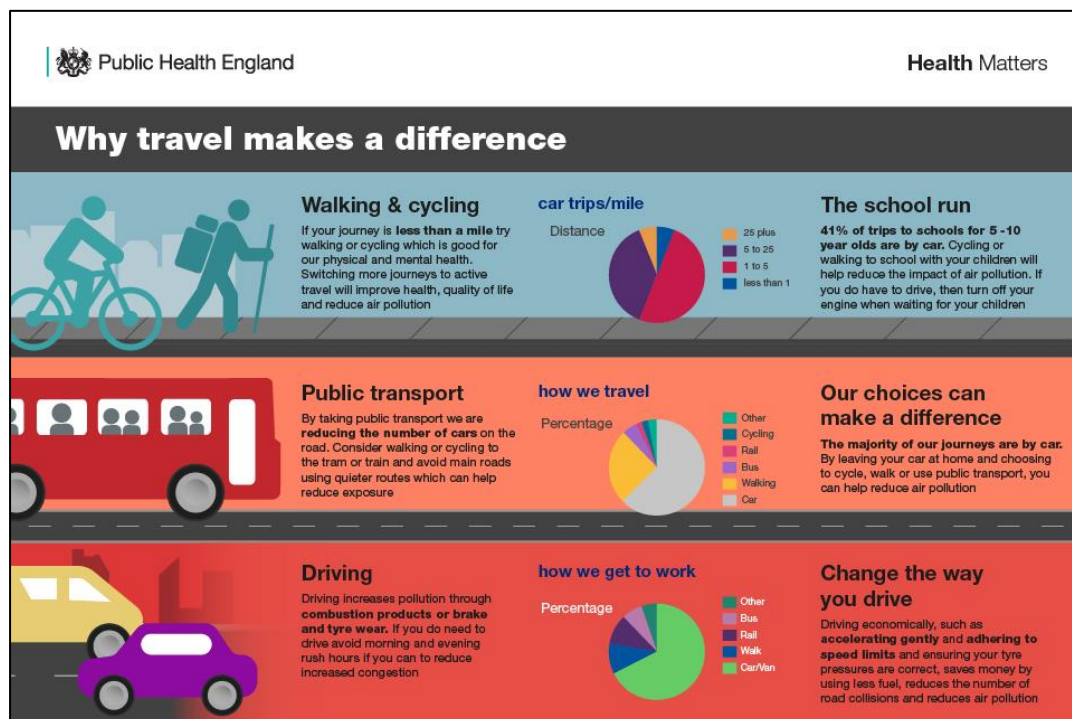


Figure 2.4 – The Impact of Travel Behaviour on Public Health

⁹ NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: <https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021>

- 2.3.8 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being “staggering”¹⁰.

Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.

Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.

In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been conservatively calculated to directly cost the NHS up to £1 billion per annum (in 2006-07 prices)¹¹, with further indirect costs estimated at £8.2 billion (in 2002 prices)¹².

- 2.4.2 As illustrated by **Figure 2.5** below, the health and social care cost of air pollution in England was £43m - £157m in 2017 which could rise to £1.6bn - £5.6bn in 2025 and £5.3bn – £18.6bn in 2035 if action is not taken¹³.

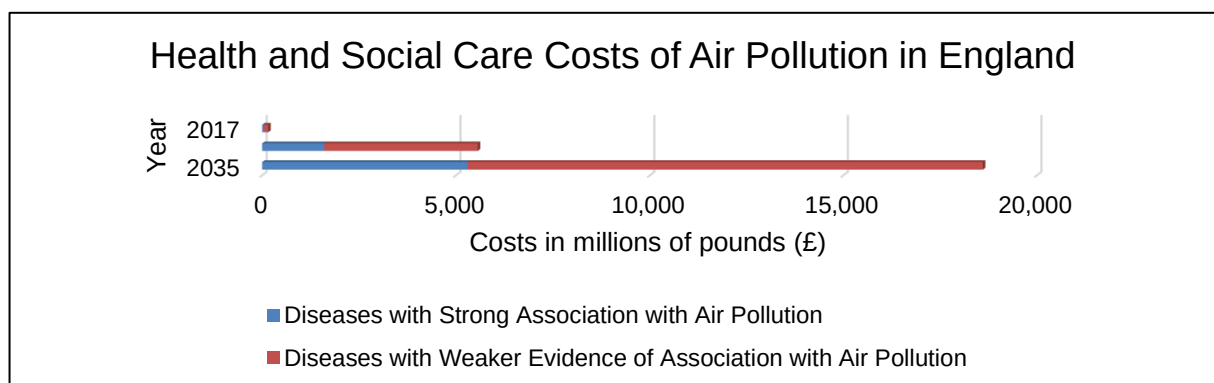


Figure 2.5 – Health and Social Care Costs of Air Pollution in England

¹⁰ The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: <https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>

¹¹ Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.

¹² Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.

¹³ Public Health England (2018). Estimation of costs to the NHS and social care due to the health impacts of air pollution [Online]. Available at: <https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution> and <https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs>

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Framework Travel Plan

Curtins

- 2.4.3 Conversely, increased active travel in urban areas would lead to savings of roughly £17 billion within 20 years for the NHS (in 2010 prices)¹⁴.
- 2.4.4 Every £1 spent on cycling brings £5.50 of social benefits¹⁵ – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – which is higher than the benefits of investment in road and rail projects¹⁶.
- 2.4.5 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions¹⁷. Cycle parking delivers five times higher retail spend than the same area of car parking¹⁸. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter¹⁹.
- 2.4.6 Individuals can also benefit financially from travelling to and from a site with a Travel Plan in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, Travel Plan measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.

¹⁴ Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. *Lancet*, 379(9832): 2198-2205

¹⁵ Department for Transport (2014). Value for Money Assessment for Cycling Grants [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf

¹⁶ Eddington Transport Study (2006)

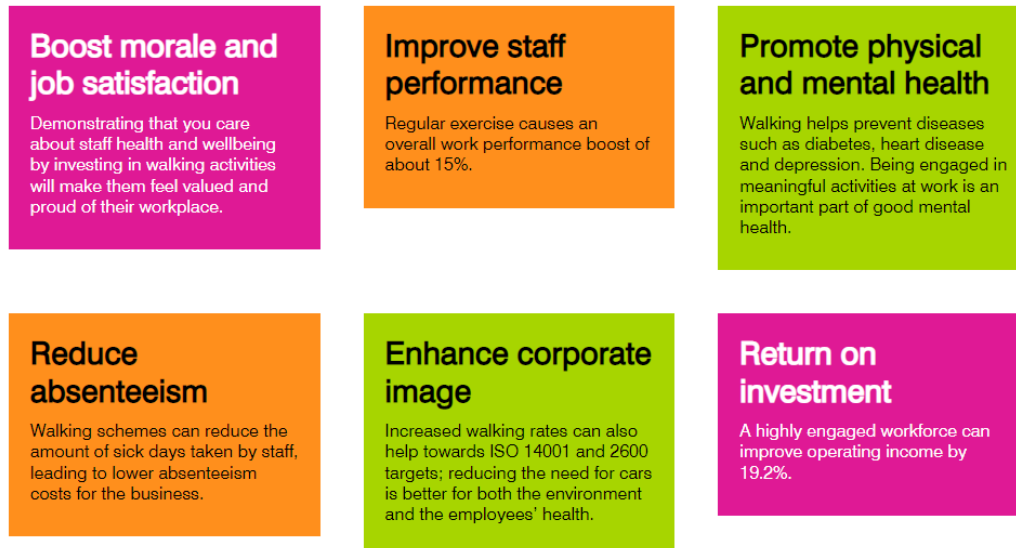
¹⁷ Department for Transport (2020). Cycle Infrastructure Design – Local Transport Note 1/20 [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

¹⁸ Rajé F and Saffrey A (2016). The Value of Cycling [Online]. Phil Jones Associates, Department for Transport, and University of Birmingham. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf

¹⁹ Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf

2.4.7 Living Streets claims the benefits of walking and exercise for business include²⁰:



2.4.8 An effective Travel Plan can help encourage residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

"Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities."

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

2.6 Mutual Benefits

2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Framework Travel Plan will have a positive effect on the future residents, staff, and pupils of the proposed development. They must be communicated correctly:

"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."

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

²⁰ Living Streets (undated). Walking Works [Online]. Available at: <https://www.livingstreets.org.uk/products-and-services/projects/walking-works>

- 2.6.2 For example, in Greater Manchester, TfGM have long been developing plans to make journeys by bus quicker, cheaper, greener, more reliable, more accessible, and more attractive. This would bring mutual benefits to bus users (more attractive bus journeys) and also to TfGM by bringing buses under local control (easier to run and manage).
- 2.6.3 The outcome of this is a Bus Service Improvement Plan, published in October 2021 on behalf of the GMCA. In the coming years, buses would be part of an integrated public transport network, known as the 'Bee Network', which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services. Around half of buses in Greater Manchester have joined the Bee Network – including services in Rochdale. In January 2025, services in Stockport, Tameside, Trafford, and the remaining parts of Manchester and Salford will join the Bee Network, and all services in Greater Manchester will be under local control.
- 2.6.4 New low bus fares have now been extended to September 2024, meaning that people in Greater Manchester will pay no more than:
- £2 for an adult single fare, £1 for a child.
 - £5 to travel all-day by any bus, £2.50 for a child.
 - £21 to travel by any bus for seven days, £10.50 for a child.
- 2.6.5 Bus franchising is envisaged to boost Greater Manchester's economy and is the first step in improving transport across Greater Manchester. A new range of bus and Metrolink tram tickets (Bee AnyBus + Tram) have been introduced and are up to 20% cheaper compared to paying separately for bus and tram journeys.
- 2.6.6 In March 2023, Greater Manchester signed a new Trailblazer Deeper Devolution Deal with the government. This sets out a roadmap to fully integrate local rail services into the Bee Network by 2030. So far, this has included:
- Contactless touch-in/touch-out travel on local train services.
 - A stations charter looking at land value and regeneration opportunities across central Manchester.
 - Looking at wider opportunities for the integration of rail services, stations, co-branding and making fares simpler.
- 2.6.7 The Bee Network will also include the UK's largest cycling and walking network, connecting every area and community in Greater Manchester with 1,800 miles of safe routes and 2,400 new crossings. Hire bikes and e-bikes are available in areas of Manchester, Salford and Trafford.

2.7 Travel Plan Aims & Objectives

2.7.1 Considering the above benefits and the end users, this Framework Travel Plan aims to minimise the number of car trips generated by the development and encourage residents, staff, and pupils to use sustainable modes of transport.

2.7.2 The aims of this Framework Travel Plan will be supported with the following objectives:

- **Objective TP1** – To increase the level of walking;
- **Objective TP2** – To increase the level of cycling;
- **Objective TP3** – To increase the level of public transport use;
- **Objective TP4** – To encourage car sharing and use of electric vehicles; and
- **Objective TP5** – To raise awareness of the Travel Plan and the travel options available.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is located to the north of Smithy Bridge, c. 7km to the north-east of Rochdale town centre.
- 3.1.2 In a more local context, the Hollingworth Road land parcel is bound by the B6225 Hollingworth Road to the east, the B6225 Lake Bank and Hollingworth Lake to the south, Smithy Bridge to the west and the Rochdale Canal to the north. Beyond the limits of the Hollingworth Road land parcel, the A58 Halifax Road runs to the north and the M62 to the south, connecting the site to Rochdale and West Yorkshire.
- 3.1.3 **Figure 1.1** earlier in this report shows the site in a local context.

3.2 Existing Use and Access Arrangements

- 3.2.1 The Hollingworth Road land parcel predominantly comprises land used for grazing of cattle with field boundaries enclosed by dry stone walls and hedgerows. There are eight plots of land in total surrounding Lower Cleggswood Farm, central to the Hollingworth Road land parcel. This is with the exception of the southern corner of the allocation which currently accommodates a car park serving visitors to Hollingworth Lake.
- 3.2.2 The car park is accessed off the B6225 Hollingworth Road via two access junctions, one of which is entry-only and the other is exit-only. These are shown in **Figures 3.1** and **3.2** below:



Figure 3.1 (left) – Entrance to Hollingworth Road Car Park



Figure 3.2 (right) – Exit from Hollingworth Road Car Park

- 3.2.3 There is also a private road bisecting the Hollingworth Road land parcel (known as Heald Lane) which provides access to some residential dwellings, and Lower Cleggswood Farm. This is shown in **Figure 3.3** below:

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Framework Travel Plan



Figure 3.3 – Entrance to Heald Lane from B6225 Lake Bank

3.2.4 Heald Lane is also one of the many PRow around the Hollingworth Road land parcel. A map of the PRowWs surrounding the Hollingworth Road land parcel is shown in **Figure 3.4** as follows:

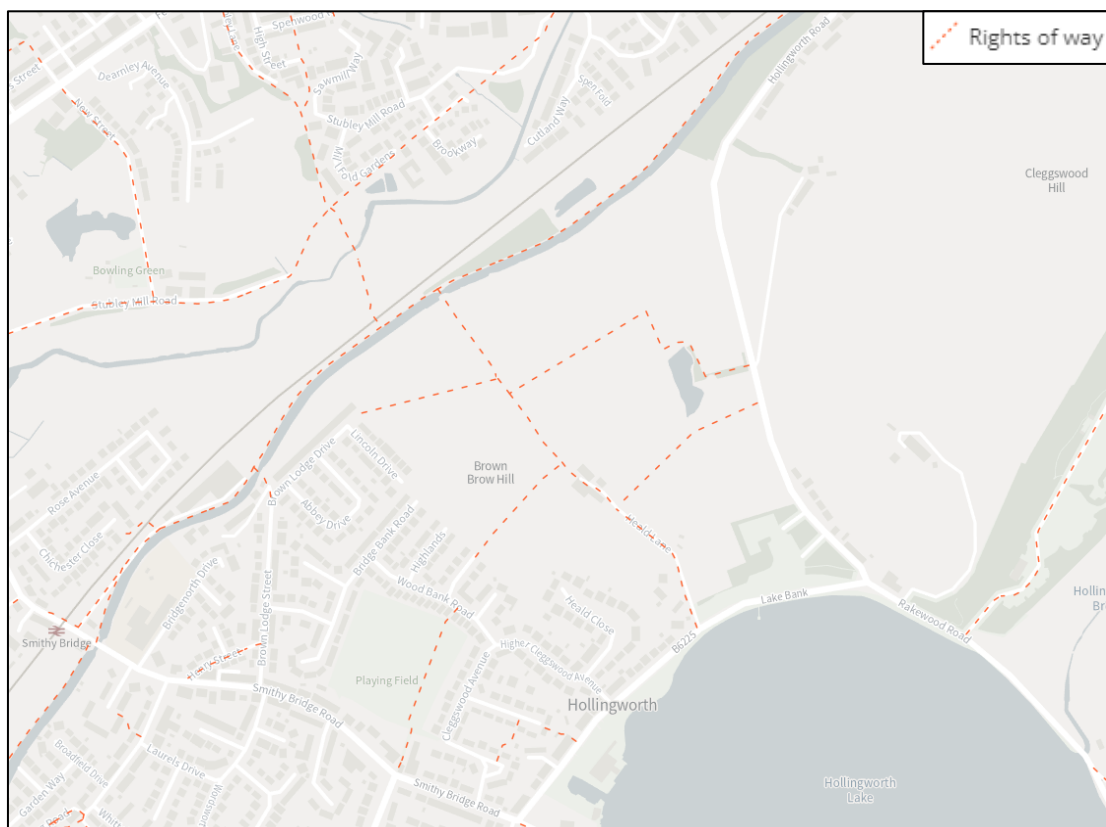


Figure 3.4 – Public Rights of Way (PRow) in the Vicinity of the Hollingworth Road land parcel
(Source: MappingGM and OS Maps, 2022)

3.2.5 The PRoW (reference number: 424) defines the boundary between the proposed development and the neighbouring former Akzo Nobel site (now controlled by Vistry Partnerships) to the north, with access also proposed from the B6225 Hollingworth Road. On-site observations have shown that the Vistry site is separated from the proposed development by a fence, shown in **Figure 3.5** below.

3.2.6 The Vistry Partnerships planning application was submitted in 2021 (RBC planning reference: 21/01146/FUL) with the following development description, and was granted planning permission in April 2023.

“Residential development - erection of up to 127 residential dwellings including new vehicular access points, footpaths, cycle paths, boundaries, landscaping, creation of open space, a pumping station and other associated works | Former Akzo Nobel Site, Hollingworth Road, Littleborough”

3.2.7 At the northern boundary of the Hollingworth Road land parcel, the PRoW continues as a bridge across the Rochdale Canal, leading towards a public footpath / cycle path along the canal, leading towards Littleborough station to the north and Smithy Bridge to the south. This is shown in **Figures 3.6** and **3.7**.



Figure 3.5 (left) – Fencing Separating Vistry Site from Proposed Development

Figure 3.6 (middle) – Cattle Gate at the Northern Boundary of the Hollingworth Road land parcel

Figure 3.7 (right) – Public Right of Way (PRoW) along Rochdale Canal

3.3 Local Highway Network

Hollingworth Road

3.3.1 The B6225 Hollingworth Road forms the eastern boundary of the Hollingworth Road land parcel. It extends from a three-arm priority junction with Lake Bank Road and Rakewood Road in a northerly and then easterly direction, for a distance of circa 1.3km, before forming a three-arm priority junction with

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Framework Travel Plan

the A58 Halifax Road. The north eastern section of the road continues as Canal Street before it meets the A58.

- 3.3.2 The southern section of the B6225 is bordered by residential properties on the eastern side and the Hollingworth Lake car park on the western side. Part of the road is then bordered by the Hollingworth Road land parcel on the western side and agricultural land on the eastern side. The final north eastern section of the road is again bordered by residential properties and the canal.
- 3.3.3 The road descends from Hollingworth Lane in the south to the A58 in the north. The gradient is noticeable, but does not introduce any particular safety concerns. It is worth noting that the Hollingworth Road land parcel also falls away from the road and descends quite sharply.
- 3.3.4 The road has a speed limit of 30mph, and as such there is street lighting for its entire length. There are also 2m-wide footways on both sides of the carriageway and, in some areas, there is also a grass verge between the highway and the footway. Pedestrian infrastructure in the vicinity of the proposed Hollingworth Road land parcel frontage is shown in **Figures 3.8** and **3.9** below:



Figure 3.8 (left) – View of Hollingworth Road Northbound



Figure 3.9 (right) – View of Hollingworth Road Southbound

- 3.3.5 There are double yellow traffic regulation orders (TROs) preventing parking at any time along much of the road's length, albeit there are some areas outside of the residential properties where there are single yellow TROs (no parking between 08:00 – 18:00), where parking out of the specified hours is permitted.

- 3.3.6 There are also bus stops further to the north of the Hollingworth Road land parcel (adjacent to the Vistry site) hosting frequent services between Littleborough and Rochdale. These bus stops comprise a flag attached to a lamp post, however there is no seating or shelter.

Lake Bank

- 3.3.7 The B6225 Lake Bank forms the southern boundary of the Hollingworth Road land parcel. It extends from a three-arm priority junction with Hollingworth Road and Rakewood Road in a westerly direction, for a distance of circa 650m, before bearing north and continuing as Smithy Bridge Road.
- 3.3.8 The road is bordered to the south by the lake, the activity centre, and The Beach public house. Further to the west, the road is bordered by a combination of residential properties and retail, food and beverage (F&B), and leisure uses.
- 3.3.9 The road has a speed limit of 30mph, as such there is street lighting for its entire length. There are also 2m-wide footways on both sides of the carriageway, albeit the southern footway is partially segregated from the road and at a different level.
- 3.3.10 There are double yellow TROs preventing parking along much of the road's length. There is also a pair of bus stops along the road in the vicinity of the Hollingworth Road land parcel, located near The Wine Press bar for southbound services, and along the south-eastern perimeter of the Hollingworth Road land parcel for northbound services. These bus stops comprise a flag attached to a lamp post, however there is no seating or shelter.

Smithy Bridge Road

- 3.3.11 The B6225 Smithy Bridge Road extends from its junction with Lake Bank in a northerly direction, for a distance of circa 200m, before forming a three-arm mini-roundabout junction with Milnrow Road. Beyond this, Smithy Bridge Road continues in a northerly direction for a distance of 1.2km, before forming a three-arm signalised junction with the A58.
- 3.3.12 The road is largely bordered by residential properties on both sides, with some retail and commercial uses. Smithy Bridge railway station is located halfway between the A58 and Hollingworth Lake, and there is a level crossing across Smithy Bridge at this point. The crossing is controlled by automatic barriers.
- 3.3.13 The road has a speed limit of 30mph and as such there is street lighting for its entire length. There are also 2m-wide footways on both sides of the carriageway. There are double yellow TROs preventing parking in some areas, but other areas do not benefit from such protection and on street parking can be observed.

- 3.3.14 There are also bus stops at frequent intervals along the road. These bus stops comprise a flag attached to a lamp post, however there is no seating or shelter.

Milnrow Road / Wildhouse Lane

- 3.3.15 The B6225 Milnrow Road extends away from Smithy Bridge Road and Hollingworth Lake in a southerly direction, and continues as Wildhouse Lane shortly after, before reaching Milnrow after circa 2km.
- 3.3.16 From Milnrow, it is possible to access the M62 via Junction 21. This is the quickest route between the site and the motorway network.
- 3.3.17 Much of the B6225 in this area is bordered by agricultural land and as such the speed limit for part of the road (between Smithybridge and Milnrow) is 50mph, otherwise the speed limit within Smithy Bridge is 30mph. There is a continuous 2m-wide footway on the western side of the carriageway, and the road is only partially lit within Smithybridge and Milnrow, with the section in between (subject to 50mph) comprising no street lighting.
- 3.3.18 There are also bus stops along the road. These bus stops comprise a flag and pole, however there is no seating or shelter.

A58

- 3.3.19 The A58 Halifax Road is located to the north of the site. It is a main distributor road of strategic importance which forms part of the national Primary Route Network and the Greater Manchester Key Route Network. Nonetheless, in the vicinity of the site, the A58 also plays a local role and accommodates multiple priority junctions to access residential roads.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (Department for Levelling Up, Housing and Community (DLUHC), 2021).
- 4.1.3 Over a quarter (27.0%) of households in Greater Manchester do not have access to any cars or vans (see Census 2021 dataset TS045). A lack of access to a car appears to impair people's mobility; those without access to a car made 29% less trips than those with access in 2019 (see NTS0702). People in households without access to a car, however, travel more frequently and further by sustainable modes of travel, including making twice as many cycling trips annually and four times as many bus trips. Therefore, any site which is not adequately accessible by walking, cycling, and public transport will be inaccessible to a quarter of the population.
- 4.1.4 This section focusses on the Hollingworth Road land parcel, and all catchments are taken from it, as it will accommodate both the residential and primary school developments.
- 4.1.5 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.
- 4.2.2 The National Design Guide (NDG, published by DLUHC, 2021) says that well designed places / neighbourhoods are walkable, which is defined "*Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius).*"
- 4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport's (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT,

2007) which states an 800m catchment should not be “...an upper limit” and that walking “...offers the greatest potential to replace short car trips, particularly those under 2 km.” The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled ‘Guidelines for Providing for Journeys on Foot’ which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

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

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document ‘Planning for Walking’ (2015).
- 4.2.5 An indicative pedestrian catchment plan has been produced to demonstrate the accessibility of the Hollingworth Road land parcel on foot. **Plan 079716-CUR-00-XX-DR-TP-06003** to the rear of the report shows distances of 500m, 1,000m and 2,000m. These are termed ‘Desirable’, ‘Acceptable’ and the ‘Preferred Maximum’ by the CIHT for commuting and school trips; which are considered a good approximation for pedestrian trips associated with the development.
- 4.2.6 The plan shows that facilities in the vicinity of Hollingworth Lake are within a 500m walking distance of the centre of the Hollingworth Road land parcel. This includes a number of local amenities such as public houses, restaurants, hot food takeaways and small retail opportunities. All of the above are accessible via the network of existing PRow across the Hollingworth Road land parcel, which will be further enhanced as part of the proposed development.
- 4.2.7 Further afield, the plan shows that all of Littleborough, Smithy Bridge and parts of the A58 corridor are within an acceptable walking distance. These areas include the Smithy Bridge and Littleborough rail stations which would provide access to future residents requiring to commute for work, leisure, or other purposes. The Hollingworth Road land parcel is roughly equidistant between the two rail stations. Again, all of the above facilities are accessible via the network of existing footways and proposed improvements.
- 4.2.8 As discussed in **Section 3** above, the surrounding roads comprise a good level of footway provision for pedestrian use, and the carriageways are well-lit by street lighting. As such, it can be concluded that, upon implementation of the pedestrian improvements, walking will be a feasible and sustainable mode of travel for many residents for short trips (i.e. to the bus stops, rail stations, or to local shops).

4.2.9 The proposed primary school’s catchment area would likely lie within the OL15 and (part of) OL16 postcode areas, which can be accessed within the ‘Preferred Maximum’ walking distance. The ‘QS103EW - Age by single year’ dataset from the 2011 Census has been used to estimate the population of children aged 5-11 within an approximate 2km walking distance of the Hollingworth Road land parcel, with Lower Super Output Areas (LSOAs) selected and results shown below:

LSOA	Population Aged 5 – 11
Rochdale 001C	80
Rochdale 001D	168
Rochdale 002D	89
Rochdale 003A	140
Rochdale 003B	93
Rochdale 003C	81
Rochdale 003D	162
Rochdale 004D	188
Rochdale 014A	116
Total	1,117

Table 4.2 – School-Age Population within Selected LSOAs

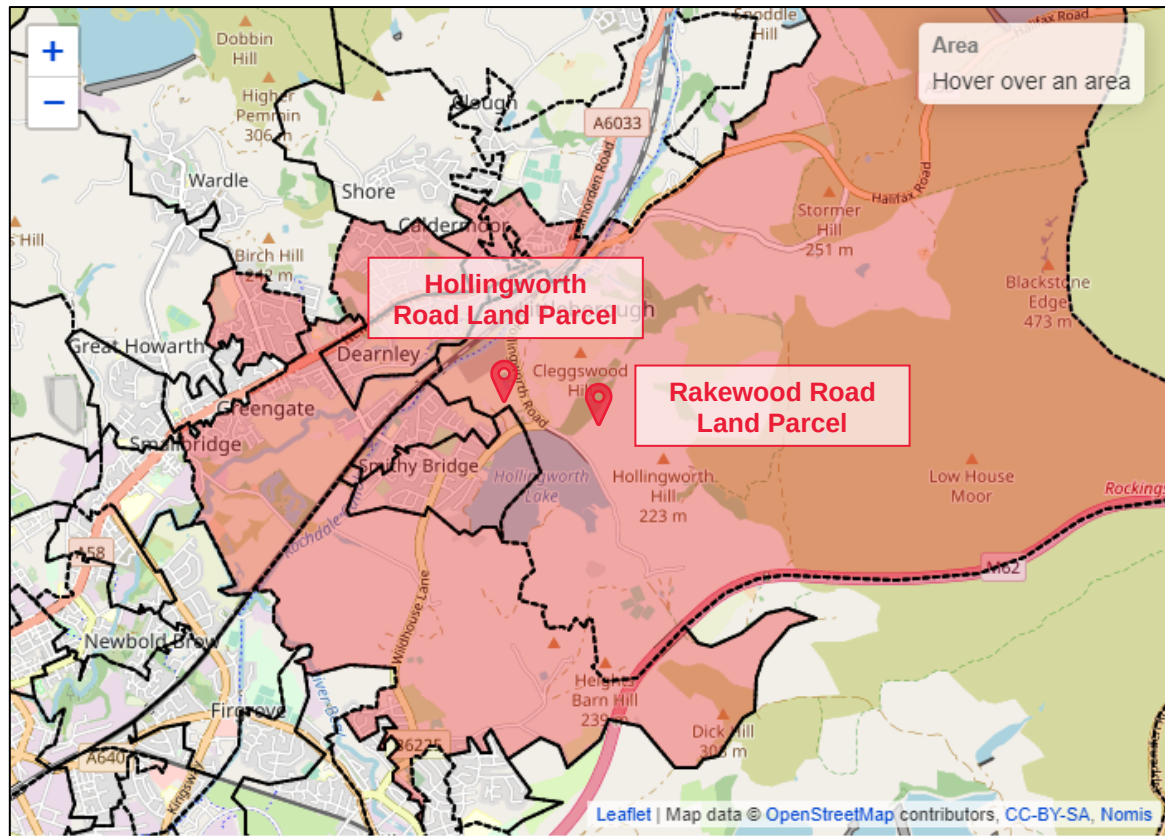


Figure 4.1 – Map of Selected LSOAs
(Source: OpenStreetMap and Nomis, 2022)

4.2.10 It is evident that various residential areas within Littleborough and Smithy Bridge are within the acceptable and maximum walking distances of the proposed primary school.

4.3 Cycle Accessibility

4.3.1 Cycling is a relatively low cost, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving and is subject to fewer delays.

4.3.2 An indicative cycle catchment plan has been produced to demonstrate the accessibility of the Hollingworth Road land parcel by bicycle. **Plan 079716-CUR-00-XX-DR-TP-06004** to the rear of the report shows an 8km cycle catchment, which is considered a good approximation for trips associated with the proposed development.

4.3.3 National Travel Survey statistics demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively. This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC, 2021) and LTN1/20.

4.3.4 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 8km in approximately 25 minutes.

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Framework Travel Plan

- 4.3.5 The 8km cycle catchment extends as far as Walsden to the north, Newhey and some areas north of Shaw to the south, and almost all of Rochdale to the east of the town centre.
- 4.3.6 There are no segregated cycle facilities within the immediate vicinity of the site, with cyclists expected to travel on-carriageway with general traffic. However, there is a traffic-free route just to the north of the site where National Cycle Network (NCN) Route 66 links Littleborough with Rochdale and West Yorkshire following the Rochdale Canal towpath. The local cycle network within the vicinity of the site is reproduced in **Figure 4.2** below:

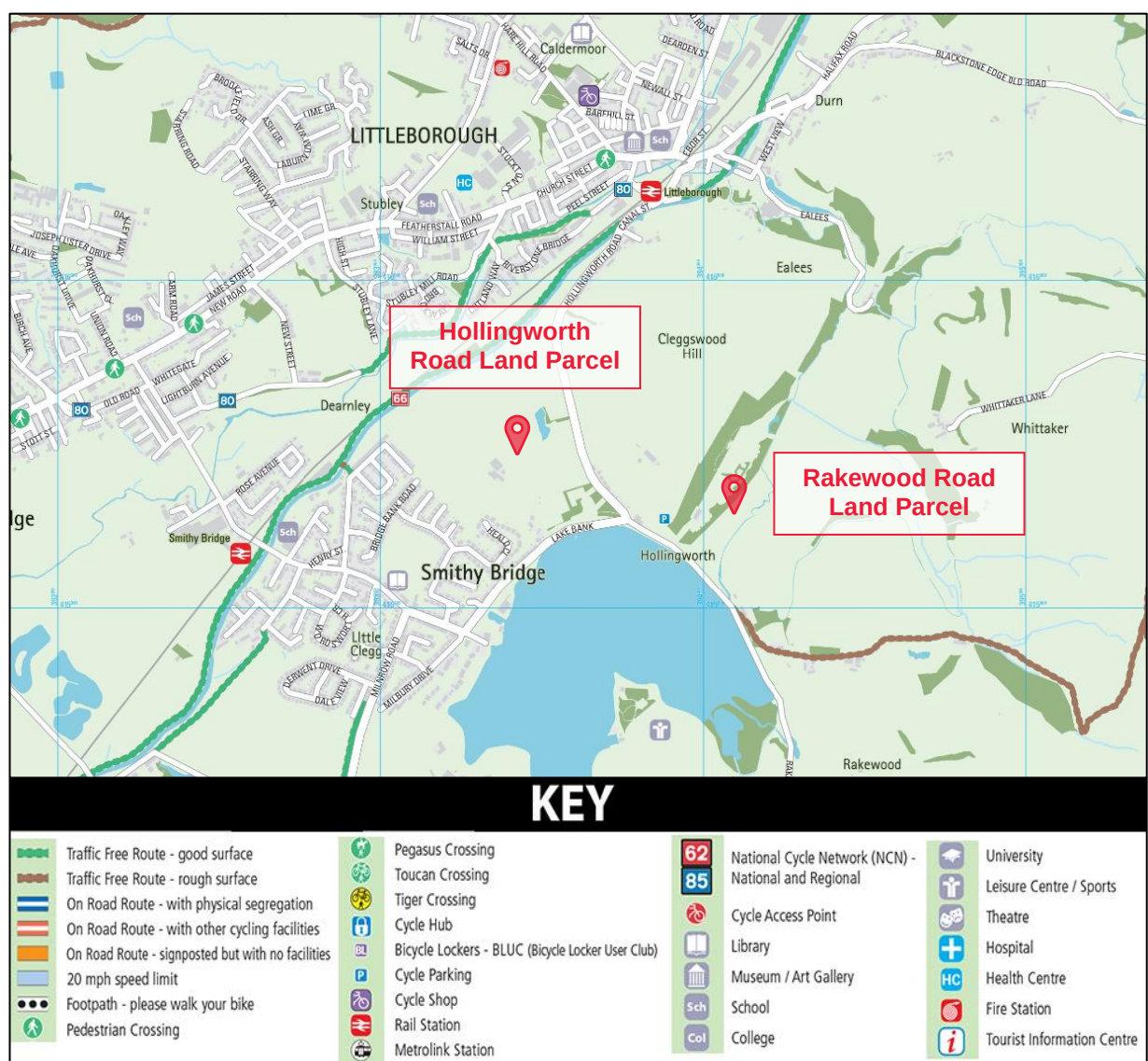


Figure 4.2 – Local Cycle Network
(Source: TfGM, 2022)

- 4.3.7 During site visits, it was also observed that many experienced cyclists frequent the area around the site for leisure purposes, such as along Wildhouse Lane, Lake Bank, and Hollingworth Road. The footway along the section of Wildhouse Lane between Smithy Bridge and Milnrow is also for shared use with

cyclists, and there is traffic-free cycle access from Bridge Street to the Milnrow Metrolink station for multi-modal travel.

- 4.3.8 The site is therefore well placed to take advantage of the cycle connections around Littleborough. In summary, it is considered that cycling could be a realistic mode of travel for both short distance trips between home and work (for residents who work locally) or between home and transport interchanges (i.e., rail and Metrolink stations, for residents who work beyond the borough), and long-distance trips for leisure.

4.4 Public Transport Accessibility

- 4.4.1 Developed by TfGM, the Greater Manchester Accessibility Level (GMAL) is a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within Greater Manchester.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. GMAL suggests that the majority of the Hollingworth Road land parcel sits at Level 5, whilst the south-east corner has a GMAL Level of 3.
- 4.4.3 **Plan 079716-CUR-00-XX-DR-TP-06005** to the rear of the report demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the Hollingworth Road land parcel. These include:
- **20 minutes** – Littleborough, Smithy Bridge, Wardle, and parts of Milnrow;
 - **40 minutes** – Milnrow, Rochdale town centre, Castleton, Mills Hill, Newhey, Summit, Walsden, Todmorden; and
 - **60 minutes** – Manchester City Centre, Middleton, Moston, Burnley, Hebden Bridge, Sowerby Bridge, Halifax, Brighouse.
- 4.4.4 The National Model Design Code – Part 2 (DLUHC, 2021) states: *“Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance].”* These times and distances are also cited in the CIHT document *‘Planning for Walking’* (2015).
- 4.4.5 Accessibility by bus and rail is considered further below, with a local public transport network map included in **Figure 4.3** below:

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Framework Travel Plan

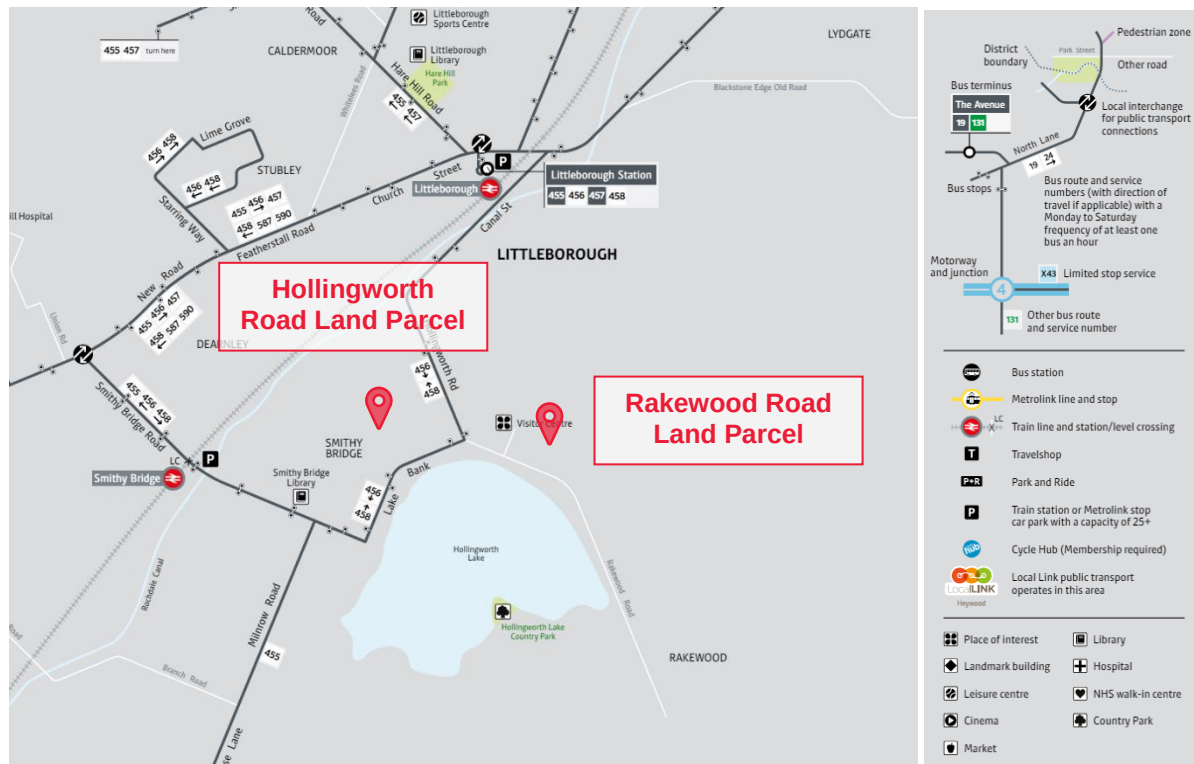


Figure 4.3 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2024)

Bus Accessibility

- 4.4.6 The nearest bus stops are located on the B6225 Hollingworth Road to the east of the Hollingworth Road land parcel and within 400m walking distance. Additional services are accessible from bus stops along Smithy Bridge Road and the A58, some 1km to the west and north of the Hollingworth Road land parcel respectively.
- 4.4.7 **Table 4.3** details the services that call at these stops, and their associated frequencies. The frequencies displayed are for services in both inbound and outbound directions unless stated otherwise with an asterisk (*).

Bus Service	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From Hollingworth Road:						
456*	Stansfield – Littleborough – Wardle – Low Hill – Rochdale	06:36	22:29	Hourly	Hourly	Hourly
458*	Rochdale - Low Hill – Wardle – Littleborough – Stansfield	07:30	22:23	Hourly	Hourly	Hourly
From Smithy Bridge Road (services 456 and 458 as above, with the addition of:)						

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Framework Travel Plan

Bus Service	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
455	Stansfield – Littleborough – Milnrow – Newbold – Rochdale	08:37	18:42	Hourly	Hourly	No Service
	Rochdale – Milnrow – Littleborough – Shore – Stansfield	08:01	18:59	Hourly	Hourly	No Service
850 (school bus)	Firgrove – Wardle – Smithy Bridge – Hollingworth Academy	08:08	N/A	1 a day	No Service	No Service
	Hollingworth Academy – Smithy Bridge – Wardle – Firgrove	15:21	N/A	1 a day	No Service	No Service
891 (school bus)	Shore Cote Lane – St Cuthberts RCHS	07:32	N/A	1 a day	No Service	No Service
	St Cuthberts RCHS – Shore Cote Lane	15:42	N/A	1 a day	No Service	No Service
From A58 (services 455, 456, and 458 as above, with the addition of:)						
457	Stansfield – Littleborough – Dearnley – Belfield – Rochdale	07:03	23:18	Hourly	Hourly	Hourly
	Rochdale – Littleborough – Shore – Caldermoor – Stanfield	07:39	23:00	Hourly	Hourly	Hourly
587	Rochdale – Littleborough – Ripponden – Halifax Town Centre	06:43	19:43	Hourly	Hourly	4 a day
	Halifax Town Centre – Ripponden – Littleborough – Rochdale	06:56	19:05	Hourly	Hourly	4 a day
590	Halifax Town Centre – Hebden Bridge – Todmorden – Rochdale	05:18	22:58	Every 30 mins	Every 30 mins	Hourly
	Rochdale – Todmorden – Hebden Bridge – Halifax Town Centre	05:58	23:32	Every 30 mins	Every 30 mins	Hourly
884 (school bus)	Eric St Littleborough – Kingsway Park HS Rochdale	07:38	N/A	1 a day	No Service	No Service
	Kingsway Park HS Rochdale – Eric Street Littleborough	15:24	N/A	1 a day	No Service	No Service
894 (school bus)	Littleborough Square – St Cuthberts RCHS	07:33	N/A	1 a day	No Service	No Service
	St Cuthberts RCHS – Littleborough Square	15:36	N/A	1 a day	No Service	No Service

Table 4.3 – Summary of Nearby Bus Service Frequencies

4.4.8 These stops provide services between the Hollingworth Road land parcel and various residential areas within Littleborough and beyond.

079716 Proposed Development at Hollingworth Road and Rakewood Road, Littleborough

Framework Travel Plan

4.4.9 It is noted that the provision of bus services will change over time during different seasons of the year and in response to prevailing circumstances. The bus times are accurate at the time of writing, whereas up-to-date public bus times can be found on TfGM's website at <https://tfgm.com/bus/timetables>.

Rail Accessibility

4.4.10 With regard to rail, the Hollingworth Road land parcel is located broadly equidistant from the Littleborough (LTL) and Smithy Bridge (SMB) railway stations, both of which are within 1-1.2km walking distance from the Hollingworth Road land parcel. These stations are on the Calder Valley Line, with a summary of rail services from the station outlined in **Table 4.4**:

Destination	Mon – Fri first train	Mon – Fri last train	Peak Service Frequency	
			Mon – Sat	Sun / Hols
Blackpool and Preston to Colne, Leeds and York Calling at: Blackburn, Accrington, Rose Grove, Burnley Manchester Road, Todmorden, Walsden, Littleborough, Rochdale, Manchester Victoria. (Limited stops at SMB compared to LTL)	LTL – MCR: 07:03 SMB – MCR: 07:05 MCR – LTL: 06:25 MCR – SMB: 06:22	LTL – MCR: 00:02 SMB – MCR: 00:05 MCR – LTL: 23:24 MCR – SMB: 23:21	Hourly in both directions	Hourly in both directions
Leeds to Manchester Victoria (Calder Valley) Calling at but not limited to: Leeds, Bramley, New Pudsey, Bradford Interchange, Low Moor, Halifax, Sowerby Bridge, Mytholmroyd, Hebden Bridge, Todmorden, Walsden, Littleborough, Smithy Bridge, Rochdale, Mills Hill, Manchester Victoria, Wigan Wallgate, Wigan North Western. (Limited stops at SMB compared to LTL)	LTL – MCR: 06:09 SMB – MCR: 06:32 MCR – LTL: 06:17 MCR – SMB: 06:14	LTL – MCR: 00:03 SMB – MCR: 00:05 MCR – LTL: 23:43 MCR – SMB: 23:40	Up to 2 per hour in both directions	Up to 2 per hour in both directions

Table 4.4 – Summary of Rail Services calling at Littleborough and Smithy Bridge

4.4.11 The trains that service Littleborough and Smithy Bridge run regularly on weekdays and weekends, allowing future residents to change at busier stations such as Manchester Victoria in a journey time of less than 30 minutes (excluding walking and waiting times). This allows access to employment opportunities; and is a viable alternative to private car use.

4.4.12 It is noted that the provision of rail services will change over time in response to prevailing circumstances. The rail times are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/travel/timetables>.

4.4.13 Curtins is of the view that the close proximity of the Hollingworth Road land parcel to two railway stations is a significant benefit when it comes to travel by sustainable modes.

4.5 Mitigation Based on Locality Assessment

4.5.1 Notwithstanding the above analysis, the Locality Assessment that originally formed part of the Greater Manchester Spatial Framework (GMSF; the precursor to Places for Everyone) analysis concluded that the following public transport mitigation measures may be required to support development at the Hollingworth Road land parcel:

- An improvement to the capacity of peak hour rail services on the Calder Valley Line (i.e., extra carriages) to provide more comfortable and attractive journeys for rail users;
- An improvement to the frequency of bus services along Lake Bank and Hollingworth Road to provide better travel times and increased capacity for bus users; and
- Improvements to bus stops to provide high quality shelters and information on Lake Bank and Hollingworth Road.

4.5.2 With regard to walking and cycling, the following mitigation is envisaged:

- Safe walking and cycling routes passing through the allocation, serving the proposed primary school, the Rochdale Canal and Hollingworth Lake;
- A traffic-free connection to Hollingworth Road;
- A traffic-free connection to Lake Bank along Heald Lane, including lighting and surface treatment;
- Traffic-free route to Bridge 52 on the Rochdale Canal (summer route to Smithy Bridge Rail Station);
- Traffic free connections to Wood Bank Road and Brown Lodge Drive via the existing rights of way (winter route to Smithy Bridge Rail Station);
- Improvements to the existing right of way to Stubley Lane including lighting and surface treatment, connecting with frequent bus services along the A58;
- Traffic calming and parking management measures along Hollingworth Road towards Littleborough; and
- Provision of new and improved cycle parking at Littleborough Rail Station.

4.5.3 The first five of the walking and cycling measures were considered to be essential as part of the Locality Assessment. The sixth measure is considered to be a necessary local measure to support net zero ambitions given the proximity of the allocation to the existing route, and the benefits that it achieves in providing a connection to frequent bus services and employment opportunities in Littleborough, though

it is understood that this improvement is being progressed through the Station Alliance. The final two measures are considered to be supporting measures to encourage further sustainable transport use.

- 4.5.4 As the above improvements would offer sustainable travel benefits, they are included in the proposals, where deliverability is in the control of Bloor. Where the improvements lie outside of Bloor's control, RBC will be responsible for delivery and this can be discussed further at the post submission stage.

4.6 Active Travel England (ATE) Planning Application Assessment Toolkit

- 4.6.1 The Active Travel England (ATE) planning application assessment toolkit is included in **Appendix B** to the rear of this report. Its purpose is to gather evidence and assess the active travel merits (walking, wheeling, and cycling) of a development proposal.
- 4.6.2 The toolkit also demonstrates policy compliance for each respective criterion used to assess the development, and it is noted that the development is in line with the majority of the assessment criteria except for a select few which require more information and / or should be excluded from the assessment.

4.7 Summary

- 4.7.1 In summary, the Hollingworth Road land parcel is located such as to benefit from existing walking, cycling, and public transport opportunities that will be enhanced as part of the proposals and the Places for Everyone Plan. The Hollingworth Road land parcel is located in close proximity to a variety of key services and facilities as well as a number of existing residential areas.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 A series of measures and initiatives have been developed to encourage active and sustainable travel, reduce single occupancy car travel to and from the Hollingworth Road land parcel, and minimise the overall number of car trips generated by the development.
- 5.1.2 It is noted that the travel habits of pupils and staff at the school would vary significantly (i.e. staff are likely to live further afield and make better use of public transport links, whereas pupils are more likely to live in the immediate area). As such, this section lists measures for staff and pupils / parents / guardians (in addition to measures for residents at the Hollingworth Road land parcel).
- 5.1.3 This section of the Framework Travel Plan sets out the initiatives that could be implemented in a Full Travel Plan. The initiatives below are in line with the aims, objectives, and benefits set out in **Section 2** of this document.

5.2 Appointment of Travel Plan Coordinator (TPC)

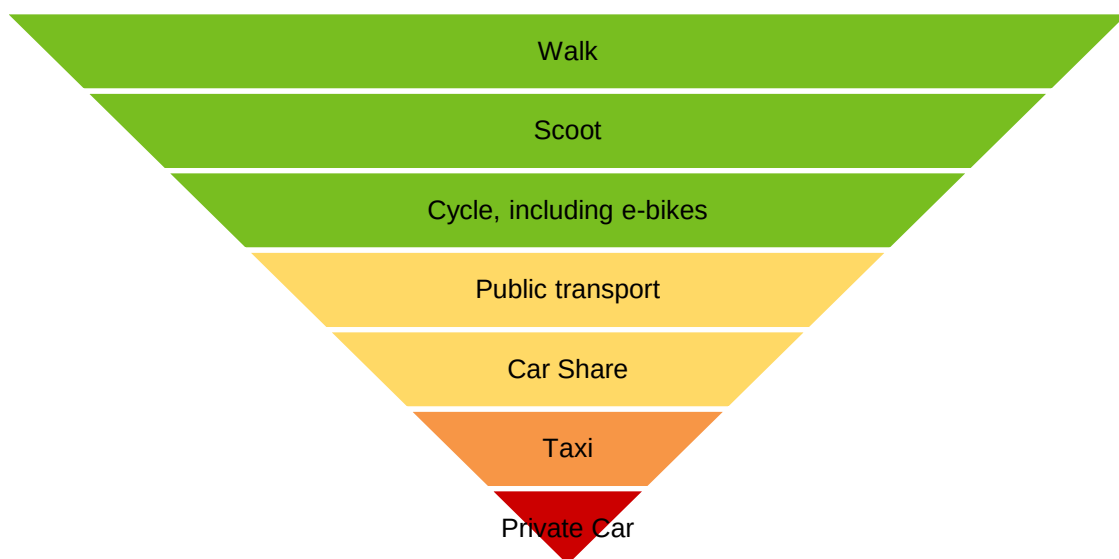
- 5.2.1 At least one month before occupation / operation of each element of the proposed development (residential dwellings and school), a Travel Plan Coordinator (TPC) will be appointed for the respective uses. It is envisaged that the TPC for the residential element is likely to be a member of staff at Bloor Homes North West, whereas the TPC for the school is likely to be a member of staff at the school.
- 5.2.2 The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 7** of this report.
- 5.2.3 The contact details of the TPCs will be provided to all residents (for the residential element) and all staff and parents / guardians (for the school), and would be forwarded directly to the respective team at Rochdale Borough Council.

5.3 Provision of Travel Information in Welcome Packs / School Prospectus / on School Website

- 5.3.1 Welcome Packs can be important in influencing travel patterns from the outset and therefore it is envisaged that Welcome Packs will be supplied to all residents at the development.
- 5.3.2 Additionally, schools would issue prospectus documents for each academic year which would include essential information that families will need upon starting at the school such as policies and procedures.

It is envisaged that travel information can be provided within the prospectus, such as highlighting other modes of travel to school and in the first instance encouraging families to walk, cycle, or scoot to school. The information could also be displayed on a notice board to be placed in a communal area within the school.

- 5.3.3 The school can also include a general “Getting Here” page on the website which presents a vision for taking a sustainable journey as the natural choice for all, recommending the following travel hierarchy with the most preferred choice at the top:



- 5.3.4 The contents of the Welcome Packs and “Getting Here” page will include:

- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
- The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
- Details of TfGM’s online journey planning resources: <https://tfgm.com/plan-a-journey>;
- Maps showing local walking / cycling routes and places of interest;
- Links to up-to-date public transport services, i.e. public transport operator websites with timetables and routes, and any school bus services run by Rochdale Borough Council (if applicable);
- Calendar of annual events (Bike Week, Walk to Work Week);
- Contact details of the Travel Plan Co-ordinator (TPC);
- (Welcome Pack only) Details of local taxi companies;
- (Welcome Pack and for school staff only) Details and links to Liftshare registration; and
- (Welcome Pack and for school staff only) Information on rail cards and other incentive schemes available to rail travellers.

- 5.3.5 Information provided for each mode would be periodically updated by the respective TPC.

5.4 Measures to Encourage Walking

5.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual. An increase in pupils walking to school can also reduce the impact of vehicles on the local area.

5.4.2 It has been demonstrated throughout **Section 4** of this Framework Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services and transport interchanges on foot. The following measures will be provided in order to encourage residents, staff, and pupils / parents / guardians to walk:

- Promote / raise awareness of the health, wellbeing and other benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the Hollingworth Road land parcel ;
- Adequate lighting, landscaping and shelter to create safe and pleasant pedestrian waiting areas within the school;
- Promote walking resources provided within the Welcome Pack / “Getting Here” page, such as:
 - The TfGM website at <https://beeactive.tfgm.com/> which comprises details of walking and cycling routes;
 - The Greater Manchester Walking website at <https://gmwalking.co.uk/> which provides resources on walking routes and tips on getting started with walking as a form of commute;
 - The <https://www.plotaroute.com/> website for journey planning on foot; and
 - National events such as “National Walking Month” and ‘Walk to School Week’.
- School-specific measures:
 - Incorporate discussions on travel and its impacts on the climate within the Personal, Social, Health and Economic (PHSE) Curriculum, or by organising ‘Climate Change Days’;
 - Encourage ‘Park and Stride’, where boundaries 5 or 10 minutes away from the school can be set, where parents / guardians can park their cars and pupils can continue the remainder of their journey on foot or by scooting; and
 - Promote the take up of a volunteer-led walking bus for those living within surrounding areas.

5.4.3 The information contained with the Welcome Pack / “Getting Here” page will be updated annually by the respective TPCs, and any new campaigns and events / changes to the above resources will be amended as and when appropriate.

5.5 Measures to Encourage Cycling / Scooting

5.5.1 It has been demonstrated throughout **Section 4** of this Framework Travel Plan that there is an existing good level of cycle infrastructure in the surrounding area. There will also be secure and covered cycle

parking provided as part of the development proposals. An increase in pupils scooting to school can also reduce the impact of vehicles on the local area.

5.5.2 To encourage residents, staff, and pupils / parents / guardians to cycle, the following measures will be provided:

- Promote / raise awareness of the health, wellbeing and other benefits of cycling;
- Provision of signage to cycle routes in the vicinity of the Hollingworth Road land parcel (i.e. NCN Route 66);
- Promote cycling / scooting resources provided within the Welcome Pack / “Getting Here” page, such as:
 - The TfGM website at <https://beeactive.tfgm.com/> which comprises local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website <https://www.sustrans.org.uk/>;
 - Details of local cycle shops;
 - Marketing campaigns such as ‘National Bike Week’ and ‘Bike to School Week’; and
 - The <https://www.cyclestreets.net/> website for journey planning by bike.
- School-specific measures:
 - Incorporate discussions on travel and its impacts on the climate within the Personal, Social, Health and Economic (PHSE) Curriculum, or by organising ‘Climate Change Days’;
 - Encourage ‘Park and Stride’, where boundaries 5 or 10 minutes away from the school can be set, where parents / guardians can park their cars and pupils can continue the remainder of their journey on foot or by scooting;
 - Develop a cycle / scooting policy which encourages parents to take up cycling / scooting with their children;
 - Establish connections with Bikeability to organise relevant training and cycle safety events for schoolchildren; and
 - Introducing the ‘Cycle2Work’ government initiative, which helps to reduce the financial burden of purchasing bicycles by reducing the amount of tax staff pay on bicycles and encourage more staff to cycle to the school.

5.5.3 The information contained with the Welcome Pack / “Getting Here” page will be updated annually by the respective TPCs, and any new campaigns and events / changes to the above resources will be amended as and when appropriate.

5.6 Measures to Encourage Public Transport Use

5.6.1 It has been demonstrated throughout **Section 4** of this Framework Travel Plan that the Hollingworth Road land parcel is accessible by public transport, and that there are further opportunities for wider

public transport travel throughout Greater Manchester and West Yorkshire. The following measures will be provided in order to encourage residents to travel by public transport:

- Promote public transport resources provided within the Welcome Pack / “Getting Here” page, such as:
 - TfGM's online journey planning resources: <https://tfgm.com/plan-a-journey>;
 - The Traveline Journey Planning tool, by accessing the Traveline website at <https://www.traveline.info/> or by phoning 0871 200 223; and
 - A map showing local bus stops and rail stations in the vicinity of the site.
- School-specific measures:
 - Pupils and parents / guardians should be made aware of ticketing options for young people, provided by TfGM (<https://tfgm.com/tickets-and-passes/discounted-and-free-travel/young-people>) as follows:
 - iGo Card – child fares on bus and trams for 5- to 16-year-olds; and
 - Free School Pass – free travel to school for longer journeys;

5.6.2 The information contained with the Welcome Pack / “Getting Here” page will be updated annually by the respective TPCs, and any new campaigns and events / changes to the above resources will be amended as and when appropriate.

5.7 Measures to Encourage Use of Car Sharing and Electric Vehicles (EVs)

Car Sharing

- 5.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This would be encouraged on an informal basis.
- 5.7.2 <https://liftshare.com/uk> is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure for example. It is considered that car sharing would be an attractive facility for residents who do not own a car, but require occasional use. This could be also used by staff in case there are no matches within the school.
- 5.7.3 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. This would be led by the TPC.
- 5.7.4 To aid the co-ordination of carpooling for pupils, whereby parents / guardians take turns to drive a group of pupils, who are undertaking similar journeys to and from school and live within close proximity to each other, it is suggested that this could be promoted to parents / guardians via a school newsletter.

Electric Vehicles (EVs)

- 5.7.5 Car parking spaces that would be provided as part of the proposed development could be equipped with active electric vehicle charging infrastructure upon completion of the development.
- 5.7.6 It is considered that the provision of EV charging facilities would encourage residents and staff who do own cars and travel by car to consider switching to an EV to reduce the environmental impact of their travel.

6.0 Targets

6.1 Introduction

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

6.2 Data Collection

- 6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents, staff, and pupils / parents / guardians. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 6.2.2 In order to understand travel habits, a snapshot survey will be undertaken within six months following occupation of the residential element / operation of the school, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys will extract the following key information:
- Place of work (for residents) / residence (for staff);
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage residents, staff, and pupils / parents / guardians to travel more sustainably.
- 6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 6.2.4 Questions will be transferred to as SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents and staff / parents / guardians will be sent this link in the early stages of occupation / operation and get directed to an internet-based survey.
- 6.2.5 Surveys on pupils need not be too detailed, and generally a simple 'Hands Up' survey undertaken during registration would suffice.
- 6.2.6 The information obtained will be used to undertake a modal split analysis, and any issues raised in the open-ended questions will be summarised. Residents, staff, and pupils / parents / guardians would then

be surveyed annually from the baseline travel survey to review progress against current and targeted modal splits.

6.3 Data Analysis and Travel Plan Targets

- 6.3.1 Following the completion of the baseline travel survey, a series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to residents, staff, and pupils / parents / guardians. They should be 'SMART' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.
- 6.3.2 At this stage, the preliminary targets are not to exceed the weekday peak hour vehicular trip generation set out in the TA (Document Reference: **079716-CUR-XX-XX-T-TP-00002**), summarised as follows:
- Residential development:
 - Weekday AM peak hour: 170 two-way vehicle trips; and
 - Weekday PM peak hour: 169 two-way vehicle trips.
 - School (both staff and pupil / parent / guardian traffic):
 - Weekday AM peak hour: 61 two-way vehicle trips; and
 - Weekday PM peak hour: 6 two-way vehicle trips.
- 6.3.3 The preliminary modal split targets are considered to be realistic when considering the Travel Plan initiatives as detailed throughout **Section 5** of this Framework Travel Plan. There will be an overall aim to reduce the number of those travelling to the Hollingworth Road land parcel by car as a single occupant, whilst increasing the proportion who travel by other modes including active travel (walking and cycling / scooting), and sustainable travel (public transport / car sharing).
- 6.3.4 Following occupation of the development, the final targets can be used inform the Travel Plan initiatives to dissuade car ownership and encourage uptake of sustainable modes of travel. Final targets will be decided following the receipt of the baseline travel survey, which will be arranged within six months following occupation of the residential element / operation of the school, usually as a discharge of planning condition.
- 6.3.5 New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the implemented measures.

7.0 Monitoring and Review

7.1 Introduction

- 7.1.1 This section of the report sets out the proposed management arrangements associated with the Framework Travel Plan. It also sets out the next steps with regards to converting this Framework Travel Plan into a Full Travel Plan.
- 7.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

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

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

- 7.1.3 It is clear from the above that a Travel Plan document should be considered as the starting point of the process. The implementation of a Travel Plan is an ongoing requirement and will require support and leadership in achieving its objectives.

7.2 Responsibility and Management

- 7.2.1 Overall responsibility for the Travel Plan will lie with Bloor Homes North West and the future operator of the school. Following construction and full operation, the Framework Travel Plan will need to be updated to a Full Travel Plan. This will involve the distribution of baseline travel surveys.
- 7.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.
- 7.2.3 At this point, the day-to-day responsibility will shift from Bloor Homes North West and the future operator of the school to the appropriately appointed TPCs.

7.3 Travel Plan Coordinator (TPC)

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

- Leading on the delivery of the Travel Plan;
- Representing the human face of the Travel Plan and explaining its purpose and opportunities on offer;
- Promoting individual measures / initiatives in the Travel Plan and instigate a marketing campaign upon first occupancy / operation of the Hollingworth Road land parcel ;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Rochdale Borough Council and TfGM); and
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.

7.3.2 TPCs will be nominated at least one month before occupation / operation of each element of the proposed development (residential dwellings and school). It is envisaged that the TPC for the residential element is likely to be a member of staff at Bloor Homes North West, whereas the TPC for the school is likely to be a member of staff at the school.

7.4 Monitoring and Evaluation

7.4.1 Monitoring and review is of central importance to the progression of the Travel Plan. Good Practice Guidelines from the DfT state that:

“Monitoring and review are essential to ensure Travel Plan objectives are being achieved.”

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

7.4.2 The monitoring of travel behaviour is important in measuring progress towards the targets and will be the responsibility of the appointed TPCs. Apart from receiving regular updates from residents, staff, and parents / guardians, and liaising with Rochdale Borough Council and TfGM on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

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

7.4.4 Following the baseline travel surveys, further surveys will be carried out annually for a total monitoring period of five years. Hence, the five-year monitoring schedule will include five surveys for each element

of the Hollingworth Road land parcel (residential and school): the baseline travel survey and four follow-up surveys each.

- 7.4.5 Monitoring reports will also be provided to officers at Rochdale Borough Council / TfGM, as required, for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to residents, staff, and parents / guardians by the TPCs.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

No.	Action	Target Date	Responsibility
1	Implementation of Improvements to Site Infrastructure	During construction phase.	Bloor Homes North West and school developer
2	Appoint TPCs	One month prior to first occupation / operation.	Bloor Homes North West and school developer
3	Implement Travel Plan Initiatives	To be started once TPC is appointed, then ongoing throughout development lifespan.	Respective TPCs
4	Produce Welcome Pack / "Getting Here" page	Upon occupation of the development.	Respective TPCs
5	Undertake Baseline Travel Survey	Within six months of first occupation / operation.	Respective TPCs
6	Decide Targets	Within one month of undertaking the baseline travel survey.	Respective TPCs
7	Update Framework Travel Plan to a Full Travel Plan	Within two months of setting modal split targets.	Respective TPCs
8	Distribute Travel Survey Results to Rochdale Borough Council / TfGM	Within three months of each travel survey.	Respective TPCs
9	Undertake Follow-Up Travel Surveys	Annually as part of a five-year monitoring schedule.	Respective TPCs
10	Present Annual Monitoring Reports	As requested by Rochdale Borough Council / TfGM during the five-year monitoring schedule.	Respective TPCs

Table 8.1 – Action Plan

079716 Proposed Development at Hollingworth Road and
Rakewood Road, Littleborough
Framework Travel Plan

Curtins

Plans

Plan 079716-CUR-00-XX-DR-TP-06003 – Accessibility – Pedestrian Catchment Plan

Plan 079716-CUR-00-XX-DR-TP-06004 – Accessibility – Cycle Catchment Plan

Plan 079716-CUR-00-XX-DR-TP-06005 – Accessibility – Public Transport Plan



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
LAND NORTH OF SMITHY BRIDGE - LITTLEBOROUGH

Drg Title:
**ACCESSIBILITY
INDICATIVE WALKING CATCHMENT**

Status:
PRELIMINARY

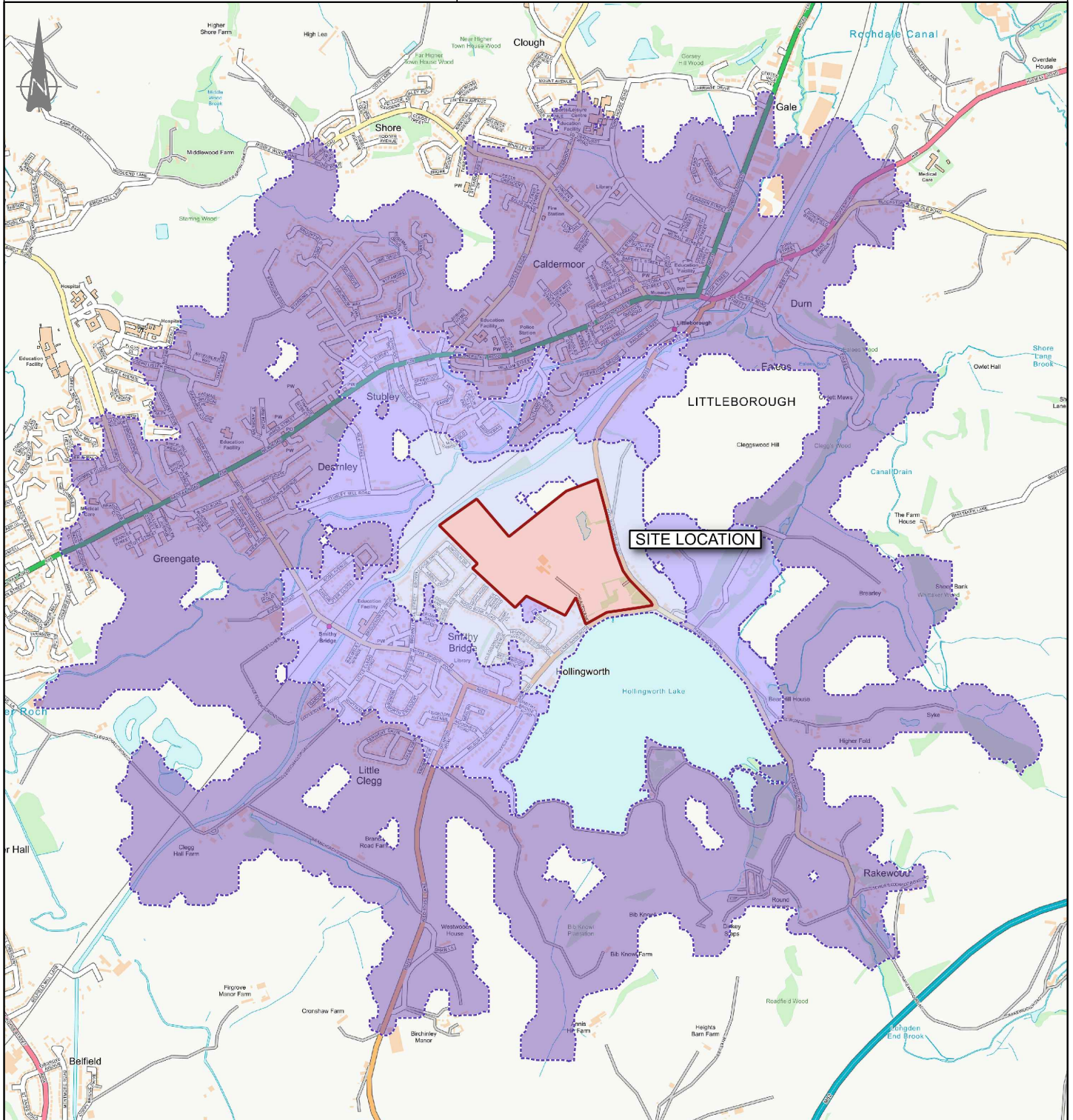
Drawn By: JM Checked By: AV

Designed By: JM Date: 19/08/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

79716 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

Contains OS data © Crown copyright [and database right] (2021)



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
LAND NORTH OF SMITHY BRIDGE - LITTLEBOROUGH

Drg Title:
**ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT**

Status:
PRELIMINARY

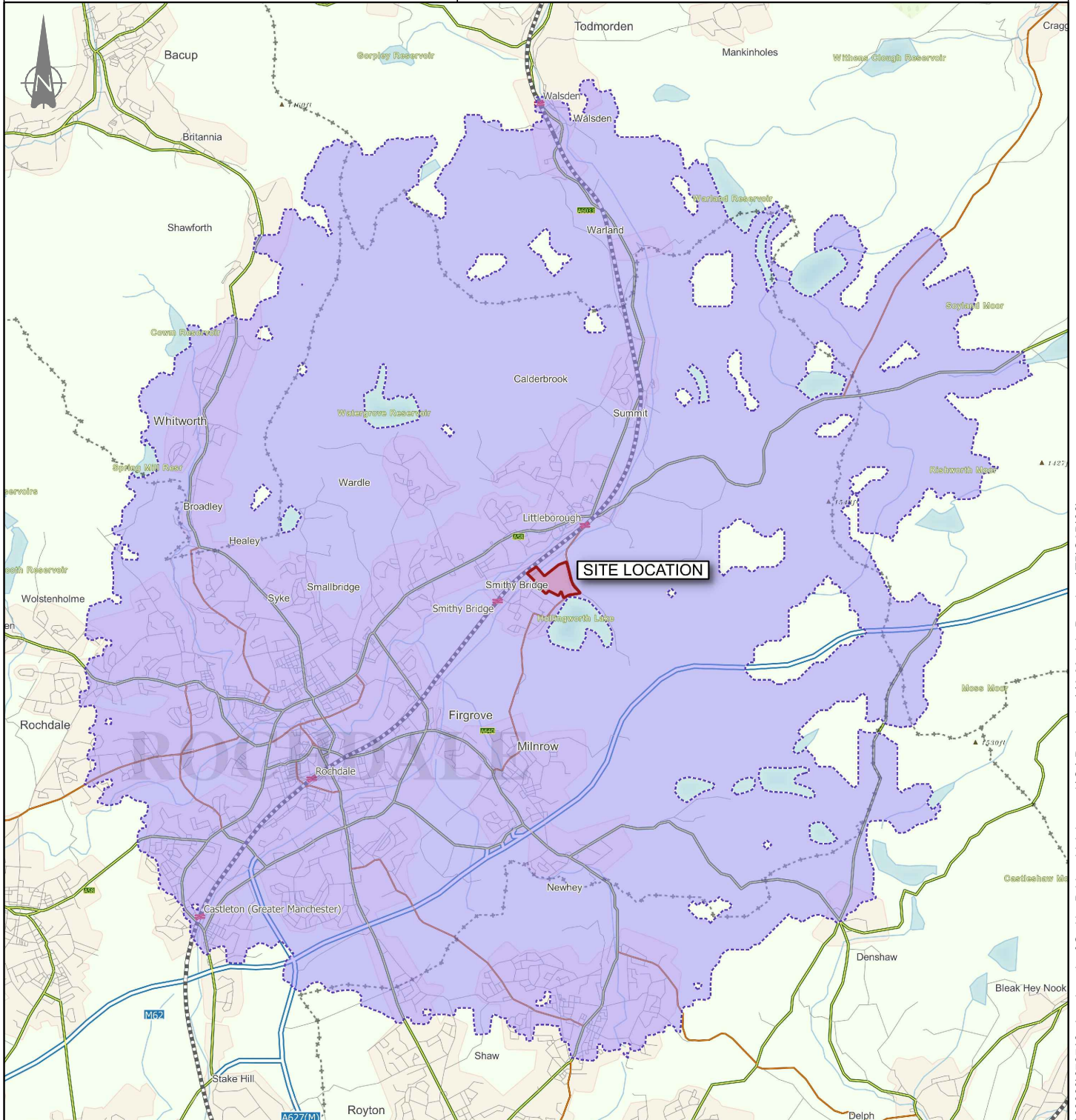
Drawn By: JM Checked By: AV

Designed By: JM Date: 19/08/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

79716 - CUR - 00 - XX - DR - TP - 06004 - P01



KEY: Site Cycle Catchment:
8000m

Contains OS data © Crown copyright [and database right] (2021)

\\mats02\Projects\079001 - 080000\079716 - Land north of Smithy Bridge, Littleborough\Q4-Production\4A-Models-Drawings\TP\CAD\061



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
LAND NORTH OF SMITHY BRIDGE - LITTLEBOROUGH

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Status:
PRELIMINARY

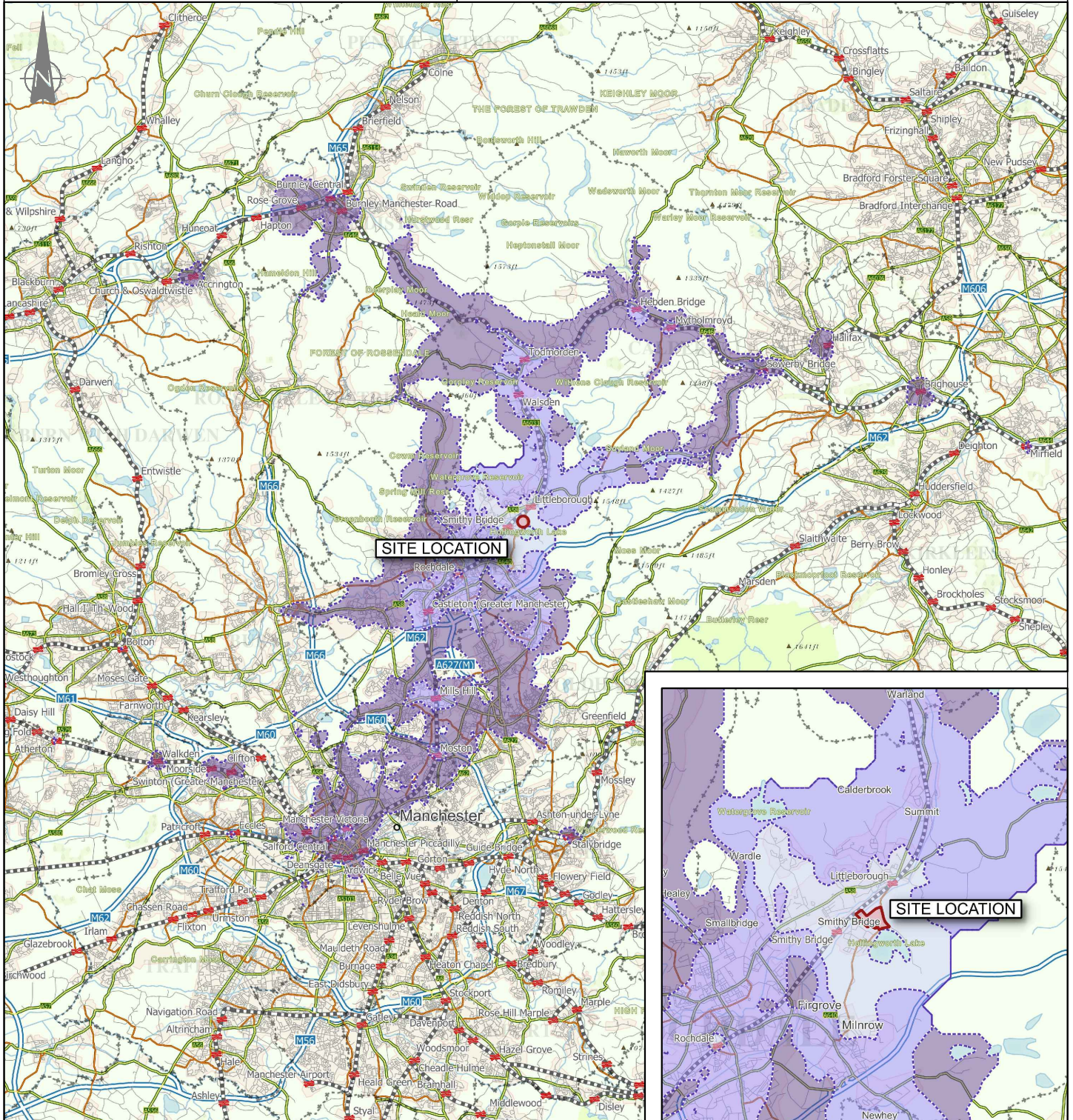
Drawn By: JM Checked By: AV

Designed By: JM Date: 19/08/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

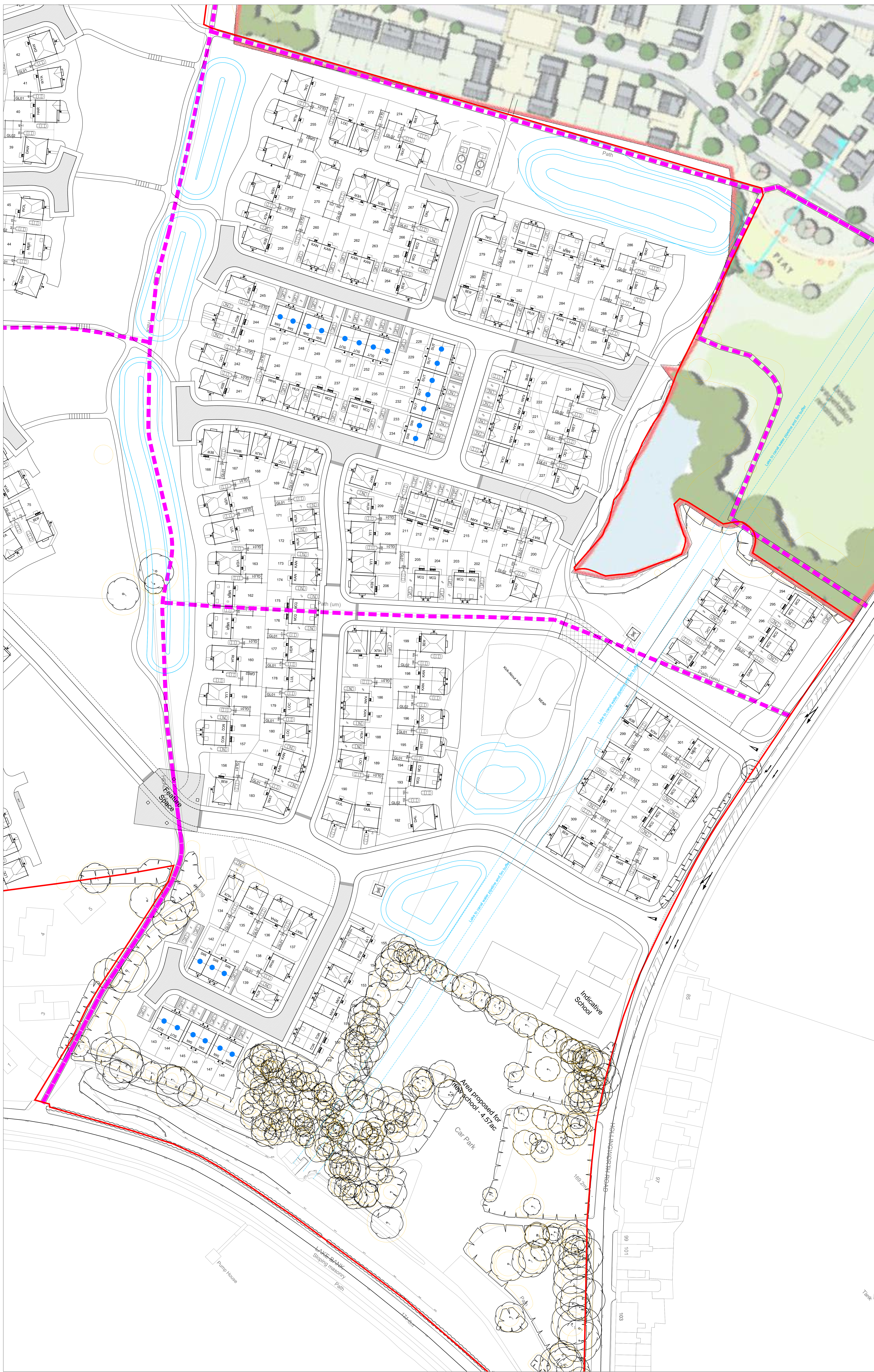
79716 - CUR - 00 - XX - DR - TP - 06005 - P01



KEY: Site
 Public Transport Catchment:
 20 minutes
 40 minutes
 60 minutes

Contains OS data © Crown copyright [and database right] (2021)

Appendix A – Proposed Masterplan for Hollingworth Road Land Parcel



J & S BLOOR (SERVICES) LIMITED
ASBESTOS REMEDIATION SPECIALISTS
REGISTERED UNDER THE CONTROL OF ASBESTOS REGULATIONS 2012
TELEPHONE 01928 27116 FAX 01928 27116
THIS DRAWING AND THE BUILDING WORKS DEPARTMENTS AND THE COPYRIGHT OF J & S BLOOR
SERVICES LIMITED AND MAY NOT BE REPRODUCED OR AMENDED EXCEPT BY WRITTEN
PERMISSION. NO LIABILITY WILL BE ACCEPTED FOR AMENDMENTS MADE BY OTHER
PERSONS.
DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY. IF IN DOUBT ASK.
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SEPARATE GROUP 1 SITE SPECIFIC
CONSTRUCTION NOTES AND MATERIALS SPECIFICATION.

Private				54.9%
Type	Beds	Stores	No	
Buxton	3	2	1	
Lyford SD	3	2	1	
Kane	3	2	44	
Huxley	3	2	22	
Sherbourne	3	2	7	
Wixham	3	2	6	
Whitton	3	2	6	
McQueen	3	2.5	44	
Locke	4	2	18	
Bewdley	4	2	18	
Wyatt	4	2	8	
Wetton (QA+CU)	4	2	4	
Wollaton	4	2	17	
Watercroft (QA+CU)	4	2	13	
Langley	4	2	6	
Lullingstone (QA+CU)	4	2	5	
Shakespeare	4	2	4	
Oulton (QA)	4	2	3	
Harwood	4	2	7	
Verwood (QA+CU)	4	2	6	
Dawlish	4	2	10	
Dalgety (QA+CU)	4	2	3	
Mere	5	2.5	6	
Raleigh	5	2	2	
Ruabon (QA+CU)	5	2	4	

Shared				15.1%
Type	Beds	Stores	No	
NSSM-284P Sansom-M4(2)	2	2	31	
NSSM-385P Sutherland-M4(2)	3	2	16	
			47	
Total			312	

EXISTING PROW

- Affordable Rent
 - Shared Ownership
 - Bin collection point
 - Cycle store
 - Existing tree
 - Proposed tree
 - Landscape buffer
- N.B. Landscaping is indicative.
Please refer to detailed landscape drawing.

Revision		
D	Access to the site corrected (two ends of 6.75m road) / Added turning head/BCP in front of plot 130	31.05.24 AF
C	Sales area adjusted to include Kane sales office, show homes Kane, Locke, Wotton	23.04.24 JPW
B	Layout updated following comments - McQueen added, Drives adjusted / Sales area adjusted / QA version added / Road width after Feature Square is now 5.5m	15.03.24 AF
A	Layout updated following comments	01.03.24 AF

LITTLEBOROUGH
Hollingworth Road

Planning Layout
(East)

DATE: 08.12.23
SCALE: 1:500 @ A0
DRAWN: AF
CHECKED: RTD

Drawing No: NW111-PD-2001 D

Hollingworth Rd, Littleborough

Appendix B – Active Travel England Planning Application Assessment Toolkit

Active Travel England Planning Application Assessment Tool

ATE Scheme Reference	Land North of Smithy Bridge
Site address	Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ
Local authority reference	Rochdale
Above ATE Statutory Threshold?	Yes
Local Planning Authority	Rochdale
Local Highway Authority	Rochdale Borough Council
Completed by - name	Lynnie Ler
Date (DD/MM/YY)	31 May 2024
Application stage	Application
Application type	Detailed
No of Residential units / GFA / Area	330 residential units (full application), primary school with c. 420 pupils (outline application)
Is the development allocated or part of an emerging local plan / Has ATE commented on it previously / does it relate to an ATF scheme or other bid for govt funding / does it relate to neighbouring sites	Yes, proposed allocation (Policy JP Allocation 20) as part of the adopted Places for Everyone (Pfe) plan
Planning policy background (Local plan, LCWIP, site allocations, AAP, spatial framework, SPDs, neighbourhood plans, infrastructure delivery plans) other relevant planning docs)	1. National Planning Policy Framework (NPPF) 2023: https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf 2. Planning Practice Guidance (PPG), 2014: https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements 3. Greater Manchester Transport Strategy 2040, 2021: https://tfgm.com/2040-transport-strategy 4. Rochdale Core Strategy, 2016: https://www.rochdale.gov.uk/local-planning-policy/core-strategy-local-plan 5. Places for Everyone (Pfe) Plan: https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/adoption
Recommended assessment	Checklist
Model version	1.5
Outcome	FAIL

About this tool and how to use it

> This tool helps appraise development proposals based on existing national and local active travel policy requirements

> For detailed instructions, please refer to the User Manual.

Additional guidance notes are provided throughout the tool, as indicated by red triangles in the top right corner of the cell. Hover over the cell to read the notes

Assessment guide

> Complete all the cells above, to ensure the assessment is tailored to the site characteristics

> Once the "Cover & Triage" sheet is complete, please move to the "User input" sheet, completing the unlocked cells

> Once the "User input" sheet is complete, please move to the "Appraiser report" sheet, completing the unlocked cells and (for the checklist assessment) selecting a decision

> Where row heights do not auto-adjust, you can do so manually by selecting the cells in question and using the toolbar command:

Format>AutoFit Row Height

ID	Criterion	Description	0 (FAIL)	1 (PASS)	Rating	Appraiser Comments	Relevant policy / guidance
ATEPAF_101	TRANSPORT ASSESSMENT: Quantitative analysis	Transport Assessments should forecast the multi-modal movements generated by a development, quantifying the additional trip generation and the distribution and assignment	No Transport Assessment submitted; or the submitted Transport Assessment has failed to provide a suitable analysis upon which to consider movement to and from the site by active modes	Transport Assessment provides a quantitative analysis of the multi-modal trip generation of the development, considering the routing of those trips to inform further considerations about the impacts and quality of existing routes within and outside of the development	More info needed	The TA includes analysis based on vehicular trip rates, trip generation, and traffic distribution, as is the agreed approach with Rochdale Borough Council during scoping discussions.	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_102	TRANSPORT ASSESSMENT: Qualitative analysis	Transport Assessments must provide a qualitative analysis of the current infrastructure of the surrounding area, taking into account how additional movements across all modes of transport will impact upon the capacity of public transport, walking wheeling & cycling networks.	The submitted Transport Assessment has failed to provide a sufficient evaluation the quality of the walking, wheeling and cycling infrastructure of the surrounding area which will be impacted by the development	The Transport Assessment provides a qualitative analysis of the accessibility of the site and highlights deficiencies in surrounding infrastructure in line with policy and guidance provided in LTN 1/20	More info needed	The TA includes a comprehensive description of the local highway network and accessibility by sustainable modes of travel, but does not have a detailed qualitative analysis such as that included in Appendix A of LTN 1/20 (Cycling Level of Service Tool). Speed surveys have been undertaken in the vicinity of the proposed site	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_103	Local Amenities	A mix of local amenities is provided within an 800m walking distance of all properties (either within the site or outside but accessed via an accessible walking network). Examples of local amenities include: - A food shop which sells fresh fruit and vegetables - A park or green space - An indoor meeting place (pub, café, community centre, place of worship) - A primary school - A post office or bank - A GP surgery	There are few or no useful amenities (i.e. such as those listed in the description) within an 800m (10 minute) walking distance of the whole site via an accessible walking route.	There are a sufficient number and range of essential local facilities (as listed in the description) within an 800m (10 minute) walking distance all areas of the site via an accessible walking route.	1	The TA includes a plan and description of areas accessible within a 500m, 1,000m, and 2,000m walking distance from the centre of the site, and lists the local amenities that are accessible within this walking distance. These include public houses, restaurants, hot food takeaways, and small retail opportunities.	Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places
ATEPAF_104	Walking routes to a primary school	A high-quality walking connection should be provided (or already exist) from the site to a primary school. Refer to Manual for Streets and CIHT Designing for Walking for details but, as a minimum, routes must be: - 2m wide (with limited pinch points of 1.5m due to street furniture) and localised widening to accommodate peak usage. - step-free - has a smooth, even surface - has street lighting - includes appropriate crossings in compliance with LTN 1/20 Table 10-2 N/A for sites which do not include residential land uses	A section of the route does not meet the minimum criteria	100% of the route meets the minimum criteria along its entire length	More info needed	As existing, the nearest primary schools from the site are located c. 1.2-1.6km to the north and west of the site respectively, and would require walking along multiple roads and occasionally crossing busy roads. Notwithstanding, the proposed development aims to deliver a primary school on-site, which would be fully accessible via the internal residential streets and footpaths across the estate.	Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places
ATEPAF_105	Walking routes to a food shop	A high-quality walking connection should be provided from the site to a food shop selling fresh fruit & veg or services which benefit the community e.g. medical services. Refer to Manual for Streets and CIHT Designing for Walking for details but, as a minimum, routes must be: - 2m wide (with limited pinch points of 1.5m due to street furniture) - step-free - has a smooth, even surface - has street lighting - includes appropriate crossings in compliance with LTN 1/20 Table 10-2	A section of the route does not meet the minimum criteria	100% of the route meets the minimum criteria along its entire length	1	The nearest food shop to the site is Lake Convenience Store, located c. 1.3km to the west of the site. Future residents can access this via the PROW connections within the site onto B ridge Bank Road and subsequently onto Brown Bank Road, Brown Lodge Street, then Smithy Bridge Road. The quiet residential roads are predominantly well-lit and footways are of a good width with dropped kerbs, this is considered appropriate as part of guidance within LTN 1/20 Table 10-2.	Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places
ATEPAF_106	Suitability for walking and wheeling (external to the site)	All walking routes surrounding the site must be accessible to all users (access controls, widths, steps, ramps, materials)	Some or all external pedestrian routes are not accessible or do not have adjacent accessible alternatives (i.e. ramps alongside steps, bound paths next to unbound paths etc)	All external pedestrian routes are accessible or have adjacent accessible alternatives such as ramps alongside steps, bound paths next to unbound paths in accordance with Inclusive Mobility section 4.2 -4.4	1	The proposed scheme has been designed to include dropped kerbs at crossing points, and the surrounding streets have similar infrastructure.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_107	Safety at junctions (off-site)	All new or improved off-site junctions should be designed in line with the movement hierarchy: pedestrians, followed by cyclists, public transport users and private motor vehicles The Junction Assessment Tool from LTN 1/20 should be used for the design of all junctions except priority junctions between minor roads with flows below 500vpd	Any of - Some side roads are not treated - Priority junctions have radii that is inappropriate. - Signalised junctions do not have pedestrian aspects on some arms - There are red movements (0 scores) in the JAT	All side roads are treated Priority junctions have appropriate radii as recommended in MfS 2 paragraphs 9.4.10 - 9.4.16 Signalised junctions have pedestrian aspects on all arms There are no red movements (0 scores) in the JAT	More info needed	The proposed site access junctions onto the B6225 Hollingworth Road would be priority-controlled and would benefit from footways tying into the existing provision, however the accesses do not have a detailed qualitative analysis such as that included in Appendix B of LTN 1/20 (Junction Assessment Tool).	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_108	Cycle routes to key destinations	The development should provide off-site LTN 1/20 compliant routes to relevant destinations such as schools, local centres, employment centres, railway stations and the existing cycling network	The development does not propose to deliver or benefit from existing LTN 1/20 compliant off-site cycle routes to key destinations proportionate to its size and impacts	The development either proposes to deliver or benefits from existing LTN 1/20 compliant off-site cycle routes to key destinations proportionate to its size and impacts	1	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development.	Rochdale Core Strategy, 2016, Policy P3 - Improving Accessibility
ATEPAF_109	Cycle Safety on links (off-site)	All new or improved infrastructure off-site should conform to the 5 Core Design Principles in addition to the criteria outlined in Figure 4.1 and geometry requirements as required by LTN1/20	One or more of the new or improved streets off-site are "not suitable for all people and will exclude some potential users and/or have safety concerns" (i.e. orange and pink criteria from Figure 4.1) OR The geometry of proposed cycle lanes does not meet minimum requirements (Table 5-2) OR Where people cycling are mixing with motor vehicles, traffic lane widths are 3.2-3.9m wide	All new or improved streets off-site are safe for cyclists of all abilities, ages and mobility needs, satisfying the criteria of LTN 1/20 in relation to the type of provision (Fig. 4.1) geometry requirements (Table 5.2), avoiding traffic lanes between 3.2m and 4m in width. All new or improved streets must be in alignment with the 5 'Core' Design Principles as stated in LTN 1/20, being demonstrably Coherent, Direct, Safe, Comfortable and Attractive.	More info needed	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development and would be developed further to comply with Figure 4.1 of LTN 1/20.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_110	Crossings (external to the site)	Where appropriate, the provision of crossings to an appropriate type and specification (signalised / zebra / uncontrolled / continuous footway) must be provided along forecasted desire lines, including away from vehicular junctions Crossings should be evenly spaced and at regular intervals and provided on most streets in accordance with the movement patterns of the development Crossings must be accessible to all and comply with standards set out in LTN 1/20 and Inclusive Mobility	Insufficient or infrequent crossings have been provided and / or fail to match desire lines outside of the development and towards key external routes and facilities Crossings fail to meet standards set out in design guidance contained in MfS and Inclusive Mobility	The appropriate crossing type (see LTN 1/20 Table 10-2) is provided on predicted desire lines. All crossings are designed to meet highway standards	N/A - exclude	No crossings are proposed as part of the proposed development, neither have these been requested for by Rochdale Borough Council during numerous scoping discussions.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_111	Shared use routes (external to the site)	Shared use routes (i.e. a path or surface which is available for use by both pedestrians and cyclists) must be avoided along all new or improved off-site streets, unless they fit within the limited acceptable situations listed in LTN 1/20	Any of - Shared use paths are provided in areas of medium/high pedestrian or cyclist flows - Shared use paths are below 3m wide (<300 cyclists per hour), or below 4.5m elsewhere, as per Table 6-3 of LTN1/20 - Pedestrians and cycle users are separated, but only by a painted line	Shared use routes are only provided in the situations listed at para 6.5.6 and section 1.6 (2) of LTN 1/20 and meet the recommended minimum width set out in Table 6-3 of LTN 1/20 (3m when <300 cyclists per hour, 4.5m elsewhere. Flows take account of future generated by nearby growth proposals and allocations).	More info needed	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development and would be developed further to comply with LTN 1/20.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_112	Physical barriers for cycle users (on and off-site)	All new or improved cycle routes (within the site or outside it) must be fully accessible	The presence of steps or barriers on-site or within a reasonable distance off-site that would reduce the ease of access for a Cycle Design Vehicle (as per LTN 1/20) or the presence of situations that would require users to dismount.	No steps or barriers within the site which would reduce ease of access for Cycle Design Vehicle (as per LTN 1/20). No requirement for users to dismount at any point.	1	Where existing PROWs (that are being enhanced) link to existing road networks, there may be barriers in place (i.e., bollards) to prevent vehicles from using the roads as a cut-through.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_113	Lighting (on and off site)	Streets, footways and cycle routes are adequately lit at night to provide safety and security for all users	Not all routes within the boundary of the site or externally where appropriate to the users of the site are lit	All routes within the boundary of the site and off-site where required by users of the site are lit in accordance with LTN 1/20 paragraphs 8.7 and 15.3 (Urban lighting) & paragraph 8.7 (traffic free routes)	1	All of the internal streets within the proposed development would be designed to include street lighting.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_114	Walking routes to nearest transport nodes	A high-quality walking connection should be provided from the site to a transport node (a regular public transport service which enables people to carry out daily duties such as employment and education). Refer to Manual for Streets and CIHT Designing for Walking for details but, as a minimum, they must be: - 2m wide (with limited pinch points of 1.5m due to street furniture) - step-free - has a smooth, even surface - has street lighting - includes appropriate crossings in compliance with LTN 1/20 Table 10-2	A section of the route does not meet the minimum criteria	100% of the route meets the minimum criteria along its entire length	1	The proposed development accesses would include footways which link to existing provision, which residents can utilise to walk to existing bus stops along the B6225 Hollingworth Road. Additionally, the existing PROW within the site which leads to the Rochdale Canal Towpath would be further enhanced. This provides a traffic-free walking route towards the Littleborough rail station.	Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places
ATEPAF_115	Access and provision of public transport	Effective and convenient public transport should be available either through proximity to existing routes or through the provision of new or extended routes	There are locations within the site for which pedestrian access is in excess of a 400m walking distance of a public transport station or stop, and / or none of the public transport routes to serve the site are secured or proposed to be fully operational upon first occupation of the development (including demand-responsive public transport as development is phased.)	All locations within the site are within a 400m walking distance of a public transport station or stop and on larger sites then at least one public transport route is secured or proposed to be fully operational on the first day of occupation or in accordance with the phasing of the development (including demand responsive or shuttle bus services).	0	Due to the size of the proposed development, there would be some houses located further within the site that are in excess of a 400m walking distance of the existing bus stops along the B6225 Hollingworth Road.	Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places

ATEPAF_116	Active Travel infrastructure enabling use of public transport	Bus stop and rail station (where applicable) facilities that enable ease of access by active travel modes, including secure and overlooked cycle parking and facilities, seating provision, lighting, adequate shelter to accommodate likely demand, service information (including RTI) & raised kerbs at bus stops.	either streets are wide and straight, encouraging high speeds, or they are signed above the 20mph and 30mph thresholds	Bus stop and rail station (where applicable) facilities already exist (or are provided) that enable ease of access to public transport by active travel modes, including secure and overlooked cycle parking and facilities, seating, lighting, adequate shelter to accommodate likely demand, raised kerb access for wheelchair users, service information (including RTI), dropped kerbs for accessing bus stops and an identified bus cage / layby (where applicable).	1	The TA includes a detailed description of the bus stops and rail station located within a suitable walking distance of the site, including details of service and their respective frequencies.	Rochdale Core Strategy, 2016, Policy C6 - Improving health and well being
ATEPAF_117	TRANSPORT ASSESSMENT: Proposed Infrastructure	Transport Assessments must provide detail (and justification) of proposed improvements to infrastructure and any other supporting strategies which seek to enable an increase in walking and cycling rates.	The submitted Transport Assessments have not proposed improvements to infrastructure and/or not explained how the proposed development will enable an increase in walking and cycling rates.	The Transport Assessment clearly proposes improvements to infrastructure and details how they will enable an increase in walking and cycling rates.	More info needed	Mitigation measures for the proposed development would be determined subject to further detailed discussions with Rochdale Borough Council on what is considered necessary.	Rochdale Core Strategy, 2016, Policy C6 - Improving health and well being
ATEPAF_118	Site permeability	Within the site, routes for walking and cycling should be shorter and more direct than the equivalent by car. This could be achieved, for example, through filtered permeability and the provision of car-free routes.	Journeys within the site by walking, wheeling and cycling are equal to or longer than by car	Journeys within the site by walking, wheeling and cycling are demonstrably shorter than those used by motor vehicles (excluding emergency accesses)	1	This would be achieved via the existing PROWS within the development site (which would be enhanced) which link to the surrounding residential neighbourhoods and local amenities.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_119	Walking and cycling access	All opportunities for safe, step-free, fully-accessible walking and cycling site access points have been maximised AND are greater in number than the number of access points for motor vehicles (except where additional accesses would provide no benefit to people walking and cycling). A motor vehicle access point with safe provision for both walking and cycling counts as a walking and cycling access point	There are fewer or the same number of accessible walking and cycling access points as access points for motor vehicles and/or not all opportunities have been taken to provide high quality and convenient access points for walking and cycling.	There are more accessible walking and cycling access points than motor vehicle access points and/or all reasonable opportunities have been taken to provide a greater number of high quality and convenient access points for walking and cycling.	1	This would be achieved via the existing PROWS within the development site (which would be enhanced) which link to the surrounding residential neighbourhoods and local amenities. Additionally, the proposed site accesses would comprise footways tying into existing provision.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_120	Future-proofing and safeguarding	The proposals should not prejudice existing and future development and connectivity to and from adjoining sites. Where such potential may exist, development should progress within a comprehensive masterplan framework or enable a co-ordinated approach to be adopted towards the development of adjoining sites in the future	Development makes no attempt to enable, provide or safeguard walking and cycling connections to adjoining sites up to the site boundary where adjoining sites are either anticipated, planned, proposed or allocated in the local plan	Development enables and proposes the adoption of walking and cycling routes up to the site boundary to provide direct connections to existing or future development where sites are either anticipated, planned, proposed or allocated through the local plan.	1	The proposed development is cognisant of the neighbouring Vistry Partnerships site which has been consented.	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_121	Through traffic	The site accesses must be arranged to prevent private vehicle drivers from using the site as a shortcut while undertaking longer journeys. This is best achieved through filtered permeability, or by ensuring all general traffic accesses are taken from the same main road	It is convenient for car drivers to cut through the site while undertaking longer journeys	It is either impossible or of considerable inconvenience for car drivers to cut through the site while undertaking longer journeys	1	The proposed development would comprise only two vehicular accesses off the B6225 Hollingworth Road. Any connectivity to the west would be limited to pedestrians and cyclists only.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_122	Safety at junctions (internal to the site, including site accesses)	All new or improved on-site junctions (including the site access) should be designed in line with the movement hierarchy: pedestrians, followed by cyclists, public transport users and private motor vehicles The Junction Assessment Tool from LTN 1/20 should be used for the design of all junctions except priority junctions between minor roads with flows below 500vpd	Any of - Some side roads are not treated - Priority junctions have radii that is inappropriate. - Signalised junctions do not have pedestrian aspects on some arms - There are red movements (0 scores) in the JAT	All side roads are treated Priority junctions have appropriate radii as recommended in MfS 2 paragraphs 9.4.10 - 9.4.16 Signalised junctions have pedestrian aspects on all arms There are no red movements (0 scores) in the JAT	More info needed	The proposed site access junctions onto the B6225 Hollingworth Road would be priority-controlled and would benefit from footways tying into the existing provision, however the accesses do not have a detailed qualitative analysis such as that included in Appendix B of LTN 1/20 (Junction Assessment Tool).	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_123	Design speed of new streets	Within the red line boundary - Any new or improved residential/local streets should be designed (no centre line, horizontal deflection, narrow width) and signed for vehicles to travel at a speed of max 20mph. - No new or improved streets should be designed and signed for speeds above 30mph	Either streets are wide and straight, encouraging high speeds, or they are signed above the 20mph and 30mph thresholds	The geometry of the streets ensures drivers will not exceed 20mph on residential / local streets and will not exceed 30mph anywhere within the site	1	The internal streets have been designed to comply with Manual for Streets standards and would not exceed 20mph.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_124	Crossings (internal to the site)	Within the red line boundary of the proposed development, the appropriate crossing type (signalised / zebra / uncontrolled / continuous footway) must be provided along forecasted desire lines, including away from vehicular junctions Crossings should be evenly spaced and at regular intervals and provided on most streets Crossings must be accessible to all and comply with standards set out in LTN 1/20 and Inclusive Mobility	Insufficient or infrequent crossings have been provided and / or fail to match desire lines within the development and towards key external routes and facilities Crossings fail to meet standards set out in design guidance contained in MfS and Inclusive Mobility	The appropriate crossing type (see LTN 1/20 Table 10-2) is provided on predicted desire lines. All crossings are designed to meet highway standards	1	Vehicular volumes within the proposed residential estate are expected to be low, as such there would only be standard uncontrolled crossings with dropped kerbs at junctions (with tactile paving where appropriate). This is considered appropriate as part of guidance within LTN 1/20 Table 10-2.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_125	Suitability for walking and wheeling (internal to the site)	All walking routes within the red line boundary must be accessible to all users (access controls, widths, steps, ramps, materials)	Some or all internal pedestrian routes are not accessible or do not have adjacent accessible alternatives (i.e. ramps alongside steps, bound paths next to unbound paths etc)	All internal pedestrian routes are accessible or have adjacent accessible alternatives such as ramps alongside steps, bound paths next to unbound paths in accordance with Inclusive Mobility section 4.2 - 4.4	1	All of the internal streets within the proposed development would be designed to include level access in the form of dropped kerbs at crossing points.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_126	Cycle safety on links (Internal to the site)	Cycle infrastructure should be provided on site in compliance with the 5 Core Design Principles and the criteria outlined in Table 4.1 and accompanying geometry requirements as confirmed in LTN1/20	One or more of the new or improved streets are "not suitable for all people and will exclude some potential users and/or have safety concerns" (i.e. as shown orange and pink in LTN Figure 4.1) OR The geometry of proposed cycle lanes does not meet minimum requirements (Table 5-2) OR Where people cycling are mixing with motor vehicles, traffic lane widths are 3.2-3.9m wide	All internal streets are safe for all users to cycle along, satisfying the criteria of LTN 1/20 (ref: Fig. 4.1), geometry requirements (Table 5.2) and are in alignment with the 5 'Core' Design Principles as stated in LTN 1/20 and therefore must be demonstrably: Coherent, Direct, Safe, Comfortable and Attractive for cyclists of all abilities, ages and mobility needs.	More info needed	Cycle infrastructure within the development site would be developed further to comply with Figure 4.1 of LTN 1/20.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_127	Shared use routes (internal to the site)	Shared use routes (i.e. a path or surface which is available for use by both pedestrians and cyclists) must be avoided along all new or improved streets within the site, unless they fit in the limited acceptable situations listed in LTN 1/20	Any of - Shared use paths are provided in areas of medium/high pedestrian or cyclist flows - Shared use paths are below 3m wide (<300 cyclists per hour), or below 4.5m elsewhere, as per Table 6-3 of LTN1/20 - Pedestrians and cycle users are separated, but only by a painted line	Shared use routes are only provided in the situations listed at para 6.5.6 and section 1.6 (2) of LTN 1/20 and meet the recommended minimum width set out in Table 6-3 of LTN 1/20 (3m when <300 cyclists per hour, 4.5m elsewhere. Flows take account of future generated by nearby growth proposals and allocations).	More info needed	Shared routes within the development site would be developed further to comply with Figure 4.1 of LTN 1/20.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_128	Car parking layout	The proposed street design should remove opportunities for indiscriminate and obstructive parking that would cause safety hazards and prevent access by active modes of travel by either designing in protected or marked parking bays and accompanying street furniture, planting or other features and restrictions that prevent footway parking, the mounting of kerbs, damage to green infrastructure and blockage of crossing points and sightlines.	There is no parking management strategy or contribution. The proposed layout may lead to parked vehicles blocking footways, crossing points and cycle routes either on or off-site	The site layout, parking management strategy or contribution demonstrably and physically discourage the blockage of footways, crossing points and cycle routes on and off-site	1	All of the internal streets within the proposed development would be designed to remove opportunities for indiscriminate and obstructive parking.	Rochdale Core Strategy, 2016, Policy P3 - Improving design of new development
ATEPAF_129	Cycle Parking	Cycle parking should be secure, covered and provided in line with Table 11.1/Table 11.2 of LTN 1/20 (incl requirement of 5% of spaces to be accessible for larger cycles) or local planning policy, where the local plan is more onerous. Where appropriate, secure external cycle parking should be provided where off-street parking does not exist. Facilities must also be suitable for a range of cycle types including cargo bikes, tandems and tricycles.	Development fails to meet the criteria set out either in LTN1/20 or meet the Local Plan minimum standards, if those are more onerous	Cycle parking exceeds the suggested minimum from LTN 1/20 Table 11.1, or the requirements of local policies, if those are more onerous	1	The development is residential in nature, so will comprise sheds / garages / internal curtilage suitable for cycle storage.	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_130	Trip end facilities for cycling (Destinations)	High-quality facilities including showers, lockers, changing facilities and drying areas should be provided to facilitate use of active travel modes	Development fails to propose at least one of the facilities referenced in pass criteria	Development proposes all of the following: 1 shower per 10 (long-term) cycle parking spaces, 2 lockers for 3 (long-term) cycle parking space, changing facilities and a drying area	1	The development is residential in nature, so will comprise bathrooms and bedrooms for showering / changing / drying and storage.	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility
ATEPAF_131	TRAVEL PLAN	Travel Plan / Framework Travel Plans must clearly outline the mode share targets, proposed measures, monitoring strategy and the remedial measures in the event that these are not met	No Travel Plan submitted or TP submitted fails to sufficiently identify measures, targets and monitoring	Travel Plan includes mode share targets, monitoring and remedial measures / actions in the event that modal share targets are not met	1	This is included in Section 6 of the Framework Travel Plan.	Rochdale Core Strategy, 2016, Policy T2 - Improving Accessibility

Active Travel England Planning Application Assessment Tool -
Appraiser Report

Site address	Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ
Local authority reference	Rochdale
ATE Scheme reference	Land North of Smithy Bridge
Local Planning Authority	Rochdale
Local Highway Authority	Rochdale Borough Council
Completed by - name	Lynnie Ler
Date (DD/MM/YY)	31 May 2024
Application stage	Application
Application type	Detailed
Model version	1.5
Assessment outcome	FAIL
Decision (appraiser)	Do not wish to comment

Policy Background / Wider Context

Yes, proposed allocation (Policy JP Allocation 20) as part of the adopted Places for Everyone (PfE) plan

Appraiser - General Comments

Appraiser - Next Steps

	Count	Summary of Detailed Assessment
Excluded criteria	1	
Recommendation for condition / financial contribution	0	
Fail flags	1	

Active Travel England Planning Application Assessment Tool - Appraiser Report

Site address	Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ
Local authority reference	Rochdale
ATE Scheme reference	Land North of Smithy Bridge
Local Planning Authority	Rochdale
Local Highway Authority	Rochdale Borough Council

Assessment Report				
Criterion	Outcome	Appraiser comments	Relevant policy	Reason for potential refusal
TRANSPORT ASSESSMENT: Quantitative analysis	More info needed	The TA includes analysis based on vehicular trip rates, trip generation, and traffic distribution, as is the agreed approach with Rochdale Borough Council during scoping discussions.		
TRANSPORT ASSESSMENT: Qualitative analysis	More info needed	The TA includes a comprehensive description of the local highway network and accessibility by sustainable modes of travel, but does not have a detailed qualitative analysis such as that included in Appendix A of LTN 1/20 (Cycling Level of Service Tool). Speed surveys have been undertaken in the vicinity of the proposed site accesses, which demonstrate that 85th percentile speeds of over 30mph.		
Local Amenities	PASS	The TA includes a plan and description of areas accessible within a 500m, 1,000m, and 2,000m walking distance from the centre of the site, and lists the local amenities that are accessible within this walking distance. These include public houses, restaurants, hot food takeaways, and small retail opportunities.		
Walking routes to a primary school	More info needed	As existing, the nearest primary schools from the site are located c. 1.2-1.6km to the north and west of the site respectively, and would require walking along multiple roads and occasionally crossing busy roads. Notwithstanding, the proposed development aims to deliver a primary school on-site, which would be fully accessible via the internal residential streets and footpaths across the estate.		
Walking routes to a food shop	PASS	The nearest food shop to the site is Lake Convenience Store, located c. 1.3km to the west of the site. Future residents can access this via the PROW connections within the site onto B ridge Bank Road and subsequently onto Brown Bank Road, Brown Lodge Street, then Smithy Bridge Road. The quiet residential roads are predominantly well-lit and footways are of a good width with dropped kerbs, this is considered appropriate as part of guidance within LTN 1/20 Table 10-2.		
Suitability for walking and wheeling (external to the site)	PASS	The proposed scheme has been designed to include dropped kerbs at crossing points, and the surrounding streets have similar infrastructure.		
Safety at junctions (off-site)	More info needed	The proposed site access junctions onto the B6225 Hollingworth Road would be priority-controlled and would benefit from footways tying into the existing provision, however the accesses do not have a detailed qualitative analysis such as that included in Appendix B of LTN 1/20 (Junction Assessment Tool).		
Cycle routes to key destinations	PASS	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development.		
Cycle Safety on links (off-site)	More info needed	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development and would be developed further to comply with Figure 4.1 of LTN 1/20.		

Active Travel England Planning Application Assessment Tool - Appraiser Report

Site address	Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ			
Local authority reference	Rochdale			
ATE Scheme reference	Land North of Smithy Bridge			
Local Planning Authority	Rochdale			
Local Highway Authority	Rochdale Borough Council			
Crossings (external to the site)	N/A - exclude	No crossings are proposed as part of the proposed development, neither have these been requested for by Rochdale Borough Council during numerous scoping discussions.		
Shared use routes (external to the site)	More info needed	Existing PROWs within the development site which would link to the surrounding residential neighbourhoods would be enhanced as part of the proposed development and would be developed further to comply with LTN 1/20.		
Physical barriers for cycle users (on and off-site)	PASS	Where existing PROWs (that are being enhanced) link to existing road networks, there may be barriers in place (i.e., bollards) to prevent vehicles from using the roads as a cut-through.		
Lighting (on and off site)	PASS	All of the internal streets within the proposed development would be designed to include street lighting.		
Walking routes to nearest transport nodes	PASS	The proposed development accesses would include footways which link to existing provision, which residents can utilise to walk to existing bus stops along the B6225 Hollingworth Road. Additionally, the existing PROW within the site which leads to the Rochdale Canal Towpath would be further enhanced. This provides a traffic-free walking route towards the		
Access and provision of public transport	FAIL	Due to the size of the proposed development, there would be some houses located further within the site that are in excess of a 400m walking distance of the existing bus stops along the B6225 Hollingworth Road.	NPPF 112a; National Model Design Code: 50, 59i / M.1.ii; CIHT Buses in urban developments A.4.5; Rochdale Core Strategy, 2016, Policy C1 - Delivering the right amount of housing in the right places	The proposed development is located in an area where sustainable travel patterns cannot be achieved as a result of the distance from existing public transport facilities and/or the lack of viability of promotion of new public transport services
Active Travel infrastructure enabling use of public transport	PASS	The TA includes a detailed description of the bus stops and rail station located within a suitable walking distance of the site, including details of service and their respective frequencies.		
TRANSPORT ASSESSMENT: Proposed Infrastructure	More info needed	Mitigation measures for the proposed development would be determined subject to further detailed discussions with Rochdale Borough Council on what is considered necessary.		
Site permeability	PASS	This would be achieved via the existing PROWs within the development site (which would be enhanced) which link to the surrounding residential neighbourhoods and local amenities.		
Walking and cycling access	PASS	This would be achieved via the existing PROWs within the development site (which would be enhanced) which link to the surrounding residential neighbourhoods and local amenities. Additionally, the proposed site accesses would comprise footways tying into existing provision.		
Future-proofing and safeguarding	PASS	The proposed development is cognisant of the neighbouring Vistry Partnerships site which has been consented.		
Through traffic	PASS	The proposed development would comprise only two vehicular accesses off the B6225 Hollingworth Road. Any connectivity to the west would be limited to pedestrians and cyclists only.		
Safety at junctions (internal to the site, including site accesses)	More info needed	The proposed site access junctions onto the B6225 Hollingworth Road would be priority-controlled and would benefit from footways tying into the existing provision, however the accesses do not have a detailed qualitative analysis such as that included in Appendix B of LTN 1/20 (Junction Assessment Tool).		

Active Travel England Planning Application Assessment Tool - Appraiser Report

Site address	Land Adjacent Hollingworth Road, Littleborough, OL15 0AZ			
Local authority reference	Rochdale			
ATE Scheme reference	Land North of Smithy Bridge			
Local Planning Authority	Rochdale			
Local Highway Authority	Rochdale Borough Council			
Design speed of new streets	PASS	The internal streets have been designed to comply with Manual for Streets standards and <u>would not exceed 20mph.</u>		
Crossings (internal to the site)	PASS	Vehicular volumes within the proposed residential estate are expected to be low, as such there would only be standard uncontrolled crossings with dropped kerbs at junctions (with tactile paving where appropriate). This is considered appropriate as part of guidance within LTN 1/20 Table 10-2.		
Suitability for walking and wheeling (internal to the site)	PASS	All of the internal streets within the proposed development would be designed to include level access in the form of dropped kerbs at <u>crossing points.</u>		
Cycle safety on links (Internal to the site)	More info needed	Cycle infrastructure within the development site would be developed further to comply with Figure 4.1 of LTN 1/20.		
Shared use routes (internal to the site)	More info needed	Shared routes within the development site would be developed further to comply with Figure 4.1 of LTN 1/20.		
Car parking layout	PASS	All of the internal streets within the proposed development would be designed to remove opportunities for indiscriminate and obstructive parking.		
Cycle Parking	PASS	The development is residential in nature, so will comprise sheds / garages / internal curtilage suitable for cycle storage.		
Trip end facilities for cycling (Destinations)	PASS	The development is residential in nature, so will comprise bathrooms and bedrooms for showering / changing / drying and storage.		
TRAVEL PLAN	PASS	This is included in Section 6 of the Framework Travel Plan.		

OUR LOCATIONS

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com