

For and on behalf of
Cornerstone Place

Travel Plan

Land at Whitworth Road, Rochdale

**Prepared by
Sustainable Development and Delivery
DLP Planning Ltd
Sheffield**

March 2022



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1.0 INTRODUCTION

- 1.1 DLP Planning Ltd's Sustainable Development and Delivery team (SDD) has been instructed by Cornerstone Place to produce a Travel Plan in support of a full planning application for the provision of 14 purpose-built homeless and support accommodation units on land off the A671 Whitworth Road in Rochdale.
- 1.2 By way of background, pre-application comments were received from Rochdale Brough Council (dated 11th January 2022), which set out the requirement for a Travel Plan to support the planning application.
- 1.3 Based upon the proposed land use, and that residents are unlikely to own a private car, this Travel Plan has been prepared in the form of a Staff Travel Plan. The Travel Plan will focus upon the principles of local recruitment, and measures to encourage sustainable travel amongst staff.
- 1.4 A map of the site's location is shown below at **Figure 1** below.

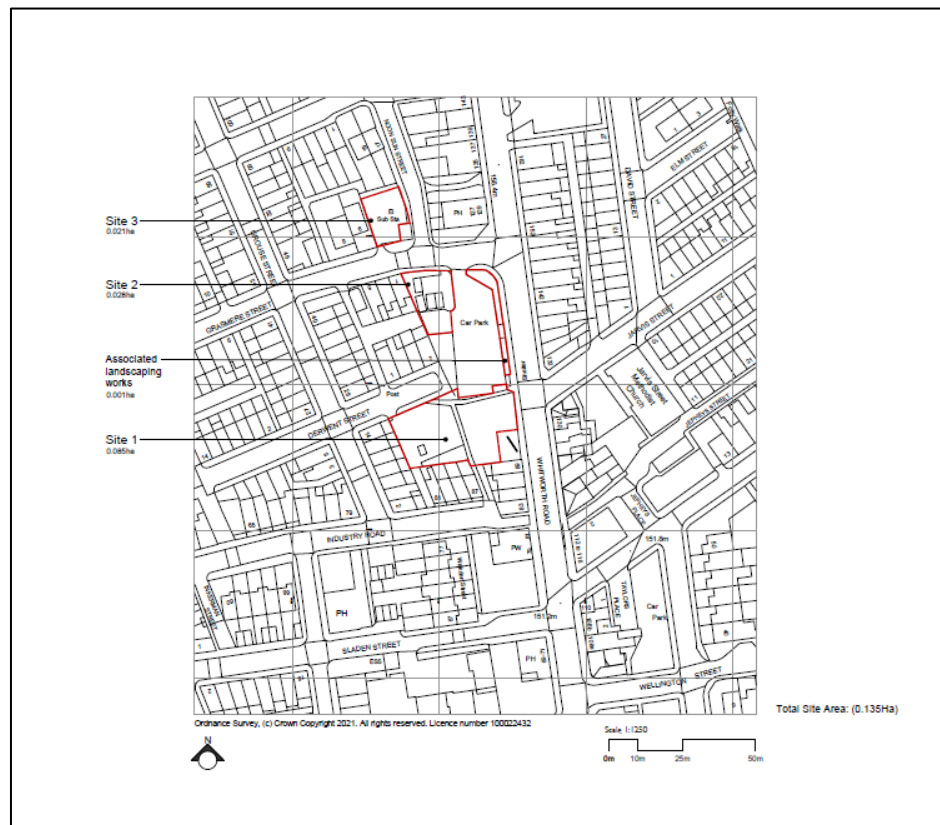


Figure 1. Site Location Plan

Objectives and Scope of the Travel Plan

- 1.5 This Travel Plan is aimed at the employees of the proposed development site, and includes a summary of the range of sustainable travel options available to future staff. It also sets out how single occupancy vehicle use can be lowered through the promotion of sustainable travel

options.

- 1.6 The primary aim of this Travel Plan is to facilitate and encourage sustainable travel behaviour amongst future employees at the site, so that reliance on single occupancy car use can be reduced.
- 1.7 The TP has been prepared in accordance with the guidance as set out in the Department for Transport's 'Planning Practice Guidance on Travel Plans, Transport Assessments and Transport Statements' (2014).

2.0 POLICY CONTEXT

What Is A Travel Plan?

- 2.1 A Travel Plan (TP) seeks to reduce car use and to encourage alternative sustainable transport choices. It sets aims and tangible targets (where appropriate) so that 'real' change in travel behaviour can be achieved.
- 2.2 Therefore, the overall aim of any TP should be to influence long-term changes in travel behaviour to reduce reliance on single occupancy car journeys by providing the right package of measures that promote and value sustainable transport initiatives. It is important that the measures of a TP are site specific and tailored to the needs of existing and future users of the site in order to succeed in its aim.

National Policy

National Planning Policy Framework (NPPF) (2021)

- 2.3 The revised NPPF was last updated in 2021. It sets out the Government's planning policies for England and how these are expected to contribute to the achievement of sustainable development.
- 2.4 Chapter 9 (Promoting Sustainable Transport) of the NPPF considers the promotion of sustainable transport by emphasising the importance of development proposals addressing the potential impacts of developments on transport networks and the environment, including any mitigation strategies, as well as the promotion of sustainable travel modes and the importance of considering street patterns, parking and any other transport considerations as part of the development scheme.
- 2.5 Paragraph 113 of the NPPF states that "*all developments that will generate significant amounts of movement*" should provide a TP.
- 2.6 Given the scale of development, it is likely that an abridged form of Travel Plan is required. Nevertheless, the applicant is committed to develop a sustainable development and, as such, will implement a TP at the site.

3.0 EXISTING CONDITIONS

Site Detail

- 3.1 The site lies to the immediate west of the A671 Whitworth Road. The site is split into 3 parcels as follows and as shown in Figure 1.
- Site / Block 1 = Lies to the immediate south of a public car park
 - Site / Block 2 = located to the immediate west of the public car park entrance off Grasmere Street
 - Site / Block 3 = lies to the immediate northwest of the Grasmere Street / Noon Sun Street junction
- 3.2 The site is bound by the A671 Whitworth Road to the east and existing residential properties to the north, south and west. The site lies approximately 1.7 kilometres to the north of Rochdale Town Centre.
- 3.3 Site 1 currently comprises a disused children's playground and a small area of open space. Site 2 comprises 4 dilapidated garages owned by the Local Authority whilst Site 3 is currently occupied by vacant land under the ownership of the Local Authority.

Local Highway Network

- 3.4 The site lies to the west of the A671 Whitworth Road which measures approximately 8.3 metres in width and is subject to a 30mph speed limit with streetlighting provided (see **Figure 2**). There are double yellow line parking restrictions along both edges of the carriageway. Furthermore there is no loading permitted between 08:00 – 09:00 and 16:30 – 18:00.



Figure 2. A671 Whitworth Road in vicinity of site

- 3.5 There are footways provided along both edges of the A671 Whitworth Road, and an advisory cycle lane along the western side of the carriageway.
- 3.6 The A671 Whitworth Road forms a priority junction with Grasmere Street to the northeast of the site. To the immediate north of this junction, dragon teeth and 'SLOW' carriageway markings are provided along the A671 Whitworth Road to alert drivers of the 20mph advisory speed limit during school peak periods.
- 3.7 Grasmere Street forms part of a 20mph zone, with red carriageway surfacing provided at its junction with the A671 Whitworth Road (see **Figure 3**). Grasmere Street is approximately 5 metres in width with footways and streetlighting provided. There are double yellow line parking restrictions at the eastern end of Grasmere Street; however these terminate approximately 33 metres to the west of the A671 Whitworth Road junction.
- 3.8 Whilst there are loading restrictions at the A671 Whitworth Road / Grasmere Street, these do not extend beyond offering junction protection.



Figure 3. Grasmere Street in vicinity of site

Walking

- 3.9 Given the site allows for homeless accommodation, it is likely that the destinations for walking would vary amongst staff and residents at the facility. It is widely recognised that 2 kilometres is a likely maximum walking distance that staff or residents would walk in a single journey.
- 3.10 In light of the above, **Figure 4** shows a 2 kilometre pedestrian isochrone, confirming that residential areas such as Shawclough, Syke, Newbold Brow and part of Rochdale centre are located within comfortable walking distance for staff to walk to work.

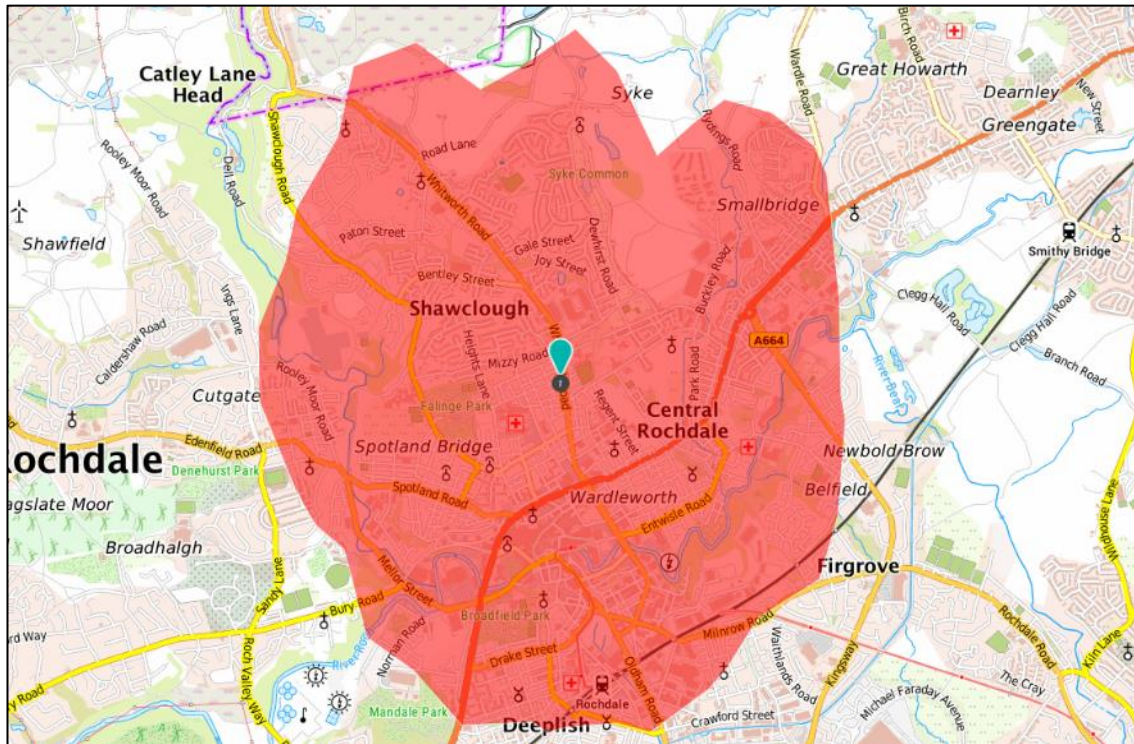


Figure 4. Pedestrian Isochrone

- 3.11 Pedestrian footways are provided along both edges of the A671 Whitworth Road and Grasmere Street in the vicinity of the site.
- 3.12 A signalised crossing point is provided approximately 45 metres to the south of the site along the A671 Whitworth Road (see **Figure 5**). This forms part of a key desire line for residents to the east of the A671 Whitworth Road, as it connects directly to Industry Road which has been stopped up at its eastern end.



Figure 5. Signalised pedestrian crossing at A671 Whitworth Road / Industry Road

- 3.13 An informal pedestrian crossing is also provided approximately 145 metres to the north of the site along the A671 Whitworth Road, with dropped kerbs, tactile paving and a central refuge provided.
- 3.14 To the southwest of the site, an off-road pedestrian link connects from Derwent Street to Whitworth Road. This narrow footpath (circa 1 metre wide) extends between the public car park and the disused children's play area (see **Figure 6**). However, this link does not form part of a formal Public Right of Way.



Figure 6. Footpath between A671 Whitworth Road and Derwent Street

Cycling

- 3.15 Cycling is a perfectly viable alternative to short car journeys, particularly those of up to 5 kilometres, and it can also be used to form part of a longer journey alongside public transport.
- 3.16 **Figure 7** shows a 5 kilometres catchment area in the vicinity of the site which includes all of Rochdale as well as other locations such as Shawclough, Broadley, Great Howard, Firgrove, Milnrow, Lower Place, Balderstone, Castleton, Marland and Bagslate Moor.

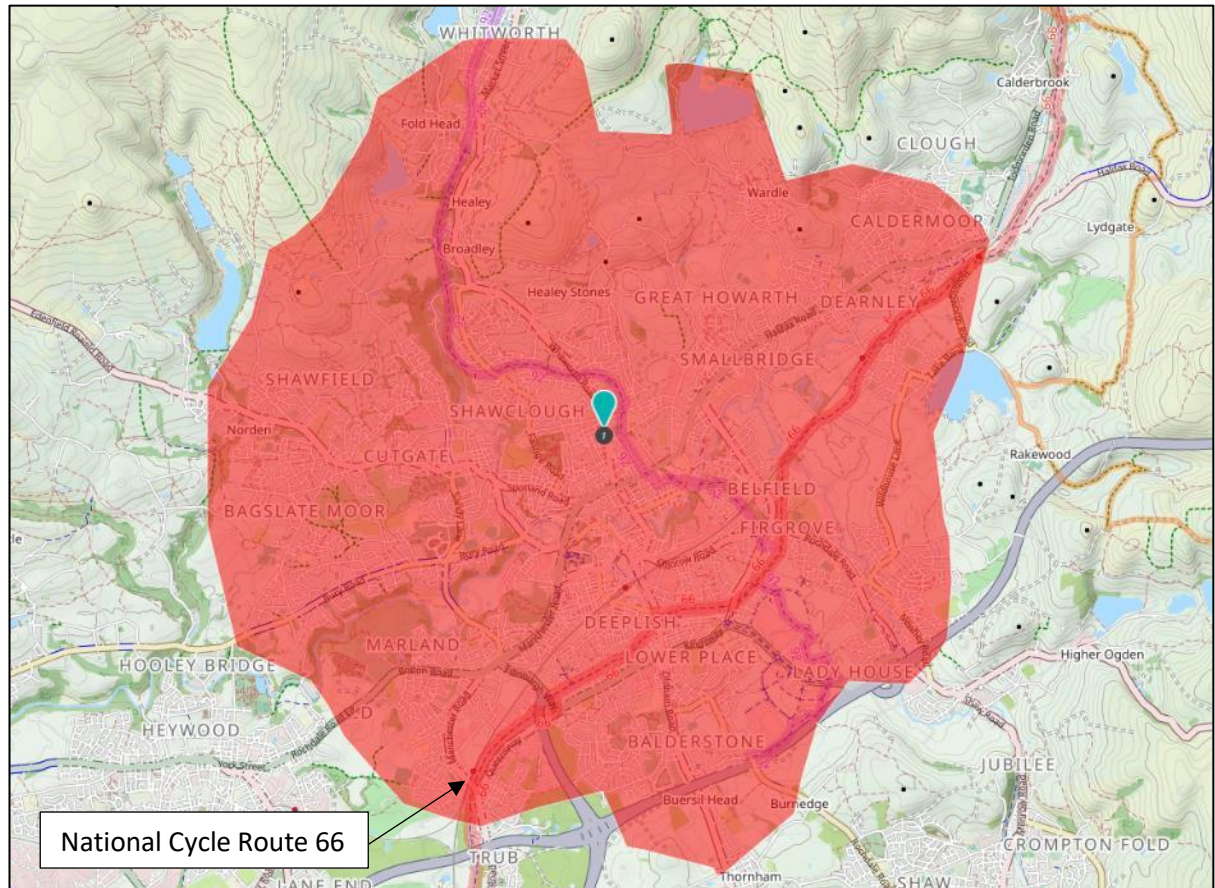


Figure 7. Cyclist Isochrone

- 3.17 In the immediate vicinity of the site, there is an advisory cycle lane along the A671 Whitworth Road in a northbound direction (see **Figure 2**).
- 3.18 National Cycle Route 66 lies approximately 215 metres to the east of the site (as shown as the red route on **Figure 7**) which extends from Manchester city centre to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull, and is a combination of traffic-free and on-road routes in the vicinity of the site.

Public Transport

- 3.19 Rochdale benefits from a network of sustainable travel options which are able to support journeys both within the immediate region as well as further afield. This network therefore provides viable and sustainable modes of travel.
- 3.20 The nearest northbound bus stop is located to the immediate west of the site along the A671 Whitworth Road. This bus stop comprises a flag and shelter with timetable information, and bus stop cage markings within the carriageway (See **Figure 8**).



Figure 8. Northbound bus stop along A671 Whitworth Road

- 3.21 The nearest southbound bus stop is located either 122 metres to the north or 125 metres to the south of the site along the A671 Whitworth Road. The bus stop to the north is provided with a shelter, seating and timetable information with a bus lay-by facility. The bus stop to the south of the site is provided with a flag and timetable information only.
- 3.22 The bus stops are served by Routes 464, 862, 867 and 999 and the R9 Rochdale Runners. Services are provided to Accrington and Rochdale with timetable information summarised in **Table 1** below.

Service	Route	Frequency		
		Mon – Fri	Sat	Sun
464	Accrington – Rochdale	15 mins	30 mins	30 mins
862	St Cuthbert's School Bus			
867	St Cuthbert's School Bus			
999	Bacup Grammar School Bus			
R9 Rochdale Runners	Rochdale – Buckley (circular)	09:52 12:57	09:52 12:57	09:52 12:57

Table 1. Bus Services in the vicinity of the site

- 3.23 This shows that Routes 464 and R9 could accommodate potential future trips by staff to work, and that they are provided within an acceptable walking distance of the proposed site.

Summary

- 3.24 Overall, the proposed development is considered to be in an excellent location for travel by sustainable modes for both staff and residents, with frequent bus services available within comfortable walking distances. As a result, staff / visitors will be provided with a wide range of realistic sustainable travel options other than to travel via car.
- 3.25 For residents who would unlikely have access to a private car, there are opportunities to access nearby services and facilities by alternative modes of travel.

4.0 PROPOSED DEVELOPMENT

Description of Proposed Development

- 4.1 The proposed development is to comprise 14 bedrooms with the latest site masterplan contained at Appendix A. At this stage, the anticipated composition will comprise:
- Block A = 8 bedrooms
 - Block B = 4 bedrooms
 - Block C = 2 units
 - Total = 14 units
- 4.2 Within each block, kitchen / dining / living areas would also be provided in association with each bedroom.
- 4.3 As part of the proposals, the pedestrian link between Derwent Street and Whitworth Road (to the south of the public car park) would be retained and realigned / widened.
- 4.4 There would be no vehicle parking on site, however there would be 9 Sheffield type cycle standards provided to the west of Block A.
- 4.5 As part of the proposals, it is understood that there would be a single member of staff in a security office in Block 1. However there could be up to 5 visiting staff at the site from Monday to Friday to include support staff, management, specialist advisers and health services workers.
- 4.6 During the weekend, there would be less health service visitors attending the site, with a maximum of 1 member of staff on site during any given time.

5.0 TRAVEL PLAN OBJECTIVES

- 5.1 It is important that the TP has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of TP objectives, which are realistic and site specific.
- 5.2 The overall, site-wide aims of the TP are:
- To deliver a long-term commitment to changing travel habits of staff, thus delivering environmental, health and road safety improvements for those staff based and the site;
 - To promote the use of sustainable modes of travel;
 - To reduce reliance on single occupancy vehicles and increase the number of employees car sharing on a regular basis;
 - To minimise the impact of the development on the local area and wider highway network, and;
 - To assist Rochdale Borough Council in achieving their sustainable travel objectives.
- 5.3 Sustainable travel measures implemented as part of this staff TP must be viable and, in this instance, appropriate for the limited number of staff on site. It is important that the TP focuses on what is achievable for the site, given its location and the number of staff using the site on a daily basis.
- 5.4 Future employees will be made aware of the sustainable transport choices opportunities available to them prior to of the occupation of the new development. This is so that sustainable travel habits can be established from the outset.

6.0 TRAVEL PLAN MEASURES

6.1 In order to effectively achieve the aim of reducing private car travel to and from the site by staff members, a number of different measures and interventions will be implemented. These are detailed in the following sections.

6.2 The TP measures set out in this section are bespoke to the proposed development and reflect the site's location. The TP will target all staff working at the at the site and visiting professionals.

Localised Recruitment Policy

6.3 The applicant has confirmed that all staff positions will be advertised locally, to ensure that future staff have the opportunity to travel to the site by modes other than single occupancy car.

Cycle Parking

6.4 As part of the proposals, 9 Sheffield Stands will be provided to the west of Block A (See masterplan at Appendix A), which could accommodate 18 bicycles.

6.5 This location is well overlooked with natural surveillance from the secure yard and by the windows from Block A. In addition to this the site will be provided with lighting and metal railings around its perimeter.

6.6 Staff members will be informed of the cycle parking spaces in their inductions.

Travel Plan Co-ordinator

6.7 In order to ensure that there is maximum awareness of the TP, the General Manager will undertake the role of Travel Plan Co-ordinator (TPC).

6.8 The TPC will be responsible for providing up-to-date information on sustainable travel opportunities to employees and maintaining the travel information noticeboard.

Staff / Resident Travel Information Noticeboard

6.9 A staff noticeboard displaying this Travel Plan will be provided in a staff communal area onsite. This will allow all members of staff to view the noticeboard regardless of their position. This will allow staff access to the local area cycling map and local bus timetables.

6.10 All new staff working at the site will be directed to the noticeboard as part of their inductions. The TPC will ensure that the noticeboard is regularly reviewed and updated.

6.11 This information will also be displayed in communal entrance points for residents' information also.

Car-Sharing

6.12 The nationally operating website LiftShare will be promoted to allow employees to explore

sharing their commute with those living / working nearby.

Sustainable Travel Induction

- 6.13 All new staff will be given a sustainable travel induction upon the commencement of their employment. This will consist of a short one-to-one session with the on site Manager that will promote cycling, the local bus services, awareness of the Staff Noticeboard and provision of a copy of this Travel Plan.
- 6.14 In addition to this, at the time of booking appointments for visiting services / professionals, such visitors will be emailed information relating to sustainable travel options for their journey to / from the site.

7.0 ACTION PLAN

- 7.1 In order to ensure the success of the TP, it is important to ensure that a robust programme of implementing the objectives and monitoring is implemented. The measures described below (and summarised in **Table 2**) will be overseen by Cornerstone Place.

Action	Timescales
Installation of cycle stands at Block A	Prior to occupation
Upgrade / widening of pedestrian footway link between Derwent Street and Whitworth Road	Prior to occupation
Localised recruitment policy	Advertise staff positions in local press and publicity
Sustainable Travel Induction for all staff	Prior to occupation
Provide staff with a copy of the Travel Plan to inform them of options to travel to the site by non-car modes.	Upon recruitment of each staff member – prior to start date
Publicity and Information -- provide copy of this Travel Plan on staff noticeboard and resident foyer areas	Prior to occupation
At time of booking appointments for visiting professionals, provide details of sustainable travel options	Ongoing
Update all public transport information	Ongoing
Undertake staff travel survey 12 months after initial occupation, and supply the results to RBC. This would identify whether new measures are required.	Ongoing

Table 2. Action Plan

Appendix A: Site Masterplan



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DRAWING TO BE READ IN CONJUNCTION WITH THE HEALTH & SAFETY PLAN, AND ALL RELEVANT RISK ASSESSMENTS AND THE FOLLOWING DRAWINGS:

- Site Plan Legend**
- Soft landscaping (details TBC by landscaping proposal)
 - Hard landscaping (details TBC by landscaping proposal)
 - Screening planting (details TBC by landscaping proposal)
 - SP = Lampost / telegraph pole / signpost
 - LP =
 - Existing tree replaced / removed
 - New tree planting
 - Existing tree retained

- Tree Schedule**
- T1 Existing tree removed
 - T2 Existing tree retained
 - T3 Existing tree replaced by new tree
 - T4 Existing tree replaced by new tree
 - T5 Existing tree removed
 - T6 New tree
 - T7 New tree
 - T8 New tree
- Total trees removed: 2no.
Total trees replaced: 2no.
Total trees planted: 5no.

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P02	02.03.22	JS	Updated as engineer comments.
P01	20.01.22	JS	Issued for client comment.
Rev	Date	By	Remarks

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