



First Choice Homes Oldham

Land off Mossylea Close, Middleton

Travel Plan

November 2024



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Travel Plan

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1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by First Choice Homes Oldham to provide travel planning advice in relation to a consented development on land off Mossylea Close in Middleton, Rochdale.
- 1.1.2 This full Travel Plan (TP) has been prepared in line with the requirements set out by Rochdale Metropolitan Borough Council (RMBC) in Condition 13 attached to planning permission App Ref: 24/00757/VRCON, which was approved on 5th November 2024.
- 1.1.3 Condition 13 states:

"No part of the development shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include:

- *Firm measures for promoting a choice of transport modes*
- *A monitoring regime with agreed mode share targets*
- *Monitoring procedures and mechanism to ensure that the plan remains effective and is reviewed within a framework approved by the Local Planning Authority*

The approved Travel Plan shall be implemented on first occupation of the development hereby permitted.

Reason: In order to ensure that the development encourages people to travel by sustainable modes of transport in accordance with policies T1 and T2 of the adopted Rochdale Core Strategy and the National Planning Policy Framework."

- 1.1.4 This TP has been prepared with the overall aim to encourage future residents of the site to travel by sustainable modes. It has been produced in line with the points set out in Condition 13.

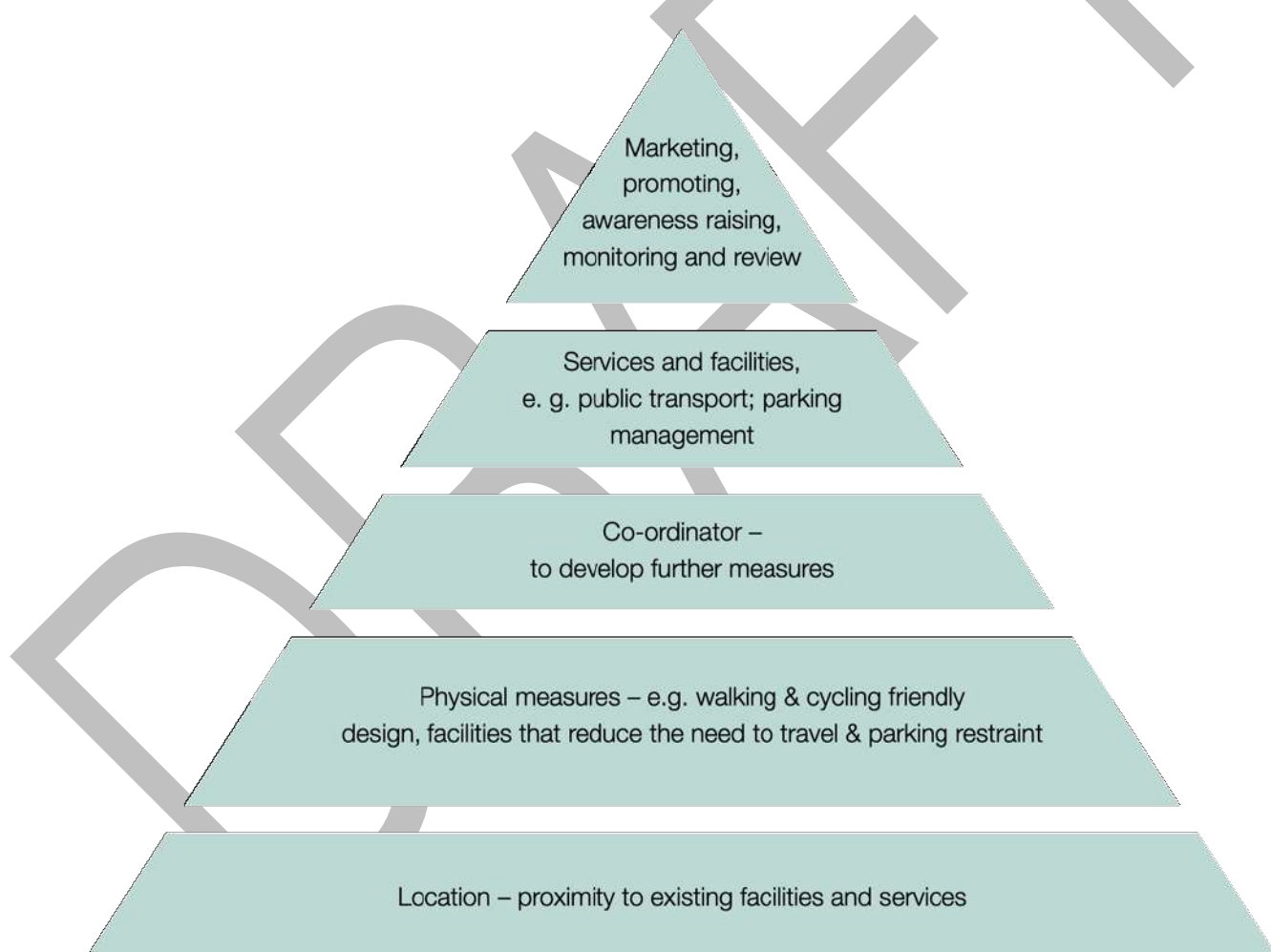
1.2 The Development

- 1.2.1 App Ref: 24/00757/VRCON is a Section 73 application associated with App Ref: 22/01177/FUL for the erection 29no. residential dwellings (Use Class C3) with associated access, landscaping and infrastructure at the site, approved on 30th October 2023 by RMBC.
- 1.2.2 The consented development will deliver 29no. dwellings, comprising 2no. two-bedroom bungalows, 24no. three-bedroom houses and 3no. two-bedroom houses.
- 1.2.3 The site will be accessed via a simple priority junction from Mossylea Close.

1.3 Overview of the Travel Planning Process

- 1.3.1 A TP is a long-term management strategy for integrating proposals for sustainable travel into the planning process. The TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term.
- 1.3.2 The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, and as a result mitigating the impact of travel.
- 1.3.3 A successful TP can be established by the Travel Plan Pyramid shown in Figure 1.1.

Figure 1.1 : Travel Plan Pyramid (source: Department for Transport)



- 1.3.4 This TP forms the starting point in providing the following:
- Details of the provision for cyclists, pedestrians, and public transport users;
 - An example toolkit of sustainable travel measures;

- Potential milestone targets that could be developed for on-going implementation; and
- A strategy for ongoing monitoring and review would be developed and this would include the appointment of a designated Travel Plan Co-ordinator who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.3.5 The key objectives of the TP will be taken forward by a Travel Plan Coordinator who will seek to:

- Reduce the need to travel by car to and from the site;
- Promote the health and cost benefits of cycling, walking and using public transport;
- Promote the cost benefits of car sharing;
- Provide clear information to residents on sustainable modes of travel to and from the site; and
- Provide information to residents on the alternative sustainable modes of travel.

1.4 Report Structure

1.4.1 Following this introduction, the TP has been structured as follows:

- Chapter 2 outlines the existing conditions at the site, include the local highway network;
- Chapter 3 sets out the sustainable travel connections for the site;
- Chapter 4 outlines the overarching aims, objectives and benefits of the plan;
- Chapter 5 sets out targets;
- Chapter 6 presents the strategy for managing the plan;
- Chapter 7 identifies the measures and initiatives
- Chapter 8 outlines how the plan can be monitored and reviewed; and
- Chapter 9 presents an action plan for the implementation and delivery of the plan.

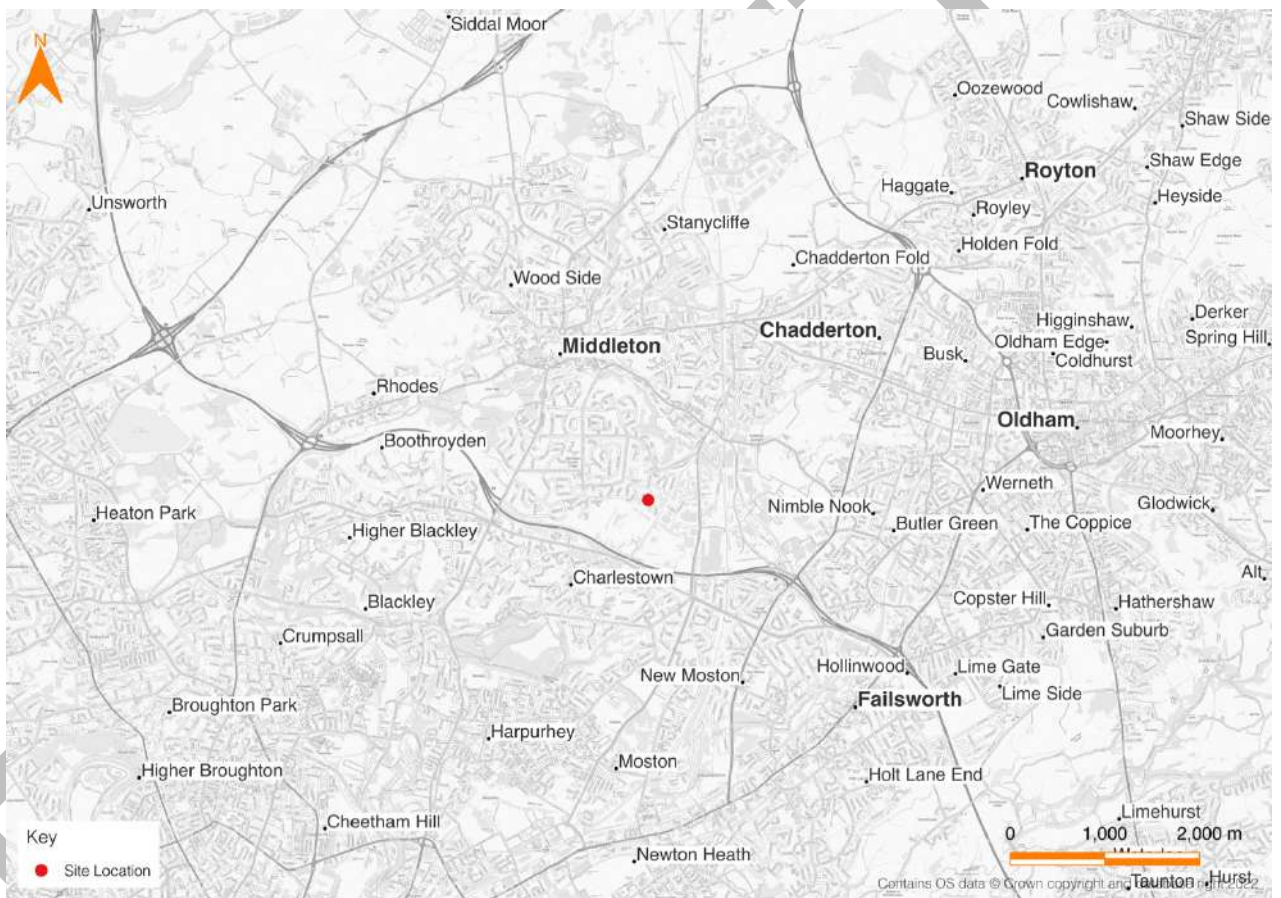
2. Existing Conditions

2.1 Site Location

2.1.1 The site is located in the Middleton area of Rochdale, c.2.5km south of Middleton Town Centre, c.5km west of Oldham Town Centre and c.3km northeast of Junction 21 of the M60.

2.1.2 The strategic site location is shown in Figure 2.1.

Figure 2.1 : Strategic Site Location

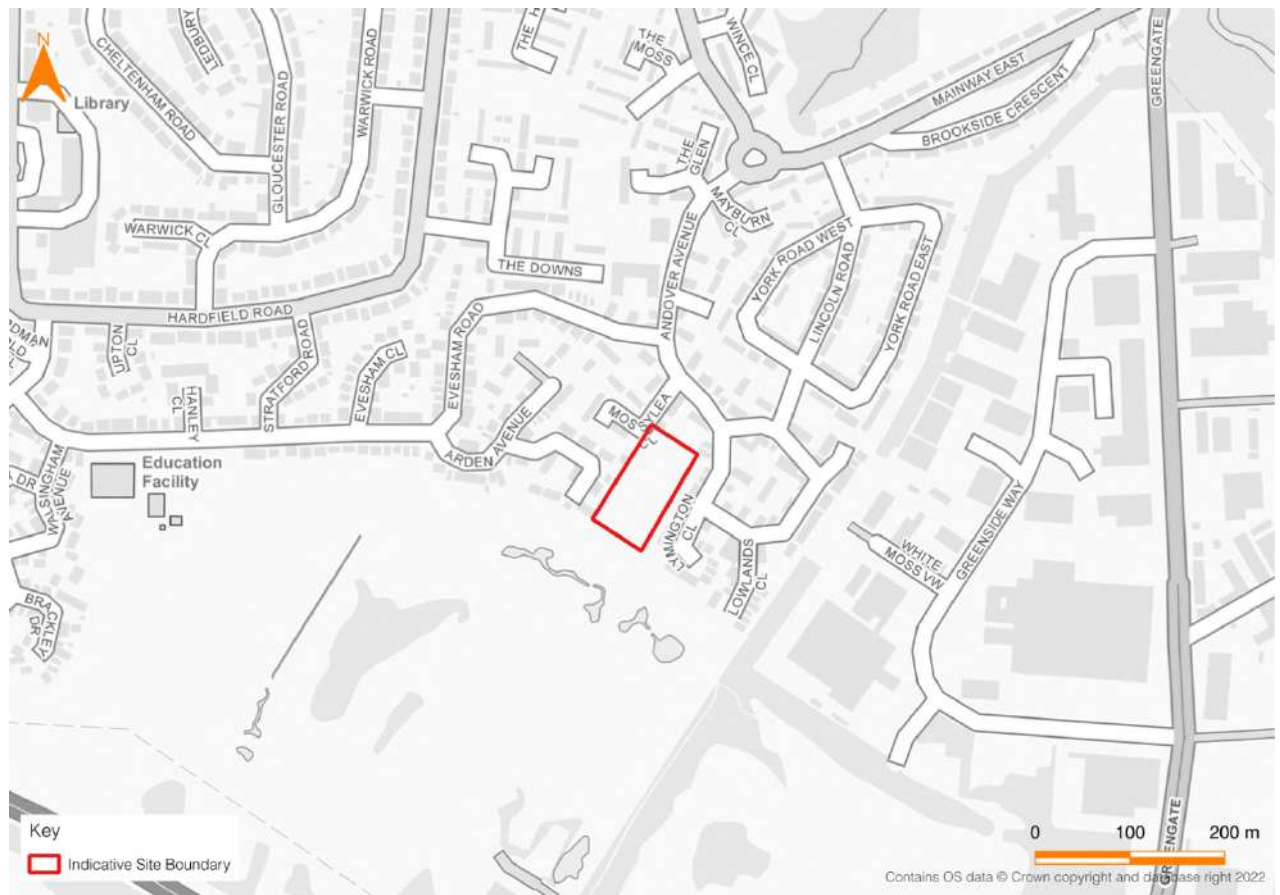


2.2 Local Highway Network

2.2.1 The site is located on a parcel of land to the east of Mossylea Close, which is an access road serving residential properties.

2.2.2 The location of the site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Local Highway Network



Mossylea Close

- 2.2.3 Mossylea Close is a two-way single carriageway road with a carriageway width of c.5.5m, with footways in both side with widths of c.2.0m.
- 2.2.4 Mossylea Close is subject to a 30mph speed limit and is illuminated by a network of street lighting. There are no on-street parking restrictions along its length.

Andover Avenue

- 2.2.5 Mossylea Close is accessed via Andover Avenue, which is a two-way single carriageway road with a carriageway width of c.6.3m, with c.2.0m wide footways on both sides.
- 2.2.6 Andover Avenue is subject to a 30mph speed limit to the east of Mossylea Close, and a 20mph speed limit to the west. The road is illuminated by a network of street lighting. There are no on-street parking restrictions along its length.

2.3 Modal Split

2.3.1 To provide an accurate representation of the forecast modal split anticipated at the proposed development, the journey to work data from the 2011 Census has been reviewed for the population living in the site area.

2.3.2 The modal split for people living in the 'Rochdale 025' Middle Super Output Area (MSOA), where the site is located, has been examined and is summarised in [Table 2.1](#).

Table 2.1 : 2011 Census Travel to Work Data – Modal Split ('Rochdale 025')

Mode of Travel	'Rochdale 025' – Modal Share
Driving a car or van	72%
Bus, minibuss or coach	12%
Passenger in a car or van	7%
On foot	5%
Bicycle	1%
Motorcycle, scooter or moped	1%
Taxi	1%
Train	1%
Total	100%

2.3.3 As shown in [Table 2.1](#), the modal split data for the 'Rochdale 025' MSA shows that 80% of people use a car or van to travel to work, of which, 72% are car drivers, 7% are passengers and 1% use taxis. In terms of sustainable modes of travel, 12% travel by bus, 5% on foot, 1% by cycling and 1% by train.

3. Sustainable Accessibility and Active Travel

3.1 Introduction

- 3.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 3.1.2 The National Planning Policy Framework (NPPF), updated in December 2023, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 3.1.3 Paragraph 109 states that: "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.*"
- 3.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

3.2 Pedestrian Accessibility

- 3.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*' are shown in [Table 3.1](#).

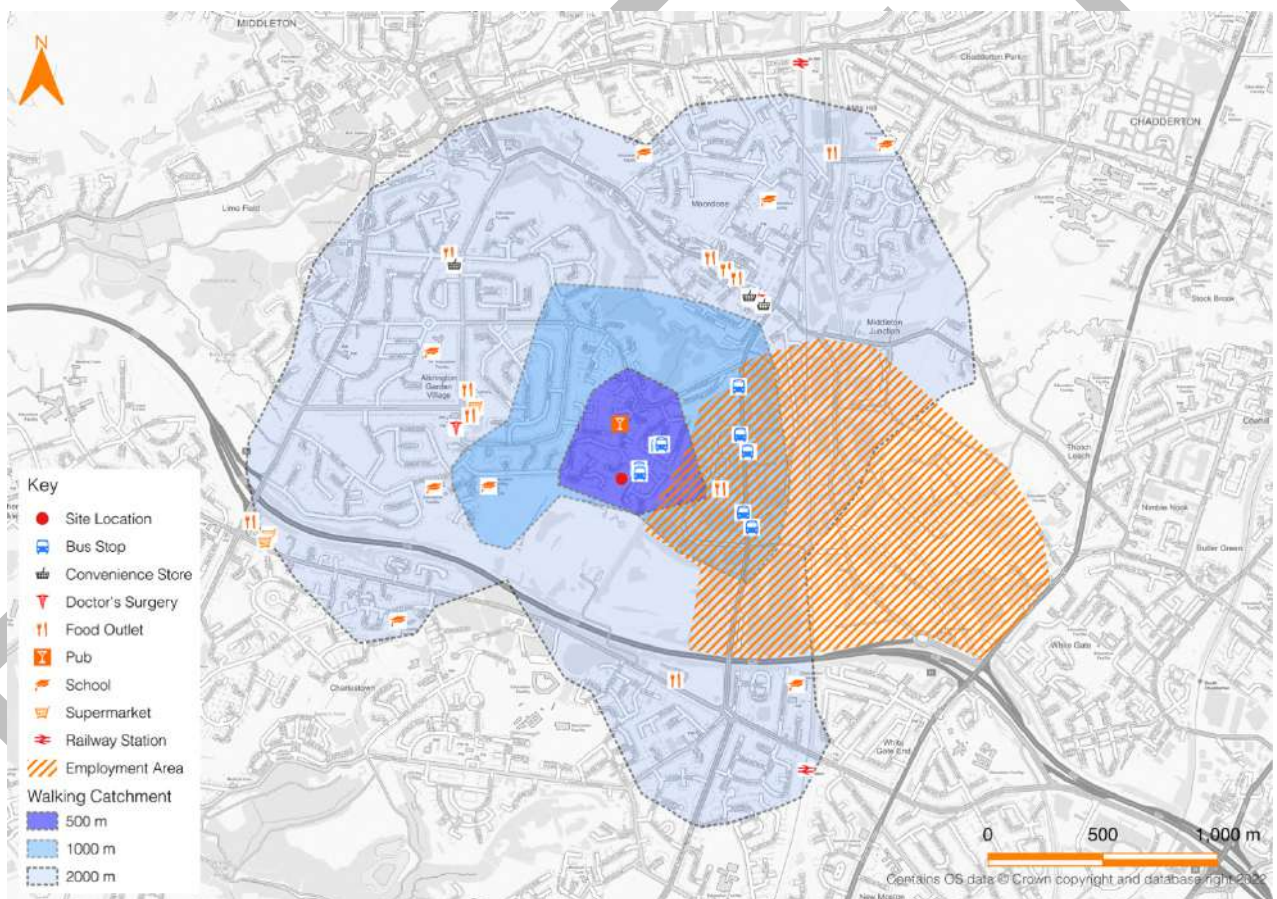
Table 3.1 : CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 3.2.2 The CIHT guidelines shown in [Table 3.1](#), suggest that, for commuting purposes, up to 500m is a desirable walking distance, up to 1km is considered an acceptable walking distance and 2km is the preferred maximum walking distance.

- 3.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 3.2.4 As described previously, a network of existing footways is provided on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.
- 3.2.5 Figure 3.1 presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 3.1 : Walking Catchment Area and Local Amenities



- 3.2.6 As indicated in Figure 3.1, the development site is located within a 2,000m walking catchment of range of local amenities and public transport services, including bus stops, Moston Railway Station, a supermarket and several schools.

3.2.7 Table 3.2 provides an indication of the distances and approximate walking times to local bus stops and a selection of local amenities accessible from the site. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 3.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Bus Stops on Lincoln Road	200m	2 minutes
The Apple & Pear Pub	280m	3 minutes
Bus Stops on Greengate	770m	9 minutes
St Thomas More Primary School	840m	10 minutes
Alkington Community Centre	1.11km	13 minutes
Tesco Express	1.25km	15 minutes
Moston Railway Station	2.00km	24 minutes

3.2.8 As shown in Table 3.2, there are a range of local amenities within a 2,000m walking distance from the site, including bus stops within a 500m walking catchment of the site.

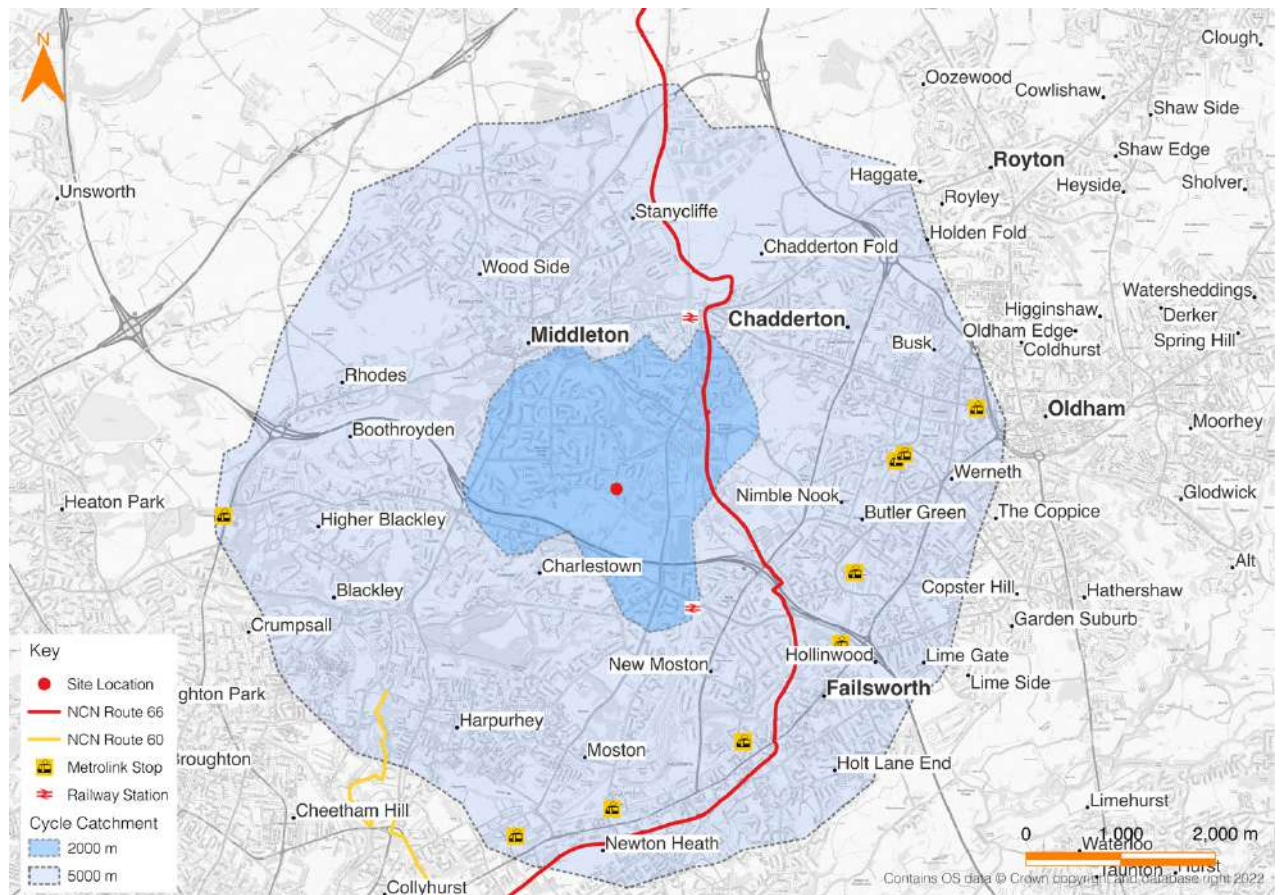
3.3 Cycle Accessibility

3.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

3.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.

3.3.3 Figure 3.2 presents the cycling catchment area around the proposed development site for 2,000m and 5,000m catchments.

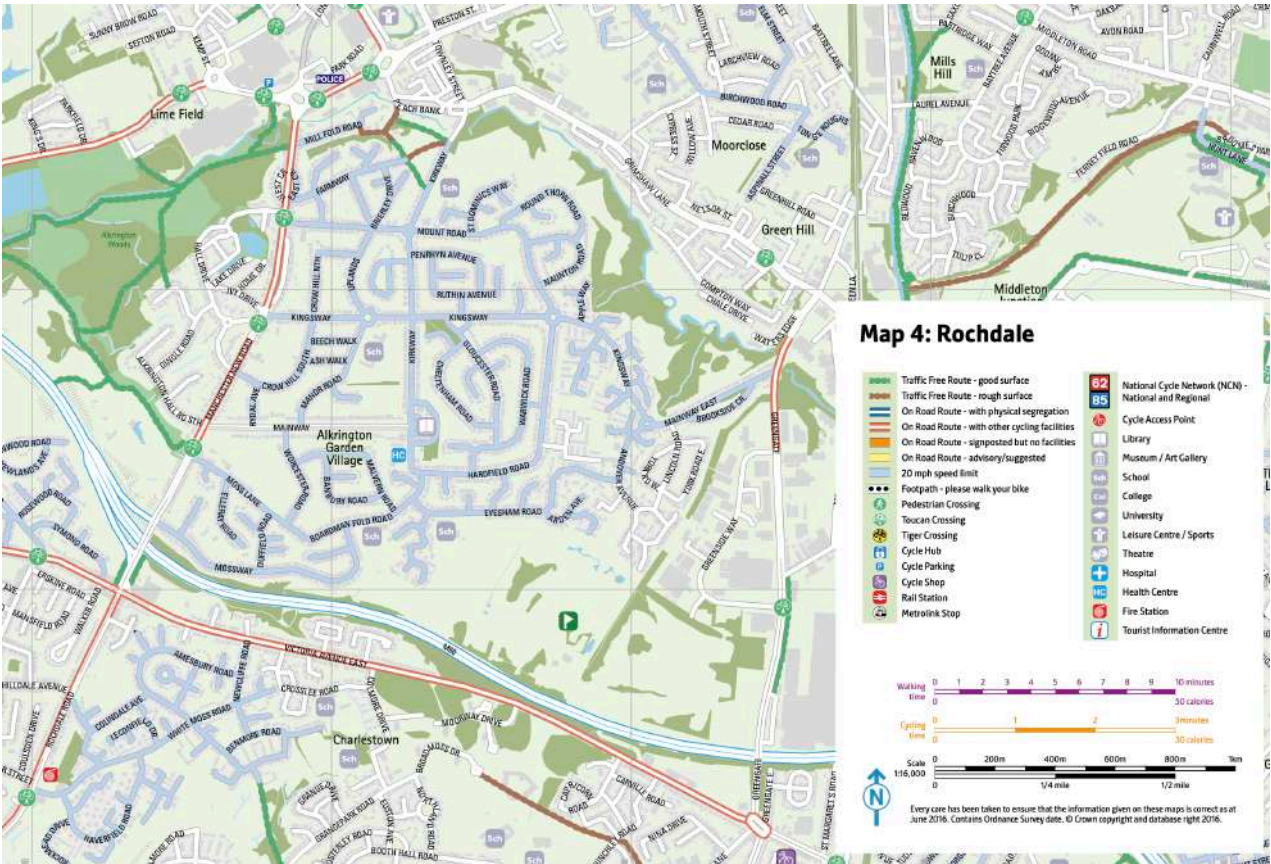
Figure 3.2 : Cycle Catchment Plan



3.3.4 As shown in Figure 3.2, the site benefits from access to the National Cycle Network (NCN) Route 60, which is located within a 2,000m cycle catchment of the site to the east.

3.3.5 Further cycle facilities in the locality of the site are shown in Figure 3.3. This includes 20 mph speed limits in the surrounding residential areas to support safe on-street cycling, as well as on-road routes on the local highway network.

Figure 3.3 : Local Cycle Facilities (source : TfGM)



3.4 Public Transport Services

Local Bus Services

- 3.4.1 Figure 3.1 shows the nearest bus stops to the site on Lincoln Road, accessible within c.200m (2-minute walk). Additional services are also available from Greengate within c.770m (9-minute walk).
- 3.4.2 Table 3.3 provides a summary of routes and times of local public bus services accessible from Lincoln Road and Greengate.

Table 3.3 : Local Public Bus Services – Lincoln Road and Greengate

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
112	Piccadilly Gardens - Moston - Greengate - Middleton	5	4	4	4	2
159	Chadderton - Woodhouses - Failsworth - Middleton	1	1	1	1	No Service

3.4.3 As shown in Table 3.3, regular bus services are available from the bus stops on Lincoln Road and Greengate within a short walk of the site, providing direct connections to Manchester, Oldham and a range of other local and regional destinations.

Rail Services

3.4.4 The closest railway station to the site is Moston Railway Station, located c.2,000m to the south of the site (24-minute walk).

3.4.5 The station is operated by Northern Rail. Moston Station has a degree of step-free access to platforms and provides 10no. cycle parking spaces.

3.4.1 A summary of the direct rail services from Moston Railway Station are summarised in Table 3.4.

Table 3.4 : Direct Rail Services – Moston Railway Station

Destination	Approx. Frequency	Approx. Journey Time
Blackburn <i>via Manchester Victoria</i>	1 service / hour	1 hour
Clitheroe <i>via Manchester Victoria and Blackburn</i>	1 service / hour	1 hour 30 minutes
Rochdale <i>via Mills Hill and Castleton</i>	2 services / hour	15 minutes

3.4.1 As shown in Table 3.4, there are 3no. regular rail services available from Moston providing direct rail access to destinations including Manchester Victoria, Blackburn, Clitheroe and Rochdale. These services also provide access to local stations along each respective route.

4. Overarching Aim, Objectives and Benefits

4.1 Overarching Aim

- 4.1.1 The overarching aim of this TP is to put in the place the management tools deemed necessary to enable residents to make informed decisions about how they travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This aim is achieved by setting out a strategy for eliminating barriers that keep residents from making use of sustainable modes.
- 4.1.2 Improving transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development. It will also provide travel options for all the site users, regardless of whether they own a car or not.

4.2 Objectives

- 4.2.1 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:
- Promoting sustainable and active travel to the site for all residents.
 - Promoting accessibility to the site by walking, cycling, public transport and car sharing.
 - Increasing the awareness of the environmental and social benefits of using alternative modes of transport.
- 4.2.2 It is intended that the objectives of this TP will be met by identifying and implementing initiatives that provide future residents and visitors with a variety of travel choices and, in doing so, reduce the need to travel by private car.

4.3 Travel Plan Benefits

- 4.3.1 The overall TP strategy includes physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the TP.
- 4.3.2 The proposed monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out later in this report.
- 4.3.3 The TP will incur different benefits, to different groups / individuals:

Resident Benefits

- 4.3.4 By meeting the objectives, the TP will bring about the following benefits to residents:
- Health benefits associated with walking and cycling, including reduced levels of stress.

- The opportunity to save money using alternative modes of travel to the car.
- Improved quality and reliability of journeys to and from home and work.
- Create a pedestrian / cyclist friendly environment.

4.3.5 Figure 4.1 shows the benefits of increases active travel across Greater Manchester.

Figure 4.1 : Benefits of Active Travel in Greater Manchester (source : Sustrans)



Social Benefits - Wider Community Benefits

4.3.6 By meeting the objectives, the TP will bring about the following social community benefits:

- On-going reductions in vehicular generated traffic on the local highway network.
- Increasing patronage on existing public transport modes.
- Health benefits associated with walking and cycling.
- A contribution to reduced traffic, congestion, air pollution and accidents.
- Improving accessibility and travel choice for reaching local facilities.

Environmental Benefits

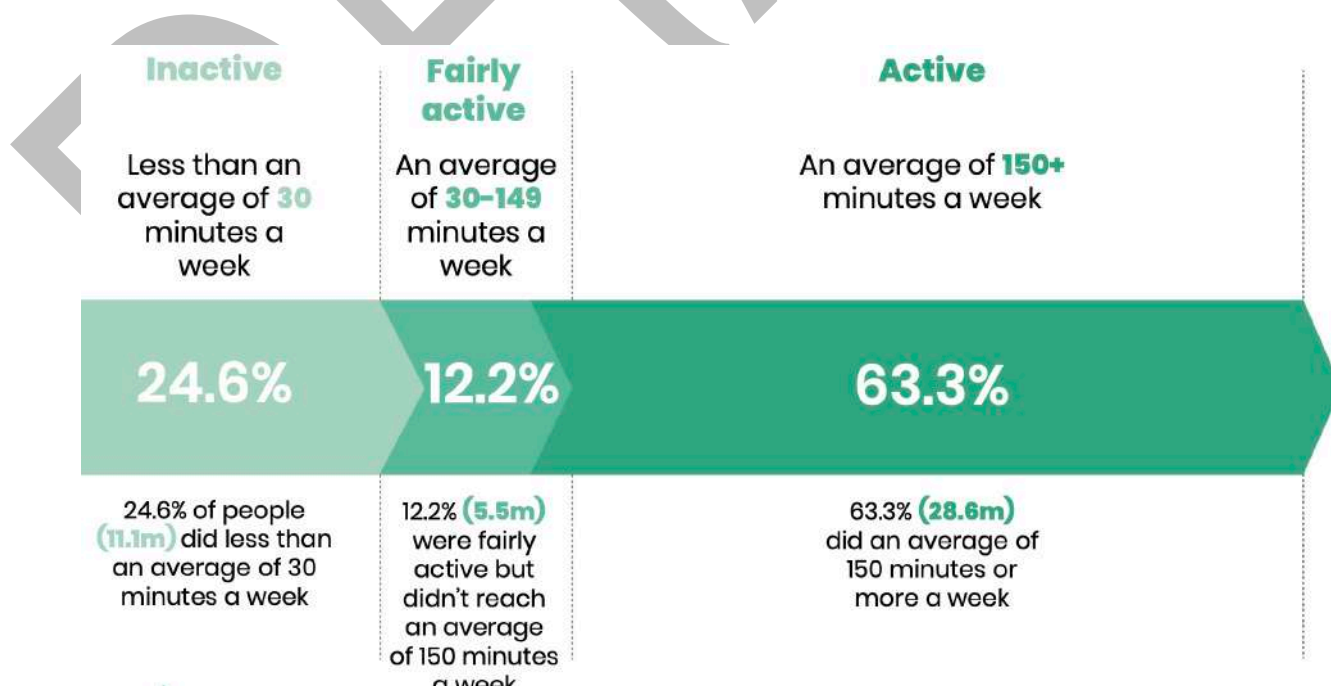
4.3.7 Data from the Department for Business, Energy and Industrial Strategy shows that domestic transport is the greatest-emitting sector in the UK (27% in 2019). The main source is the use of petrol and diesel, particularly for passenger cars. How people travel will therefore play a large role in the UKs, and Greater Manchester's, journey to net zero.

- 4.3.8 A Clean Air Plan is being developed by the 10no. Greater Manchester local authorities to tackle air pollution. Several measures have been proposed, including the provision of a Clean Air Zone (CAZ) to charge non-compliant vehicles. At the time of writing, the scheme has not been finalised.
- 4.3.9 In 2021, TfGM published the 2040 Vision for Transport, to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.
- 4.3.10 The 2040 Vision for Transport is aiming for 90% of morning peak trips into the City Centre to be made by sustainable modes by 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.
- 4.3.11 Therefore, encouraging people to make sustainable choices in the way they travel will considerably reduce the impact that a development has on the environment.

Health Benefits

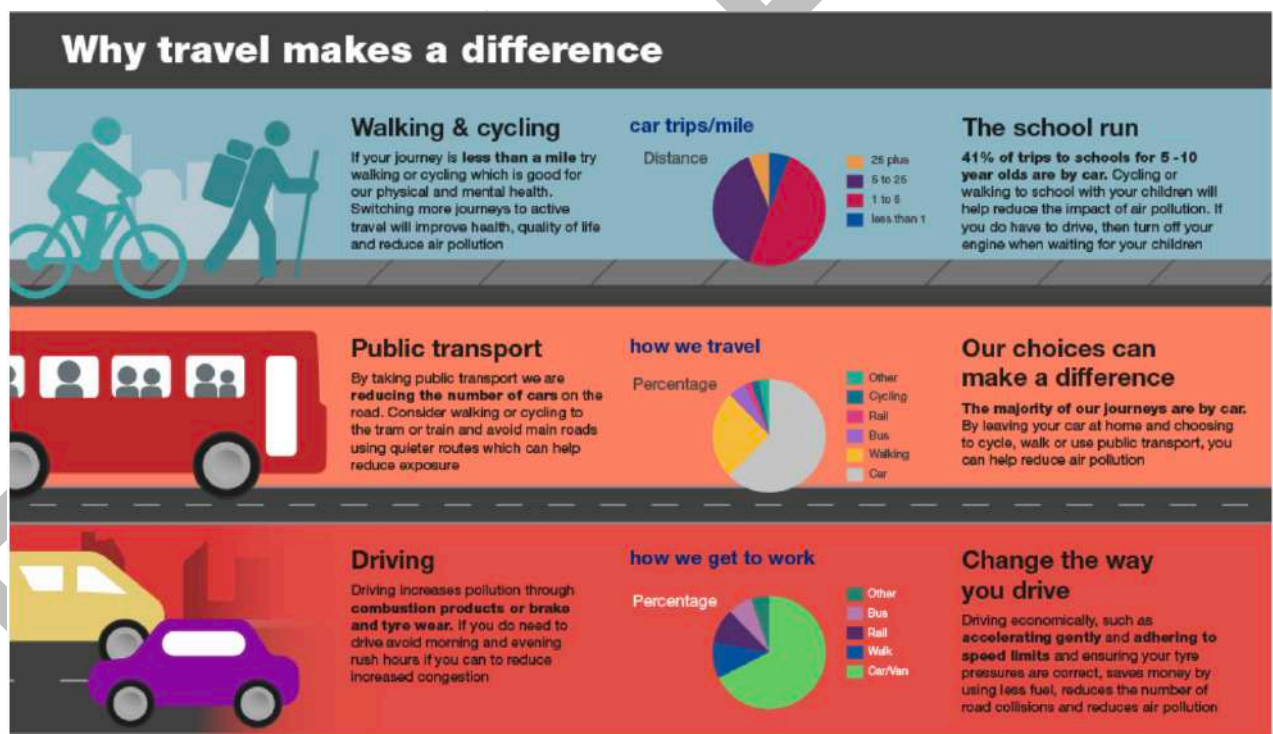
- 4.3.12 A reduction in car use will contribute to improved air quality, which in turn will propose health benefits. There are also numerous direct health benefits associated with active travel (walking and cycling).
- 4.3.13 The NHS advise that adults undertake at least 150 minutes of moderate intensity activity a week, or 75 minutes of intense activity. Figure 4.2 shows that whilst most adults meet this recommendation, a large amount do not. Active travel therefore presents an easy and convenient way to incorporate more activity in the adult daily life.

Figure 4.2 : Activity Levels Amongst Adults (source : Active Lives Adult Survey Nov 2018/19)



- 4.3.14 Public Health England published an edition of 'Health Matters' in 2018 with a focus on air pollution, noting that poor air quality is the largest environmental health risk in the UK; it showed that road transport contributes 33.6% and 12.4% of all nitrogen dioxide and particulate matter emissions respectively. Their effects include the exacerbation of asthma, coughing and wheezing in the short-term, and lung cancer, respiratory conditions and strokes in the long term, amongst many others.
- 4.3.15 Moderate activity, including walking and cycling can prevent / reduce the risk of various health problems; including, but not limited to, cancer, obesity, diabetes, strokes, mental health issues and high blood pressure. Further impacts of different travel modes on public health are shown in Figure 4.3.
- 4.3.16 The implementation of TPs therefore has a large scope to improve the health of those who they target.

Figure 4.3 : Impact of Travel Behaviour on Public Health (source : Public Health England)



Financial Benefits

- 4.3.17 Financial gains are also to be made through increased active travel (physical inactivity was thought to have cost the NHS £455 million in 2013-14), as well as public transport, that may present itself as a more affordable alternative to car ownership or regular car use.

4.3.18 Individuals can save money by choosing the most appropriate sustainable mode of travel to themselves, instead of using a private car. Such transitions and choices are made easier by the implementation of an effective TP.

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5. Travel Plan Targets

5.1 Purpose of Target Setting

- 5.1.1 Targets are the measurable goals by which progress will be assessed. The TP sets out the mode share targets that the occupier will seek to achieve via liaising with Rochdale Metropolitan Borough Council (RMBC). These mode share targets are **SMART**; that is **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime related.

5.2 Mode Share Targets

- 5.2.1 Individual modal share targets are outlined in [Table 5.1](#), as specified in Condition 13. Due to the limited control over modes of travel adopted by visitors, targets are not set specifically for these site users. However, measures outlined in this TP may also benefit visitors as well as residents.

Table 5.1 : Provisional Mode Share Targets

Mode of Travel	Mode Share Targets by Timescales					
	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Single Occupancy Vehicle (SOV)	72%	70%	68%	66%	64%	62%
Sustainable Travel Modes	28%	30%	32%	34%	36%	38%

- 5.2.2 The targets outlined in [Table 5.1](#) aim to achieve a 10% mode shift from SOV trips to sustainable travel modes (and corresponding 10% uplift in sustainable modes). The actual baseline mode share will be confirmed as part of initial Travel Surveys for each use. At this stage, these are interim percentages based upon the multimodal trip calculations from 2011 Census data in order to address the points outlined in Condition 13. The mode share targets are subject to change on this basis.
- 5.2.3 It is recognised that it is not possible to set accurate targets far into the future, even when based on actual mode share data. Given this, it should be acknowledged that the targets may change over time as the results of ongoing monitoring become available.
- 5.2.4 All data collected will be in accordance with local authority standards, to ensure the TPs are being accurately monitored and that targets are being met as per the ambitions of this TP.

6. Travel Plan Management

6.1 Overview

6.1.1 This chapter sets out the actions and responsibility for managing the TP. Further actions are presented in the Action Plan in [Chapter 9](#).

6.2 Travel Plan Co-ordinator

Role and Responsibilities

6.2.1 The TPC will act as a liaison point for residents for any issues relating to the TP. The role will also include liaising with the RMBC as the Local Highway Authority, as well as public transport operators, where required.

6.2.2 The roles and responsibilities of the TPC will include:

- Administer and manage the TP and provide a liaison with RMBC when implementing the plan;
- Ensure travel awareness amongst residents;
- Provide a point of contact to discuss travel information and options;
- Promote and encourage the use of sustainable travel modes as an alternative to single occupancy car trips, where appropriate; and
- Ensure the availability of the most up to date travel information.

6.2.3 The TPC will be responsible for conducting annual travel surveys. The TPC will submit these results to RMBC, and they will inform the relevant targets and measures for the TP document.

Contact Details

6.2.4 The details for the TPC are provided in [Table 6.1](#).

Table 6.1 : Travel Plan Coordinator Details

Travel Plan Coordinator Details	
Name:	
Email address:	

6.3 Lifespan

6.3.1 The TP will continue as a formal process for 5 years after first occupation. After this period the responsibility for monitoring and reporting will cease.

6.4 Funding

- 6.4.1 The TP will be funded by the developer who will cover the cost of the TPC role, all the measures, as well as the cost of the monitoring and reporting.

6.5 Liaising with Stakeholders

- 6.5.1 It will be necessary for the TPC to liaise with RMBC and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.
- 6.5.2 As part of the TPC role, where required, they would need to liaise with other interested parties which can include sharing ideas with other adjacent developments, working with a transport authority to obtain/development information to pass on to users and liaising with other groups such as cycle user groups.

7. Travel Plan Measures

7.1 Overview

7.1.1 This section of the report will outline the specific physical and management measures which should be undertaken as part of the TP.

7.2 Promotion and Marketing

7.2.1 Residents will be made aware of the existence of the TP upon commencement of their residence at the development. The following methods could be used as a means of disseminating information to residents as well as promoting events / campaigns / promotions:

- TPC will utilise notice boards to promote the TP;
- Resident newsletters (where possible);
- The TP will be presented and promoted to residents as an opportunity and possibly a challenge rather than as a chore;
- Residents at the site will be provided with a Travel Pack upon moving in. This Travel Pack will inform residents of the information that they need to make an informed choice with regards to their travel options;
- E-groups and forums; and
- Other means of promoting the TP will also be investigated.

7.3 Travel Pack

7.3.1 The TPC will prepare a Travel Pack to be provided to each new resident on first occupation.

7.3.2 The Travel Pack will inform residents of the TP and would contain some or all of the following information:

- Location of nearest bus stops and train station(s);
- Up to date local bus timetables;
- Maps showing safe walking routes to the nearest key facilities including bus stops and train stations;
- Maps showing safe cycling routes to the site;
- Promotional material highlighting the health and financial benefits of walking and cycling;
- Promotion events, where applicable;

- Details of trip planning apps;
- Details of national websites such as <https://www.enterprise.co.uk/en/home.html>;
- Details of car share services such as <https://liftshare.com/uk>;
- Details of websites such as <https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner> which provides a free online walking journey planner;
- Details of journey planning websites such as <https://www.traveline.info/>; and
- Details of websites and apps where you can get the next departures from any bus stop sent to your mobile phone.

7.4 Travel Database

7.4.1 The TPC will produce and maintain a travel database of the travel characteristics of residents.

7.4.2 The TPC will obtain residents travel data by asking residents to complete a travel questionnaire once at least 50% of units are occupied. This will then be undertaken annually for a period of 5 years.

7.4.3 The surveys would request details of the following (this is not an exhaustive list):

- Normal working hours;
- Mode of travel to work;
- Car ownership;
- Reason for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;
- Estimates of public transport journey times and cost; and
- Profile, including age, gender etc.

7.4.4 All data collected in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the database and be responsible for the release of information.

7.4.5 The baseline Travel Surveys should be undertaken once at least 50% of units are occupied. The baseline Travel Survey results also provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured.

7.4.6 An example Travel Survey that may be used as a starting point by the TPC is attached in **Appendix B**.

7.5 Encouraging Walking

7.5.1 In order to encourage walking at the site, the TPC will ensure that residents have received information and advice concerning safe pedestrian routes to and from the site to local amenities, and public transport links. They will also be encouraged to walk by promoting the benefits which include health, reduction in stress, cost and environmental friendliness.

7.5.2 The following websites can be accessed to plan safe walking routes and obtain information on walking:

- <https://www.google.co.uk/maps>
- <https://www.livingstreets.org.uk/>
- <https://www.routeyou.com/>
- <https://beeactive.tfgm.com/walking/>

7.6 Encouraging Cycling

7.6.1 The TPC's role will include the promotion of cycling to residents. This may be through the provision of details regarding local cycle routes and facilities and other relevant information such as bicycle purchase / repair.

7.6.2 The following websites can be used to find information on local cycle routes, groups and further information of cycling around Rochdale:

- https://assets.ctfassets.net/nv7y93idf4jq/39U4bwySo9tFeoj4IBDuKa/e86ec39f9716061bdd0a51c725f8eb36/22-0348_ROCHDALE__4__Cycle_map_leaflet_48pp_A1_Oct-2022_PROOF.pdf
- <https://www.rochdale.gov.uk/sports-leisure/cycling>
- <https://beeactive.tfgm.com/cycling/>
- <https://beeactive.tfgm.com/cycling/cycling-for-beginners-start-riding/>

7.7 Promoting Public Transport

7.7.1 The promotion of walking and cycling will encourage residents to adopt these modes, but for those travelling further from the development site, public transport provides a more suitable alternative to the private car. A lack of awareness of the facilities available is often cited as a reason for not using public transport facilities.

7.7.2 Public transport information would be provided within the travel information pack.

7.7.3 TfGM has deployed the initial phases of the Bee Network across Greater Manchester, with the aim of creating a more integrated public transport and active travel network. The following websites can be used to view information about the Bee Network, including live departures, ticketing information and travel alerts, as well as a journey planner:

- <https://tfgm.com/> - information
- <https://tfgm.com/tickets-and-passes/ways-to-pay/bee-network-mobile-app> - download the app

7.7.4 The following websites can be used to access timetables and ticketing information regarding local services in the vicinity of the site:

Local Buses

- <https://tfgm.com/public-transport/bus>

Rail

- <https://www.thetrainline.com/>
- <https://www.traveline.info/>

7.8 Promoting Car Sharing and Car Hire

7.8.1 Car sharing represents a convenient and alternative form of travel with significant potential to reduce the total private car mileage and car parking demand.

7.8.2 The principal benefits associated with the introduction of a car sharing scheme are considerable and include:

- Reduced travel costs – drivers and passengers can split the costs of travel;
- Improved access – to areas which aren't accessible through public transport;
- Meet new people – sharing a car is a great way to meet colleagues, friends and neighbours;
- Reduced congestion – by sharing cars you can do your bit to help reduce congestion in the area;
- Reduced pollution – cutting congestion will also help to reduce pollution; and
- Reduced CO₂ emissions – which in turn will help to reduce the development of global warming.

7.8.3 Residents will be provided with details of publicly accessible databases and websites that provide the opportunity for people to car share in the wider area. These may include:

7.8.4

- <https://liftshare.com/uk/search/from/manchester-united-kingdom>
- <https://www.blablacar.co.uk/ride-sharing/rochdale>

7.9 Car Alternatives

7.9.1 It is understood that sometimes access by car is necessary. Residents and visitors will also be provided the details of local minicab/ taxi firms as necessary.

7.10 Liaising with Stakeholders

7.10.1 It will be necessary for the TPC to liaise with local Planning Authorities and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.

7.10.2 As part of the TPC role, they would need to liaise with other interested parties which can include sharing ideas with other adjacent businesses or developments, working with a transport authority to obtain/development information to pass on to users and liaising with other groups such as cycle user groups.

8. Monitoring and Review

8.1 Overview

8.1.1 Monitoring of the TP has the following key roles led by the TPC:

- To provide feedback to allow the TP to be developed; and
- To measure the level of success in meeting identified targets of this TP using key performance indicators.

8.1.2 A strategy for undertaking the monitoring and review is outlined in this section.

8.2 Monitoring Strategy

8.2.1 The monitoring programme will begin with the initial baseline Residential Travel Survey, to be undertaken once at least 50% of units are occupied.

8.2.2 The baseline Travel Survey results also provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured.

8.2.3 The surveys undertaken will also confirm the number of residents surveyed, the number of respondents, the date of survey, the type of survey used and how the modal split has been calculated.

8.2.4 The success of a TP should be assessed in terms of the effect the implemented measures have had on the achievement of the TP targets.

8.3 Reporting

8.3.1 Respective TP reviews will be undertaken annually for a period of 5 years. These will provide an opportunity for the TPC to assess the progress of their TP. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data.

8.3.2 If the targets and measures outlined in the annual monitoring reports are not being achieved, the potential for introducing remedial actions will be considered.

9. Action Plan

9.1.1 An example 'Action Plan' is outlined in [Table 9.1](#). This provides a schedule of the key actions detailed within this TP in terms of who is responsible and their timescale. All actions are directed at influencing travel patterns to achieve the stated targets in-line with the objectives.

Table 9.1 : Travel Plan Action Plan

Measure	Responsibility	Timescale
Appointment of TPC	Occupier	Prior to occupation
Provision of sustainable travel information	TPC	Upon occupation / Ongoing
General promotion of sustainable travel opportunities	TPC	Ongoing
Undertake baseline Year 1 Residential Travel Surveys	TPC	When 50% of units are occupied
Undertake Year 1 Residential Travel Surveys	TPC	First anniversary of occupation
Undertake Year 2 Residential Travel Surveys	TPC	Second anniversary of occupation
Undertake Year 3 Residential Travel Surveys	TPC	Third anniversary of occupation
Undertake Year 4 Residential Travel Surveys	TPC	Fourth anniversary of occupation
Undertake Year 5 Residential Travel Surveys	TPC	Fifth anniversary of occupation
Update Travel Plan with survey and monitoring findings for the preceding period and issue to RMBC	TPC	Within 6 months of survey

APPENDICES



APPENDIX A

Full Bus Timetables

DRAFT

APPENDIX B

Example Travel Survey

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keep up with mode:



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