



Land to West of Smithy Bridge Road, Rochdale
Framework Travel Plan

Client: Taylor Wimpey

i-Transport Ref: VACE/JO/ITM11353-011 R

Date: 05 September 2022

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SECTION 1 Introduction

1.1 Introduction

- 1.1.1 i-Transport LLP has been commissioned by Taylor Wimpey to produce a Travel Plan as part of a full planning application for a residential development on land to the west of Smithy Bridge Road, Smithy Bridge, Rochdale.
- 1.1.2 A masterplan has been prepared for the site which identifies that 199 residential dwellings can be accommodated within the site. The masterplan also identifies the proposed access arrangements onto Smithy Bridge Road, landscaping, open space provision and the cycle and footpath connections through the site, connecting into the wider highway network.
- 1.1.3 This Travel Plan summarises the accessibility of the site and outlines a range of Travel Plan measures, which will be promoted to residents to encourage sustainable travel patterns at the site.
- 1.1.4 A Transport Assessment (TA) for the proposed residential development has also been prepared to accompany the planning application (i-Transport Reference: ITM113553-010 R). The TA includes details of the access proposals, the impacts of traffic generated by the site and the sustainability and accessibility of the site. It demonstrates how the development proposals accord with the National Planning Policy Framework (NPPF).
- 1.1.5 Following this Introductory section, the remainder of this Travel Plan is structured as follows:
- In Section 2 – a summary of the development proposals and site access arrangements;
 - In Section 3 – an audit of existing sustainable transport infrastructure including an assessment of the accessibility of the site to key services and facilities by sustainable modes of transport.
 - In Section 4 – the policy context, objectives, and overall strategy of the Travel Plan.
 - In Section 5 – a summary of proposed Travel Plan measures and actions including the role of the Travel Plan Co-ordinator and proposed measures to encourage travel by walking, cycling and public transport.

- In Section 6 – Details of the proposed residents’ travel patterns and resultant initial Travel Plan targets and the proposed monitoring process are included. Details of timescales and a proposed draft Action Plan setting out when each measure will be implemented and who will be responsible for its delivery are also set out in this Section.

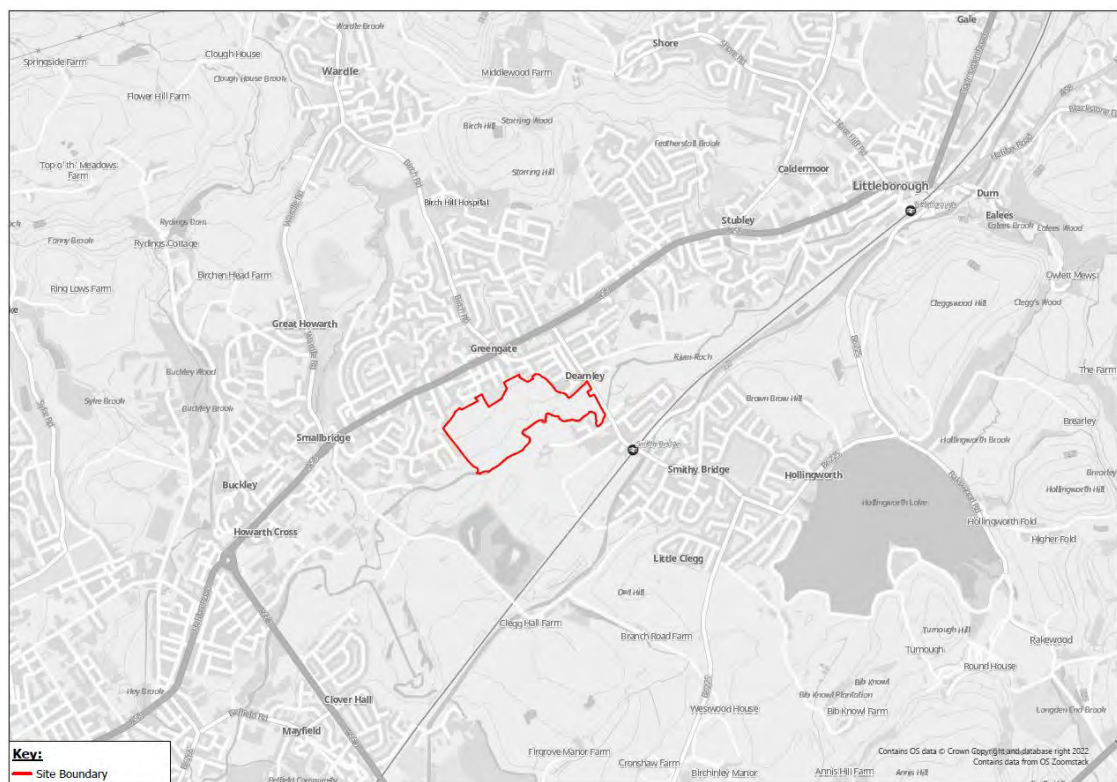
1.1.6 This Travel Plan has been prepared in accordance with current local and national policy guidance and the Plan will be a ‘live’ document that will evolve alongside the development proposals and as the development is occupied.

SECTION 2 Development Proposals

2.1 Site Location

- 2.1.1** The site is located to the west of Smithy Bridge Road and to the south of the A58 Halifax Road in Smithy Bridge, Rochdale. The site is located approximately 4km to the east of Rochdale town centre.
- 2.1.2** The application site extends to 14.2 hectares. Smithy Bridge Road forms the eastern boundary of the site, existing residential dwellings located off the A58 Halifax Road form the northern boundary, a recently constructed residential development of 50 dwellings off Tarnside Close forms the western boundary and the River Roch forms the southern boundary of the site.
- 2.1.3** The location of the site is shown within the context of the surrounding highway in **Figure 2.1**.

Figure 2.1: Site Location



2.2 Development Proposals

- 2.2.1** The proposed development will provide 199 residential dwellings, with a mix of 2, 3, 4 and 5-bedroom houses, together with associated car parking, landscaping and open space provision.

2.2.2 The proposed dwellings will include a mix of detached and semi-detached houses, with garages and driveways provided to minimise on-street parking. This is consistent with neighbouring residential dwellings on Brooklyn Avenue, South View Road and Wuerdle Farm Way and with the recently constructed residential development to the west of the site.

Figure 2.2: Extract of Masterplan



Internal Layout

2.2.4 The character areas are separated by two areas of green open space, located either side of the central character area, and running north-south. These open spaces provide separation between the character areas, provide views through the site from Holland Street and Brooklyn Drive, and provide green connections through the site linking into the large area of open space to the south of the relief road. Connections through the open space areas are provided between the character areas across the site and connecting into the pedestrian and cycle links

along the relief road. The eastern open space area will also incorporate a LEAP for the use of existing and future residents.

- 2.2.5 The eastern of the three residential character areas wraps around the adjacent Wuerdle Farm and borders the existing properties on Wuerdle Close, South View Road and Wuerdle Farm Way. The area is split into two smaller parcels with separate accesses provided to each from the residential relief road.
- 2.2.6 The central residential character area lies to the south of the existing allotments, which are to be retained as part of the proposals, and the western character area lies to the south-west of Holland Street and adjacent to the recently constructed residential development off Tarnside Close. A single point of access will be provided to each of these parcels from the residential relief road.
- 2.2.7 The internal roads within each development parcel have been designed to achieve a 20mph speed limit. The internal road layout for each of the development parcels will be via a series of culs-de-sac with each providing access to between 40 – 100 dwellings. The development will include frontage access to properties along each of the internal roads and private drives. To assist in keeping vehicular speeds low, speed restraint measures have been incorporated into the design of the site.
- 2.2.8 No direct frontage access will be provided onto the residential relief road and the properties which face southward over the River Roch will be accessed from private drives, which will run parallel to the residential relief road.
- 2.2.9 To the south of the dwellings and residential relief road, the land falls away towards the River Roch along the southern boundary of the site, with open space provided between the new relief road and the River.

Residential Relief Road

- 2.2.10 Rochdale Metropolitan Borough Council (RMBC) proposes to deliver a new residential relief road running between Smithy Bridge Road and Albert Royds Street, to offer relief to the existing A58 Halifax Road corridor.
- 2.2.11 The new route has been identified as part of wider highway infrastructure proposals to be delivered in support of the Places for Everyone plan – the long-term plan of nine Greater Manchester districts (including Rochdale) for jobs, new homes and sustainable growth.

- 2.2.12 The residential relief road will run to the south of the proposed development area and access to the three character areas / parcels which form the development will be taken directly from the residential relief road via four separate priority T-junctions.
- 2.2.13 As set out above, the eastern section of RMBC's proposed residential relief road will be delivered within the site, as part of the application proposals. The residential relief road will provide an east/west route through the site connecting with Smithy Bridge Road via a new priority-controlled T-junction at the eastern end of the site. The residential relief road will continue westwards beyond the site and ultimately connect onto Albert Royds Street, providing an alternative route to the A58, and facilitating a second access to the site in due course.
- 2.2.14 The residential relief road will consist of a 7.3-metre carriageway with 2-metre footways provided to the north and south of the carriageway and a 3-metre bi-directional cycleway located to the south of the carriageway. It is anticipated that a consistent cross-section will be provided for the subsequent sections of the relief road to the west, beyond the site.
- 2.2.15 Three pedestrian and cycle crossings will be provided across the residential relief road, at key desire lines connecting the development areas to the footway and cycleway provision to the south of the residential relief road. Two of the crossings will be located within the vicinity of the public open spaces which will lie between the three development parcels and will take the form of raised crossings. The third and most eastern of the crossings will take the form of a simple uncontrolled pedestrian crossing, located to the east of the secondary accesses and tying into the existing / diverted public right of way in this area.

2.3 Access Arrangements

- 2.3.1 The proposed development will be served via a single T-junction access onto Smithy Bridge Road, to the east of the site, which will form the residential relief road through the site. As described above, each of the development parcels will be served off the residential relief road via secondary routes. The proposed access will meet Smithy Bridge Road to the south of its junctions with South View Road and Stubley Mill Road.
- 2.3.2 The proposed access is located opposite the existing southbound bus stop on Smithy Bridge Road. It is therefore proposed to relocate the bus stop c.35m to the north of its current

position, between the junctions of Stubley Hill Road and South View Road. A copy of the access arrangements is provided in **Appendix A**.

- 2.3.3 Three pedestrian access points will be provided across the site, via the new access onto the Smithy Bridge Road at the eastern end of the site, via a new connection onto Brooklyn Avenue to the north of the site and via the existing PRoW to the west of the site.
- 2.3.4 The three character areas will provide an extensive network of footways across the site, which will be linked with footway connections across the public open spaces, providing east/west movements across the site. Pedestrian routes will also be provided in north/south direction through the areas of public open space provided between each of the development parcels, with the eastern route providing a connection onto Brooklyn Avenue and towards the bus stops on the A58 Halifax Road.
- 2.3.5 2m footways will also be provided on either side of the residential relief road providing an improved route towards Smithy Bridge Railway Station and ultimately to the west towards Rochdale once the residential relief road is completed.
- 2.3.6 A puffin crossing is proposed c.50m to the south of the vehicular site access junction onto Smithy Bridge Road, providing a safe crossing point for pedestrians wishing to access bus stops, the railway station and other facilities to the south and east of Smithy Bridge Road.
- 2.3.7 As noted above, a 3m bi-directional segregated cycleway will be provided to the south of the proposed residential relief road in a west/east direction, connecting into the proposed access at Smithy Bridge Road and providing a route to Rochdale town centre to the west once the remainder of the route is complete. This cycleway will also form part of the future Beeway network across Rochdale and Greater Manchester. A 3m wide shared footway/cycleway will also be provided to the north onto Brooklyn Avenue through the public open space between the central and eastern development parcels.
- 2.3.8 The proposed segregated cycleway along the residential relief road will connect into the proposed access road c.20m prior to Smithy Bridge Road to allow cyclists to enter the carriageway to perform all turning movements at the proposed access junction. The existing southbound on-road cycle lane will be retained within the new access arrangements and the proposed access junction will allow connection onto this cycle lane at the junction.

- 2.3.9 The proposed cycle provision will complement the existing provision in the vicinity of the site and as outlined above will also complement the future wider Beeway network proposals which indicatively outline an east/west route through the site. The proposed route will provide a connection onto the existing cycle lane along Smithy Bridge Road and onwards towards National Route 66 which follows the Rochdale Canal to Rochdale/Manchester to the south and Leeds to the north. Connection will also be available to the 'Three Bridges' cycle route to the north of the site access, providing a link to Littleborough and Birch Road.
- 2.3.10 The cycle provision within the site will also improve facilities for existing residents of surrounding areas by providing an east/west connection towards Rochdale from Smithy Bridge Road, avoiding sections of the A58 Halifax Road. Cycle routes through the site also improve access from the west to Smithy Bridge railway station. **Figure 2.3** illustrates the existing and proposed cycle facilities within the vicinity of the site.

SECTION 3 Existing Sustainable Transport Provision and Accessibility of the Site

3.1 Introduction

- 3.1.1** Rochdale's Core Strategy requires development proposals to be accessible for all, and to reflect their accessibility criteria as far as possible. Development is also to be located to minimise the need to travel by car and minimise the number and length of car trips made to access local amenities.
- 3.1.2** This section demonstrates that the development site is well located to take advantage of existing sustainable transport infrastructure and local facilities both in Smithy Bridge and along the A58 corridor. Details of the existing sustainable transport provision within the vicinity of the site are set out alongside an appraisal of the accessibility of the site to a range of key facilities, with reference to Rochdale Council's accessibility standards, as set out in Appendix 4 of the adopted Core Strategy.

3.2 Cycling and Walking

- 3.2.1** The site is located to maximise the potential for walking and cycling connections within the site and the surrounding areas. The development proposals include enhanced connections to the bus stops on the A58 and Smithy Bridge Road and to Smithy Bridge railway station, as well as local key facilities.
- 3.2.2** The Institution of Highways and Transportation (IHT) Guidance 'Providing for Journeys on Foot' suggests preferred maximum walking distances of 2km. Therefore, it is concluded that a 2km walking catchment represents an appropriate distance for the consideration of journeys on foot and has been considered as part of the accessibility review set out in the next section.
- 3.2.3** In terms of a suitable distance for journeys by bicycle, the Department for Transport's (DfT) Local Transport Note LTN1/20 'Cycle Infrastructure Design' notes two out of every three personal trips are less than five miles (8km) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.
- 3.2.4** These potential walking and cycling catchments have been used in the consideration of the accessibility of the site set out below.

Walking

- 3.2.5 Figure 3.1 highlights a 2km walking catchment from the site and shows that many local facilities are located within walking distance of the site.
- 3.2.6 As detailed in Section 2, pedestrian accesses will be provided from the site directly onto Smithy Bridge Road and Brooklyn Avenue, providing access to nearby bus stops, Smithy Bridge railway station and key facilities on the A58 and along Smithy Bridge Road.
- 3.2.7 As outlined in Section 2, a PROW currently runs through the site in an east/west direction. As part of the development proposals this footpath will be diverted to tie in with the proposed layout and will be improved as it runs through the site. The diversion of the footpath is from the north-east corner of the site close to its connection with Wuerdle Farm Way and will realign the footpath along the proposed internal footpath/cyclepath provision through the eastern area of open space within the site, improving the facilities for both walkers and cyclists, before tying back into the existing footpath route in the south-west corner of the site along the residential relief road.
- 3.2.8 The PROW will allow further connections to the surrounding areas: with two connections onto Wuerdle Farm Way, a connection to the west to the recently constructed residential development and onwards towards Rochdale; and a connection onto Smithy Bridge Road, providing a more direct access to the northbound bus stop and Smithy Bridge railway station.
- 3.2.9 Footways will be provided throughout the site allowing pedestrian access throughout the site and onto the external highway. The site will be subject to a 20mph speed limit therefore providing an attractive environment for pedestrians within the site.
- 3.2.10 External footways will tie into the proposed pedestrian connections within the site. Good quality footways are provided on both sides of Smithy Bridge Road providing safe access to the railway station as well as the range of key facilities to the south. Footways are also provided on Brooklyn Avenue, Stott Street, Holland Street and William Street which all offer pedestrian routes through to the footways along the A58 and to the various facilities to the north of the site. Brooklyn Avenue, Stott Street, William Street and Holland Street are all located within an existing 20mph speed limit providing a safe environment for pedestrians to access the A58.
- 3.2.11 There are a number of signal controlled pedestrian crossings located at regular intervals along the A58 Halifax Road, which enable the safe crossing of pedestrians travelling from the site to

the bus stops and a number of key local facilities in the vicinity of the site such as Wardle Academy and local shops on the A58 Halifax Road.

- 3.2.12 As part of the development proposals, 2m-wide footways will be provided on either side of the access into the site and along the Residential Relief Road. A puffin crossing is also proposed on Smithy Bridge Road, providing a safe and controlled crossing point for pedestrians and enhancing connections to the railway station and southbound bus stops on Smithy Bridge Road.

Cycling

- 3.2.13 Local areas within an 8km cycling distance from the site include Rochdale town centre and surrounding areas, Littleborough, Wardle, Milnrow and a number of other local towns and villages.
- 3.2.14 A number of cycle routes are located within the vicinity of the proposed site. National Cycle Route 66 is located to the south of the site and follows the Rochdale Canal providing a mostly traffic-free link towards Littleborough to the north-east and Rochdale (and onwards towards Manchester) to the south (**Image 3.1** below). Access to this route is provided off Smithy Bridge Road to the south of the railway station.
- 3.2.15 The Three Bridges Cycle Route (Regional Route 80) shown in **Image 3.2** is located to the north of the site and routes along Stubley Mill Road and Old Road and provides a connection between Littleborough to the east and Halifax Road to the north of the site. This route consists of a traffic-free section in Littleborough and an advisory route on Stubley Mill Road and Old Road.

Image 3.1: Rochdale Canal (National Cycle Route 66)	Image 3.2: Three Bridges Cycle Route (Regional Route 80)
	

3.2.16 The section of Smithy Bridge Road running directly past the site frontage is designated as an 'On Road Route - with other cycling facilities.' This southbound section of Smithy Bridge Road is provided with a designated cycle lane, running for c.180m, from opposite the proposed site access to its junction with Rose Avenue to the south providing a connection between the two cycle routes identified above.

3.2.17 A copy of the Rochdale Cycle Map showing each of these surrounding routes is enclosed in **Appendix B**.

3.2.18 To complement the existing cycle routes in the vicinity of the site, a 3m segregated bi-directional cycleway will be provided through the site providing a connection from Smithy Bridge Road in the east to the recently constructed residential development on Tarnside Close to the west allowing for onward connections towards Rochdale town centre, avoiding the A58. It is the intention that the cycle route along the proposed residential relief road will form part of the wider Greater Manchester Beeway Network once the route is complete.

3.2.19 A 3m shared footway/cycleway will also be provided from the residential relief road to Brooklyn Avenue, improving connections to the north from within the development site.

- 3.2.20 Overall, it is concluded that the site is already well served by existing cycle infrastructure and the proposals will enhance the local provision through the creation of new off-road cycle links. This Travel Plan encourages future residents to cycle to access local facilities.

3.3 Existing Public Transport Provision

- 3.3.1 The proposed development site is very well located in terms of its proximity to public transport – including bus routes along Smithy Bridge Road and the A58 and also through its close proximity to Smithy Bridge railway station.

- 3.3.2 This section sets out the range of locations accessible by public transport from the site.

Bus Services

- 3.3.3 Existing bus stops are located on both Smithy Bridge Road, adjacent to the site access, and on the A58 Halifax Road to the north of the site. The closest bus stops to the centre of the site are on A58 Halifax Road and are c.300-400m from the centre via the proposed pedestrian access onto Brooklyn Avenue.

- 3.3.4 The stops on the A58 Halifax Road are served by the following bus routes: 456, 457, 458, 587, 590. These services offer connections to a wide variety of locations including Rochdale town centre, Littleborough, Burnley, Todmorden, Halifax and Hebden Bridge.

- 3.3.5 The existing footways along Brooklyn Avenue, Stott Street, William Street and Holland Street provide access to the bus stops on the A58 Halifax Road. A signalised pedestrian crossing is located c.25m to the west of the eastbound bus stop (near Holland Street), which enables the safe crossing of the A58 Halifax Road, allowing pedestrians to easily access the bus stop.

- 3.3.6 Additional bus stops are located on Smithy Bridge Road, approximately 400m from the centre of the site. The southbound bus stop is to be relocated to the north of the proposed access and Stubley Mill Road, and the northbound bus stop / shelter is proposed to be relocated to the south of its current position, to facilitate the delivery of the puffin crossing near the site access. The revised bus stop locations are shown on the site access plan – Drawing No. ITM11353-SK-026 Rev A – a copy of which is presented in **Appendix A**. at the end of the report.

- 3.3.7 These stops are served by bus route 458 which offers a service between Rochdale and Littleborough, as well as to a number of destinations in the surrounding areas.

3.3.8 All of the bus stops on the A58 and Smithy Bridge Road are within 400m of the centre of the site, which is consistent with the Council's accessibility standard.

3.3.9 There are also a number of school bus services operating along Smithy Bridge Road, which connect the site to the nearby Wardle Academy, Hollingworth Academy and St Cuthbert's RC High School.

3.3.10 Figure 3.2 illustrates the location of the existing bus stops and bus routes along the A58 Halifax Road and Smithy Bridge Road, within the vicinity of the site. Table 3.1 below provides a summary of the local bus services which operate within the vicinity of the site location. Table 3.2 summarises the school services available in the local area.

Table 3.1: Local Bus Services

Service	Route	Mon-Friday		Saturday		Sunday	
		Day	Evening	Day	Evening	Day	Evening
Smithy Bridge Road Bus Stops							
458	Rochdale- Smallbridge-Wardle- Smithy Bridge-Hollingworth Lake- Littleborough	30 mins	1 hour	30 mins	1 hour	1 hour	1 hour
R5	Littleborough – Stubley – Smithy Bridge – Milnrow Firgrove – Rochdale	1 hour	-	1 hour	-	-	-
A58 Halifax Road Bus Stops							
457	Rochdale-Smallbridge - Littleborough - Stansfield – Shore Circular	1 hour	1 hour	1 hour	1 hour	1 hour	1 hour
458	Rochdale- Smallbridge-Wardle- Smithy Bridge-Hollingworth Lake- Littleborough	30 mins	1 hour	30 mins	1 hour	1 hour	1 hour
587	Rochdale – Littleborough – Ripponden-Halifax	1 hour	-	1 hour	-	4 services	
590	Rochdale- Smallbridge- Littleborough-Todmorden- Hebden Bridge-Halifax	30 mins	1 hour	30 mins	1 hour	1 hour	1 hour

Source: TfGM

Table 3.2: School Bus Services

Service	Route	Mon-Friday	
		To School	Arriving From School

Service	Route	Mon-Friday	
850	Wardle - Hollingworth Academy	1 service at 0810	1 service at 1508
890	Shore – Littleborough – Wardle - Milnrow - St Cuthbert's RC High School	1 service at 0734	1 service at 1541
891	Shore – Littleborough – Wardle - Milnrow - St Cuthbert's RC High School	1 service at 0731	1 service at 1533
894	Shore – Littleborough – Wardle - Milnrow - St Cuthbert's RC High School	1 service at 0735	1 service at 1526

Source: TfGM * Return journey via public bus service 456

3.3.11 It is therefore concluded that the site is well located to benefit from a range of existing bus services within the vicinity of the site within an acceptable walking distance for residents. The proposed internal pedestrian and cycle links will further enhance access to these existing services.

Rail Services

3.3.12 Smithy Bridge railway station is located c.700m to the southeast of the centre of the site – within the recommended walking distance as set out in the Council's accessibility standard. Smithy Bridge station can be accessed easily from the site via the existing footways along Smithy Bridge Road. The enhanced pedestrian and cycling facilities proposed as part of the site access design and the proposed puffin crossing will further improve walking/cycling connections to the railway station for existing and proposed residents and there is cycle parking available at the station.

3.3.13 An 'at grade' level crossing is provided at the station where Smithy Bridge Road intersects the railway line. Full barriers and warning lights/signs are provided at the level crossing. A grade-separated pedestrian link is provided on the eastern side of Smithy Bridge Road providing a stepped route underneath the railway line, allowing pedestrians to cross the railway line when the barriers are activated.

3.3.14 The station operates a number of frequent rail services, connecting Smithy Bridge to locations including Rochdale, Manchester, Leeds, Burnley and Blackburn. The frequency of these services is summarised in Table 3.3 below.

Table 3.3: Existing Rail Services

Route	Frequency (Mins)
-------	------------------

Route	Frequency (Mins)					
	Monday - Friday		Saturday		Sunday	
	Day	Eve	Day	Eve	Day	Eve
Smithy Bridge – Rochdale & Manchester Victoria*	60	60	60	60	60	60
Smithy Bridge – Leeds	60	60 ¹	60	60 ¹	120	120
Smithy Bridge – Blackburn	60	60	60	60	60	60

¹ 3-hour frequency between 9pm – 12am

* Provides onward journeys to additional destinations

3.3.15 Rail services to Rochdale and Manchester Victoria continue through these stations to additional destinations, including Southport, Wigan or Kirkby.

3.3.16 The above demonstrates that the site is well served by high frequency rail services to a number of key local destinations including Rochdale, Manchester and Leeds, and that the railway station itself is located within an acceptable walking distance of the site.

3.3.17 A rail map of Greater Manchester is included in **Appendix C**.

Metrolink

3.3.18 There is a Metrolink stop in Rochdale Town Centre, which is accessible from the site. This line provides access to Manchester City Centre and onwards to Didsbury. Interchanges are available within Manchester city centre to access the wider Great Manchester region via Metrolink and other services.

3.4 Accessibility of the Site

3.4.1 The accessibility of the site has been appraised taking account of the existing range of local services available within the vicinity of the site.

3.4.2 The NPPF and RMBC's local policies encourage new developments to be located where key services and facilities are accessible via a range of modes. Therefore, the following section considers the accessibility of the proposed site to key facilities, taking into account the existing and proposed sustainable transport provision and also with reference to Rochdale Council's accessibility standards as set out within the Core Strategy.

3.4.3 Table 3.4 below outlines the closest facilities to the site and presents the distance and walking time to reach each facility, measured from the centre of the site. The locations of these and other facilities are shown on Figure 3.1. The type and nature of the facilities shown in the table are consistent with those identified within the Council's accessibility standards.

3.4.4 As outlined at the start of this section, facilities are considered accessible on foot if they are within a 2km walking distance and / or accessible by cycle if they are within 8km of the site. Where facilities are not located within walking/cycling distance, details of public transport connections are provided, where appropriate.

Table 3.4: Accessibility Appraisal

Uses	Nearest Service/Facility	Distance from Centre of Site (Walk time *)	Accessible by Walking (W), Cycle (C), Public Transport (PT)
Local Shops	Spar and Texaco	400m (5 min)	W/C
	Premier	400m (5 min) & 950m (12 min)	W/C
Local Centres	Smithy Bridge	1km (13 min)	W/C
Town Centres	Rochdale Town Centre	4km	C, PT (13 min by rail and 23 min by bus)
Leisure	Littleborough Leisure Centre	2.4km (30 min)	C/PT (16 min by bus)
	Hollingworth Lake	1.6km (20 mins)	W/C
Community Centre	The Bridge Centre	600m (8 min)	W/C
Children's Play / Local Open Space	LEAP on site / playing fields off Smithy Bridge Road	On site / 1.1km (14 min)	W/C
Outdoor Sports	Littleborough Cricket Club	2.5km (31 min)	C/PT (16 min by bus)
Employment	Mayer Industrial Park	1.7km (22 min)	W/C
Health	Littleborough Group Practice	1.8km (23 min)	W/C
	Unicare Pharmacy	1km (13 min)	W/C
Hospital	Birch Hill Hospital	1.1km (14min)	W/C
Primary School	Smithy Bridge Foundation Primary School	800m (10 min)	W/C
	St Andrews C of E Primary School	650m (8 min)	W/C
	St Marys C of E Primary School	1.5km (19 min)	W/C
Secondary School	Wardle Academy	950m (12 min)	W/C
	Hollingworth Academy	4.4km	PT
	St Cuthbert's RC High School	6.8km	PT
Bus Stops	A58 Halifax Road	350m (4.5 min)	W
	Smithy Bridge Road	400m (5 min)	W

Uses	Nearest Service/Facility	Distance from Centre of Site (Walk time *)	Accessible by Walking (W), Cycle (C), Public Transport (PT)
Railway Stations	Smithy Bridge Railway Station	700m (9 min)	W/C

* Walk time in minutes – calculated based upon a typical walking speed of 1.3m/s

3.4.5 Figure 3.1 illustrates a wider range of key local services and facilities, also indicating a 2km walking catchment from the centre of the site and the routes of the bus services that stop adjacent to the site at Smithy Bridge Road and on the A58.

3.4.6 Overall it is concluded that the site is accessible to a range of local services and facilities by sustainable travel modes and thus the site presents a sustainable location for residential development.

SECTION 4 Travel Plan Objectives

4.1 Introduction

- 4.1.1 This section sets out the vision and objectives that will guide the Travel Plan development and implementation and is designed to improve awareness of the opportunities for reducing single occupancy car usage through promotion of walking, cycling, public transport and car sharing.
- 4.1.2 This Travel Plan outlines a range of measures which will encourage sustainable travel patterns at the site and achieve the objectives and subsequent benefits outlined below.
- 4.1.3 Travel Plans are a key tool in the promotion of the use of sustainable transport modes and the NPPF identifies the need for all developments which generate significant amounts of movement to be required to provide a Travel Plan.
- 4.1.4 The Rochdale Core Strategy sets out (in Policies T1 – Delivering Sustainable Transport and T2 – Improving Accessibility) the thresholds for the requirement of Travel Plans and the requirement for them to deliver ***“agreed outcomes including, smarter choices and behavioural change initiatives to encourage less car travel and enhance sustainable access to local employment, education and NHS facilities and assist in meeting health improvement objectives.”***
- 4.1.5 This Travel Plan has therefore been prepared in response to this guidance and sets out how sustainable travel patterns will be promoted amongst future residents of the site.

4.2 Objectives

- 4.2.1 The main objectives of a residential Travel Plan are to:
- Address residents’ need for access to a full range of facilities for work, education, health, leisure, recreation and shopping;
 - Reduce the traffic generated by the development;
 - Promote healthy lifestyles and sustainable, vibrant local communities; and
 - Open up the permeability of the development for walking and cycling.
- 4.2.2 In order to achieve these measures the Travel Plan consists of incentives / disincentives for residents to reduce the need to travel by non-sustainable modes such as single occupancy car

trips. The Travel Plan therefore contains a package of measures to encourage alternative and more sustainable means of travel such as bus, bicycle, walking and car sharing.

4.2.3 The measures outlined in this Travel Plan have been designed to achieve these four main objectives. The Travel Plan will also seek to increase the awareness of travel options amongst residents, to allow them to make informed travel choices in the future. The Travel Plan highlights the economic, social and environmental benefits of sustainable travel patterns.

4.2.4 The Travel Plan will promote sustainable travel from the outset and to continue to engage with residents on sustainable travel choices to achieve a commitment to changing travel habits amongst the community.

4.3 Travel Plan Benefits

4.3.1 There are a large number of benefits that will be derived from the successful implementation of the Travel Plan at the proposed Smithy Bridge development for residents and visitors as well as the wider community, by providing the following benefits:

- Significantly reduced fuel and parking costs (at destinations);
- Reduced journey times;
- A better environment; and
- Improved health and wellbeing.

4.4 Travel Plan Strategy

4.4.1 The proposed Travel Plan Strategy will include a combination of physical measures and incentives designed to encourage sustainable travel and a communication and awareness strategy designed to inform residents of the site of the available options.

4.4.2 The Travel Plan will be monitored on a regular basis, to identify how the proposed measures influence travel patterns at the site. Further details of the proposed monitoring process are set out later in this report.

SECTION 5 Travel Plan Measures

5.1 Introduction

- 5.1.1 This section outlines the potential Travel Plan measures which could be implemented as part of the development. these measures consist of a combination of 'physical' measures and behavioural measures. These Travel Plan measures have been designed to help achieve the objectives and benefits outlined above in Section 4. Table 5.1 presents a summary of the Travel Plan measures proposed for the site.

Table 5.1: Travel Plan Measures

Reference	Travel Plan Measure
TPM1	Site Travel Plan Co-ordinator
TPM2	On-site footways, footpaths and pedestrian/cyclist connections
TPM3	Travel Cards
TPM4	Residents Welcome Pack Incl. Promotional Leaflet and Travel Library
TPM5	Community website and notice board
TPM6	Car sharing scheme
TPM7	Reducing the need to travel
TPM8	Personalised Travel Planning
TPM9	Electric Vehicle Charging

- 5.1.2 The role of the Site Travel Plan Co-ordinator (TPC) is crucial to the success of the Travel Plan as they will take the lead on the development, implementation and monitoring of the Travel Plan. The TPC's role is outlined in more detail below.
- 5.1.3 Physical measures to encourage sustainable travel such as improved walking and cycling links are also described below, along with details of 'soft' measures to encourage the use of these modes and reduce the need to travel.

5.2 Travel Plan Co-ordinator (TPM1)

- 5.2.1 A Travel Plan Coordinator (TPC) will be appointed and be employed by Taylor Wimpey as part of their marketing sales team for the site who will be based on site during initial occupation of the site and during the build-out period. The TPC will be the primary contact for residents as

the dwellings are occupied. The TPC is responsible for the implementation of the Travel Plan and will ensure that each of the measures outlined in this Travel Plan is actioned.

- 5.2.2 The TPC will also be responsible for disseminating the Residents' Welcome Packs (detailed below) and other information relating to the ongoing implementation and monitoring of the Travel Plan. Further details on the monitoring strategy are included in Section 6.
- 5.2.3 In addition to implementing various measures described below, the TPC will encourage future residents to adopt sustainable travel patterns from the outset of their occupation within the development.
- 5.2.4 The TPC will be provided with the necessary budgets to ensure the implementation of the measures set out in this Travel Plan and to conduct monitoring as described below. The TPC will be responsible for managing the Travel Plan budget.
- 5.2.5 Once the development is fully constructed, the TPC / Taylor Wimpey will inform Rochdale Council of the ongoing responsibility of the TPC role.

5.3 **Footways, Footpaths and Cycle Connections (TPM2)**

- 5.3.1 As detailed in Section 2, access to the site will be provided from Smithy Bridge Road. Footway connections will be provided from the site tying into the existing provision on Smithy Bridge Road. A pedestrian connection will also be provided from Brooklyn Avenue.
- 5.3.2 The existing PROW running through the site provides additional connections to Wuerdle Farm Way to the north and to the recently constructed residential development to the west. This will be retained and improved with a section through the centre of the site being diverted to follow the proposed layout of the site and provide an improved connection to the shared footway/cycleway running to the south of the proposed dwellings.
- 5.3.3 A 3m cycle route will provide an east/west route along the southern edge of the site connecting Smithy Bridge Road in the east and the residential development off Tarnside Close to the west. The cycle route will complement the existing cycle facilities in the vicinity of the site whilst also improved east/west connections between Rochdale town centre and Smithy Bridge railway station. A puffin crossing will also be provided on Smithy Bridge Road.

- 5.3.4 The provision of the improved footway and cycleways throughout the site will provide an improved environment for connections between Smithy Bridge Road and the A58 for both residents at the proposed site and existing residents of surrounding areas.

5.4 Travel Cards (TPM3)

- 5.4.1 There are a number of Travel Card options available to potential residents depending on the mode of travel used.
- 5.4.2 Rail passengers can obtain a range of travelcards from ticket machines at Smithy Bridge Station or online. Metrolink passengers can obtain a range of travel cards at Rochdale Town Centre Metrolink.
- 5.4.3 Bus passengers can use the TfGM 'get me there' card, which is a smart ticketing scheme across Greater Manchester. It is now possible to purchase a reusable smart card that can be loaded with travel cards with unlimited travel for a day, 7 days or 28 days on any bus. There are also options to pay as you go by using contactless payment. The 'get me there' scheme also enables Metrolink passengers to purchase tickets and travelcards on a free smart phone app.
- 5.4.4 'System One' offers additional travelcards including Junior, Student and Young Person Bus Savers, Group Day Savers, and Any Bus, Train and Tram Day Saver, 28-day and Annual passes.
- 5.4.5 Details of travel cards available to residents will be provided within the Residents' Welcome Packs (detailed below) and the TPC will be available to advise residents on ticket options.

5.5 Residents' Welcome Pack (TPM4)

- 5.5.1 A Residents' Welcome Pack will be issued to all new residents at the site upon occupation of their properties. These packs will include details of walk/cycle/public transport routes and timetable information and will also set out the details of the travel cards outlined above, in addition to other travel cards available within Greater Manchester.
- 5.5.2 The Residents Welcome Packs will consist of a promotional leaflet and a travel library consisting of practical information for new residents to encourage the use of sustainable transport modes. The Residents' Welcome Pack will consist of the following:
- Promotional leaflet to promote the use of sustainable modes of transport including information on travel cards, car sharing and cycle and walking schemes;

- Public Transport Route Maps and Timetable information;
- Cycle Maps; and
- Details of the locations of nearby local shops and services and how these can be accessed by sustainable modes.

5.5.3 The promotional leaflet included in the Welcome Pack will comprise a two-sided flyer/leaflet. The leaflet will outline the sustainable travel modes to the site, including walking, cycling and bus. The leaflet will also provide promotional information including details of car sharing and travel cards and also links to relevant websites. The leaflet will also provide the contact details of the TPC.

5.5.4 Table 5.2 provides a summary of links to additional useful travel information.

Table 5.2: Sustainable Travel Information Sources

Information	Website
'System One' Travel Cards	https://www.systemonetravel.co.uk/travelcard-finder
Other travel card links	https://www.tfgm.com/tickets-and-passes
'get me there' scheme	http://www.getmethere.co.uk/
Public transport journey planner	https://my.tfgm.com/#/planner/
Public transport information: bus timetables	https://my.tfgm.com/#/timetables/
Train travel information	http://www.nationalrail.co.uk/
Cycle maps and information	http://cycling.tfgm.com/Pages/default.aspx
Electric Car Charging Providers	https://be-ev.co.uk
Car Share	liftshare.com/uk

5.5.5 The TPC will distribute the pack amongst new residents and will be responsible for updating the pack should information change (such as changes to bus timetables etc).

5.5.6 Relevant phone apps will also be outlined with the welcome pack. Social media can also be used to provide live updates and find relevant sustainable travel information.

5.6 Community Website and Notice Board (TPM5)

- 5.6.1 A regularly updated community website providing comprehensive travel information of the type included in the Welcome Pack, with details of public transport timetable changes and any new promotional offers will be delivered as part of the scheme. The website may also include details of car share database and links to home delivery and shopping services.
- 5.6.2 A Travel Notice Board will be implemented within the sales office, displaying up to date information on walking, cycling and public transport routes and setting out details of the Travel Plan aims and benefits. Future residents will be able to liaise with the on-site Taylor Wimpey sales and marketing staff regarding travel queries.

5.7 Car Sharing (TPM6)

- 5.7.1 Car sharing will be promoted from occupation of the dwellings via the Car Share network 'liftshare' (<https://liftshare.com/uk>), distributing information on how to join the schemes and the economic and social benefits of car sharing.
- 5.7.2 The benefits of car sharing include saving money on vehicle operating costs, cutting down on congestion and pollution as well as social benefits of sharing lifts and meeting new people.
- 5.7.3 The TPC will promote the benefits and provide support in helping people to register, via the Travel Packs. This will enable residents to either car share amongst themselves or with other car sharers living in the surrounding areas.
- 5.7.4 Following initial travel surveys (described in Section 6 below), the TPC will be able to collect data illustrating the residents' places of work which will aid the promotion of car sharing at the site.

5.8 Measures to Reduce the Need to Travel (TPM7)

- 5.8.1 The TPC will encourage residents to examine their travel patterns in order to reduce the need to travel, where appropriate. These measures could include:
- the promotion of internet food (and other) shopping;

- flexible working practices including working from home, compressed working weeks, or fitting working hours around public transport services or other trip purposes (such as childcare); and
- using local shopping and leisure facilities to reduce the overall length of journeys.

5.9 Personalised Travel Planning (TPM8)

5.9.1 The TPC will be available to assist residents in discussing travel options available for their journeys to work, school, leisure, retail trips etc. The TPC will also encourage residents to prepare personalised journey planners, using the facility offered by TfGM.

5.9.2 TfGM also have a Personal Travel Planning service, where residents can register interest for travel planning in local areas and households to receive expert Personal Travel Planning advice.

5.10 Electric Vehicle Charging (TPM9)

5.10.1 Building Regulations outlines that a new residential building with associated parking must have access to electric vehicle charge points. Therefore, to adhere to these regulations electric vehicle charging will be provided for each dwelling across the site, to encourage residents to move to more sustainable modes of car travel.

5.11 Summary

5.11.1 The package of measures described above has been designed to meet the travel plan objectives described in Section 4.

5.11.2 The objectives relating to reducing the impact of car travel (particularly single occupancy car trips) on the wider network have been addressed through the provision of measures designed to promote travel by sustainable modes. The potential for car sharing at the site could reduce the level of single occupancy car use.

5.11.3 The provision of Residents' Welcome Packs, a travel notice board, community website and personalised travel planning will enable residents to make informed choices about their travel options and subsequently will help to achieve the health and well-being benefits outlined in the objectives through increased levels of cycling and walking.

- 5.11.4 The information provided in the Residents' Welcome Packs and notice board / website will ensure that residents are aware of their travel options for accessing key facilities and services such as those outlined in Section 3.
- 5.11.5 The environmental impacts of transport movements to/from the site are addressed through the promotion of measures to reduce the need to travel and to reduce the number and length of journeys made, particularly in single occupancy cars.

SECTION 6 Travel Patterns, Targets, Timescales & Monitoring

6.1 Forecast Travel Patterns

- 6.1.1 The Transport Assessment (TA) produced as part of the outline application sets out the details of the derivation of the forecast development trip generation. The impact of these trips has been assessed across the local highway network and the TA demonstrates that the development traffic can be accommodated, without resulting in a severe impact upon the surrounding network. The vehicular traffic generation associated with the proposed dwellings, as outlined in the TA, is replicated below in Table 6.1.

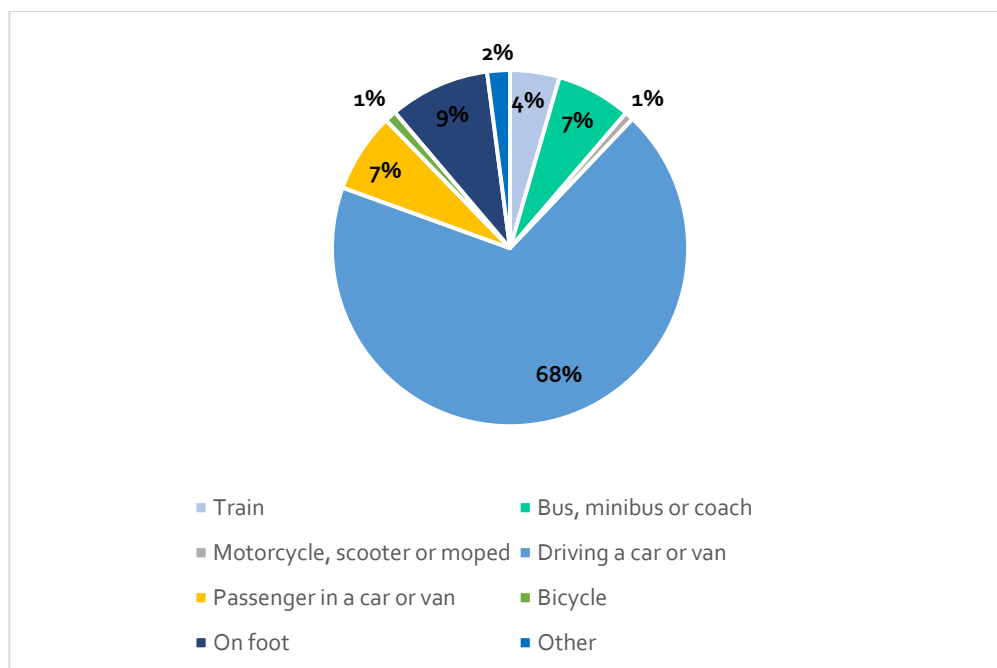
Table 6.1: Residential Vehicle Trip Generation (No. Vehicles)

	Trip Generation (199 dwellings)	
	Arrivals	Departures
Weekday AM Peak	22	69
Weekday PM Peak	60	36

Source: TRICS

- 6.1.2 The above will include trips to a range of journey purposes including commuting, education, shopping, leisure and other trips. During the peak hours, a large proportion of the trips will relate to commuting trips and therefore an initial indication of the likely modal split of trips to and from the proposed development has been determined from Census data for journeys to work in the local area (Rochdale MSOA's 003 and 004). This includes the existing residential areas surrounding the Smithy Bridge site.
- 6.1.3 The resultant initial modal split targets for the development site have been based on these existing local travel patterns – these are presented in Figure 6.1 below:

Figure 6.1: Indicative Modal Split (Journeys to Work)



6.1.4 The above chart identifies that 68% of work trips are made by car drivers and 7% are car passengers, excluding those who work at home. Thus, an initial 'drive car alone' target has therefore been derived by subtracting the car passenger proportion from the car driver proportion i.e. to give 61%. This approach assumes that only one passenger is ever present in a car and therefore the target will be reviewed following initial monitoring and revised as necessary. Allowance will be made within the commuting targets for those who work at home for some or all of the week.

6.2 Travel Plan Targets

6.2.1 In order to monitor the success of the Travel Plan, a series of travel targets will be set based on the objectives of the Travel Plan outlined in Section 4. These targets will be set following the initial baseline travel surveys, undertaken within six months of the occupation of approximately 50% of the site.

Initial Targets

6.2.2 Initial targets have been established prior to the travel surveys being undertaken. These targets are based upon a reduction of single-occupancy car modal share for work trips (estimated to be c.61% based on current Census data, as above).

- 6.2.3 Travel surveys will be undertaken once the site is occupied to provide a more accurate picture of multi-modal travel patterns associated with the site. Surveys will record the travel behaviour of residents on the site such as their place of work, chosen mode of transport and willingness to car share. It will identify school locations for households with children and their mode of travel to school. The results of these surveys will inform the Travel Plan targets against which the final package of Travel Plan measures can be designed and the success of the Travel Plan monitored.
- 6.2.4 The surveys will take the form of questionnaires which will be circulated to residents by the TPC. The results will be submitted to RMBC within three months of the survey and following this, discussions regarding the setting of targets will be undertaken. Further details on the monitoring of the Travel Plan are set out below.
- 6.2.5 It is expected that the package of measures outlined above will deliver significant sustainable travel benefits and will assist in meeting the targets of the Travel Plan. A review of the Travel Plan will take place annually when results of the travel survey are submitted.

6.3 Monitoring

- 6.3.1 In order to measure the success of the Travel Plan it is important to monitor the travel patterns associated with the development including the uptake of sustainable modes of travel and the level of single-occupancy car use.
- 6.3.2 The Travel Plan monitoring will be based on the results of the resident travel surveys. The first residents' travel survey will be conducted within six months of first occupation of the site and annually thereafter until completion.
- 6.3.3 Table 6.2 below summarises the proposed monitoring regime.

Table 6.2 Proposed Monitoring Regime

Steps to be Taken	
WHAT will be measured	Modal split, journey purpose, and car sharing (by questionnaire).
WHEN will monitoring take place	Initial survey within 6 months of first occupation of the site.
WHO will carry out the survey	Travel Plan Co-ordinator.
FUNDING – how survey/monitoring will be funded	Taylor Wimpey will fund the TPC's input into monitoring and RMBC Travel Plan review fee (if applicable).
REVIEW – agree how outcomes will be reviewed	Outcomes of survey will be discussed with RMBC, and targets set.

6.3.4 Following the resident travel surveys, the TPC will be responsible for preparing an action plan to identify measures to meet the objectives of the Travel Plan. The initial action plan is detailed in the section below.

6.4 Timescales and Responsibility

6.4.1 In addition to the monitoring timescales outlined above, Table 6.3 summarises the overall Action Plan, including the timescales for implementation of the potential measures described in Section 5 and the responsibility for the delivery of the measures.

Table 6.3: Travel Plan Action Plan

	Travel Plan Measure	Actions	Timescales for Implementation
TPM1	Site Travel Plan Co-ordinator	TPC to be in place prior to occupation	To be appointed at the marketing and sales stage.
TPM2	On-site footways, footpaths and pedestrian/cyclist connections	Footways are to be provided throughout the site, with connections onto the surrounding local highway network and public rights of way	To be provided during the construction of the site.
TPM3	Travel Cards and 'get me there' scheme	Details of the travel cards will be made available to residents	A promotional leaflet will be produced and will be issued as part of the Residents' Welcome Pack upon occupation.

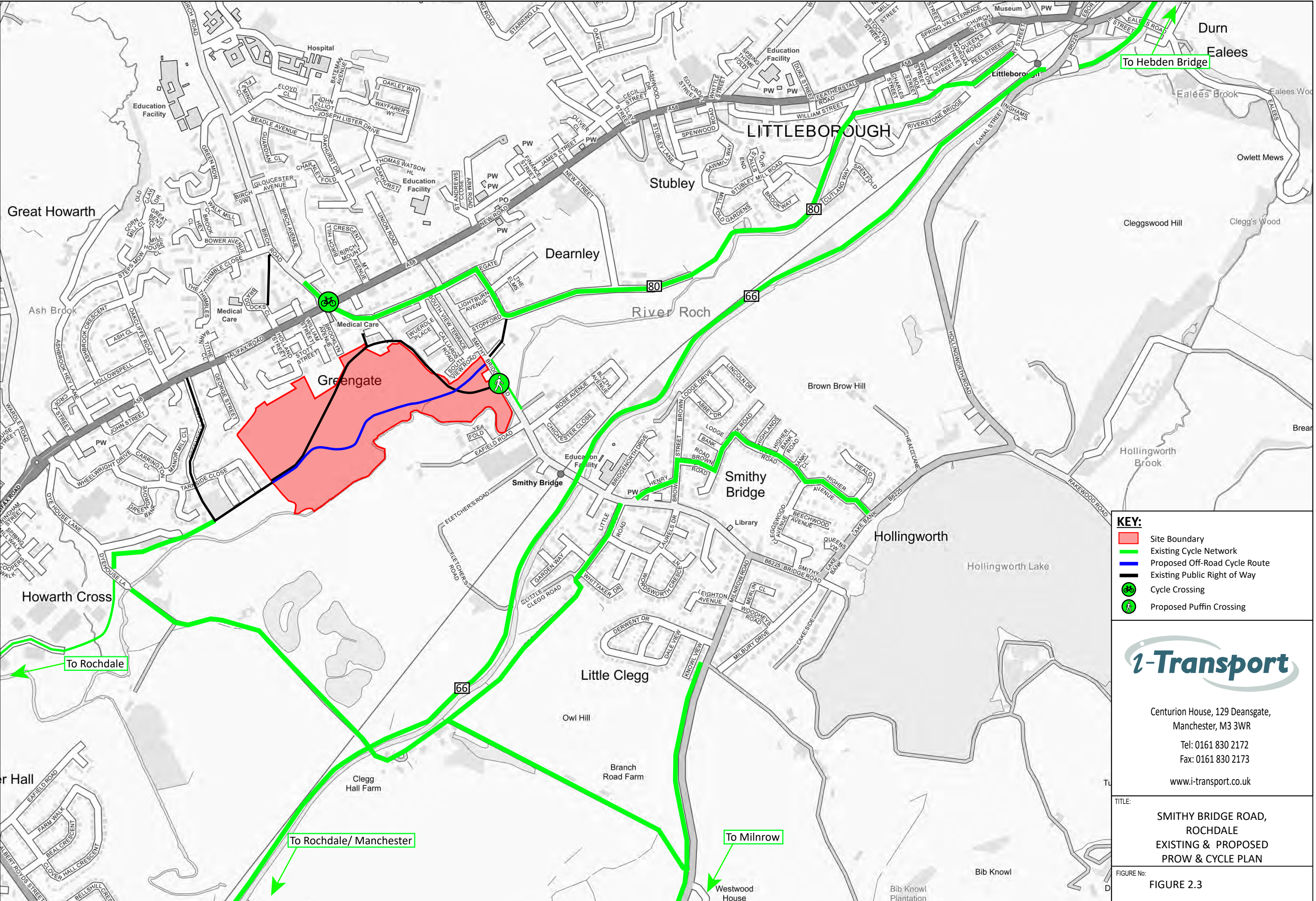
	Travel Plan Measure	Actions	Timescales for Implementation
TPM4	Residents' Welcome Pack Incl. Promotional Leaflet and Travel Library	Travel Pack detailing walk/cycle/public transport routes and timetable information	To be provided on occupation.
TPM5	Community website and notice board	A notice board will be provided and details regarding the travel plan will be provided on the site promotion website	To be implemented within the marketing and sales site.
TPM6	Car sharing scheme	Information to be provided on car sharing scheme and the TPC to investigate if is viable following residents travel surveys	Information to be provided on the car scheme within the Residents' Welcome Pack. The resident travel surveys will also provide possible matches on site.
TPM7	Reducing the need to travel	Promote the use of internet shopping, use of local shops and facilities etc to reduce need to travel	Information on measures to reduce travel to be set out in the Residents' Welcome Pack.
TPM8	Personalised travel planning	The TPC will be available to provide tailored travel planning for staff and to answer any other Travel Plan questions.	TPC will be available on site prior to occupation and via TfGM.
TMP9	Electric Vehicle Charging	Taylor Wimpey will provide electric vehicle charging as part of the design of the dwellings	Prior to Occupation

6.5 Communication and Marketing Strategy

- 6.5.1** The implementation of the Travel Plan and its subsequent success relies upon a clear communication strategy. The TPC will play an important role and as outlined above, the TPC will be a member of the Taylor Wimpey sales and marketing team based on site during the initial phases of occupation.
- 6.5.2** As the TPC will be based on site with regular contact with prospective and new residents of the site, they will be ideally placed to provide information and advice to new residents and to collate data and feedback on the progress of the Travel Plan.

- 6.5.3 For the Travel Plan to be effective, all residents need to be made aware of the aims and objectives of the Travel Plan and all of the measures contained within the plan. The TPC will be responsible for the circulation and updating of the Residents' Welcome Packs and information on the travel notice board and community website. The TPC will also circulate information regarding local and national travel events as and when they arise and will assist residents in planning their travel options and promote personalised travel planning services.
- 6.5.4 The Travel Plan will be communicated using a variety of methods including:
- Details on the site sales and marketing website;
 - Information available within the sales and marketing suite on site;
 - Information presented within the Resident Welcome Packs as outlined earlier; and
 - Additional promotional leaflets / information produced by the TPC as necessary throughout the lifetime of the Travel Plan.
- 6.5.5 The TPC will be the principal point of contact with RMBC and TfGM once the Travel Plan is implemented. The TPC will liaise with RMBC regarding the initial baseline travel survey and will facilitate the circulation of questionnaires to residents at the site.
- 6.5.6 Prior to the end of the TPC's role on the site, the TPC will seek to establish a residents' group who could take responsibility for delivering any further travel plan measures at the site and the ongoing promotion of the Travel Plan. The TPC will notify RMBC of any ongoing responsibilities and contacts.

FIGURES



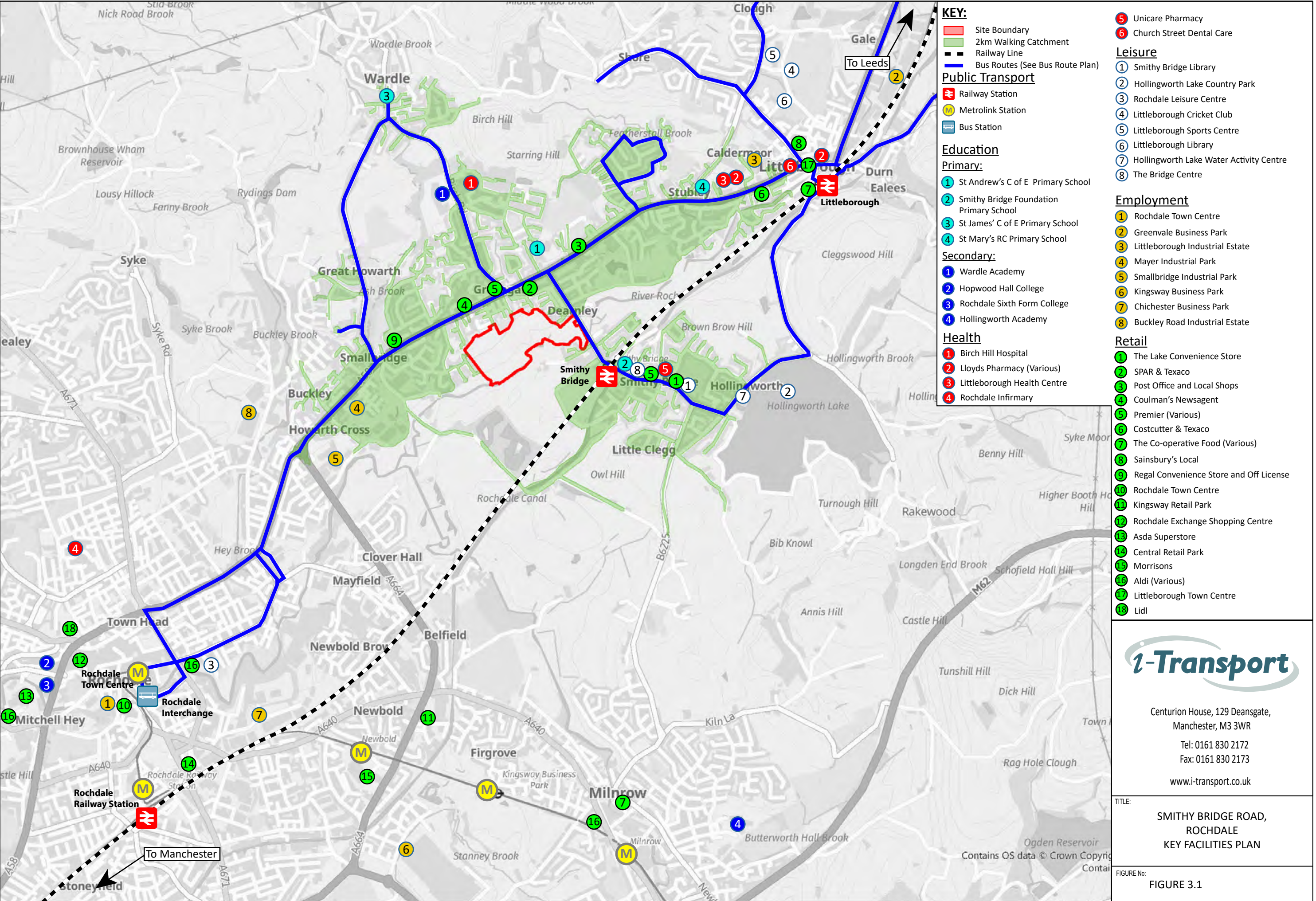
- KEY:**
- Site Boundary
 - Existing Cycle Network
 - Proposed Off-Road Cycle Route
 - Existing Public Right of Way
 - Cycle Crossing
 - Proposed Puffin Crossing

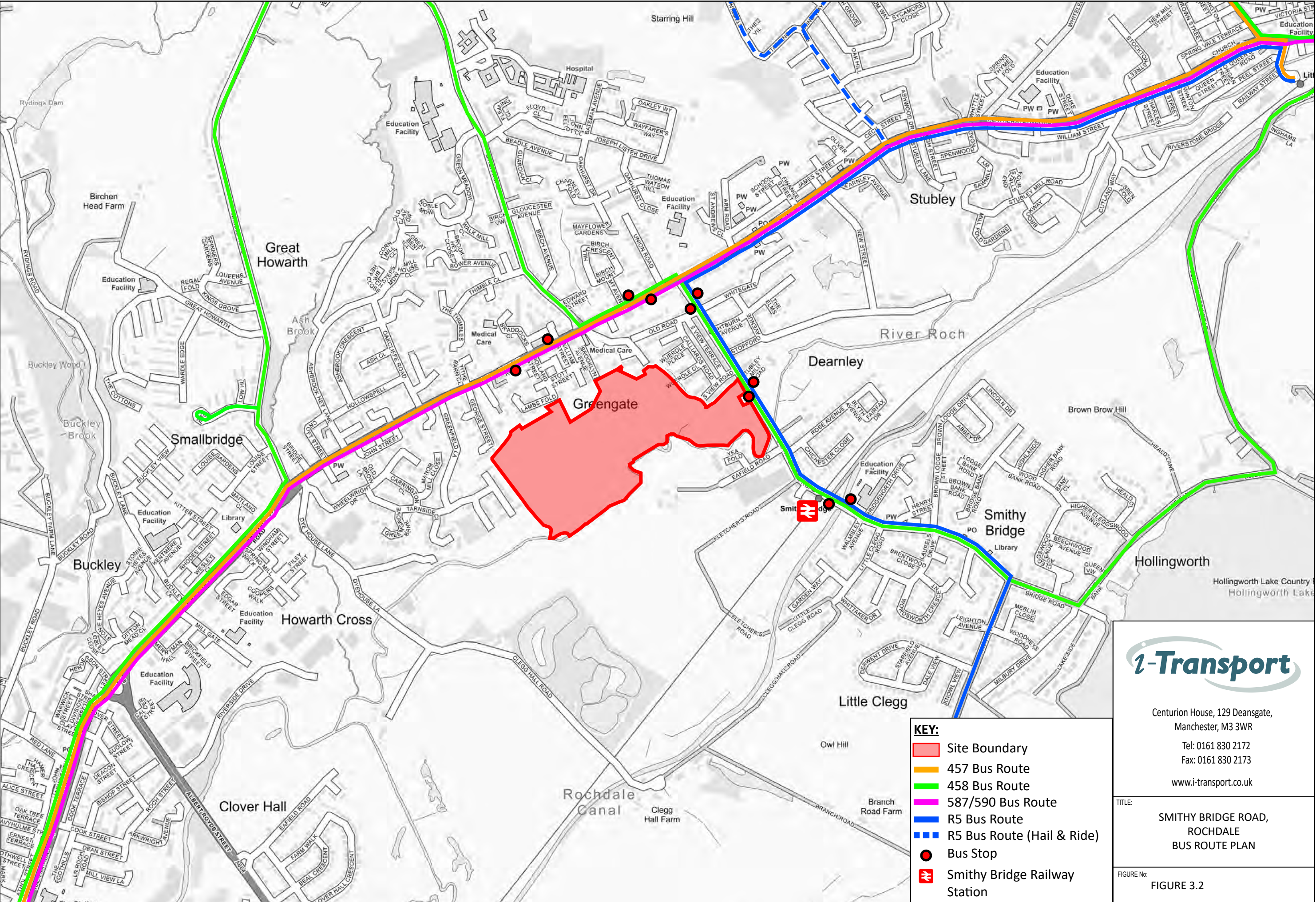


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TITLE:
**SMITHY BRIDGE ROAD,
ROCHDALE
EXISTING & PROPOSED
PROW & CYCLE PLAN**

FIGURE No:
FIGURE 2.3





APPENDIX A. Masterplan & Access Arrangements

Smithy Bridge Lane, Rochdale Layout Schedule						
	House Type	Dwelling Type	Square Footage	No. Units	No Storeys	Total Sqft
OPEN MARKET						
2 BED SEMI-DETACHED HOUSES	8					
	BEAFORD	(EMA22 - 2B3P)	778	8	2	6224
3 BED SEMI-DETACHED HOUSES	60					
	EYNSFORD	(EMA33 - 3B4P)	972	30	2	29160
	HARRTON	(EMB31 - 3B5P)	1141	30	2.5	34230
3 BED DETACHED HOUSES	52					
	TETFORD	(EMA35 - 3B5P)	1021	19	2	19399
	AYNESDALE	(EMT31 - 3B5P)	1058	19	2	20102
	BYRNEHAM	(EMG31 - 3B5P)	1126	14	2	15764
4 BED DETACHED HOUSES	67					
	COLFORD	(EMA43 - 4B5/6P)	1262	23	2	28796
	HUBHAM	(EMG43 - 4B7P)	1370	23	2	31510
	RIGHTFORD	(EMA46 - 4B7P)	1374	21	2	28854
5 BED DETACHED HOUSES	12					
	AIRETON	(EMB51 - 5B7P)	1652	12	2.5	19824
TOTAL				199		233863
						100.0



Site Boundary

Residential
Character Area A

Residential
Character Area B

Residential
Character Area C

Residential
Character Area Green Wedge

Residential
Character Area Roch Valley

Relief Road
6.5m Carriageway
2x 2m Footpath
3m Bi-Directional Cycleway

Residential Street
5.5m

Private Drive
4.5m

Shared Pedestrian &
Cycle Path
3m

Public Right of Way
2m (dropped kerbs at eastern
crossing point along relief road)
Refer to drawing 206A for details.

Dutch Crossing Points
Raised Table and Formal
Pedestrian and Cycle Crossings.

Existing Vegetation

Proposed Vegetation

Public Open Space

Green Wedge A
Including 2m footpath and
formal meeting places.

Green Wedge B
Including 3m Cycle Link, PROW,
and LEAP.

LEAP
Play equipment within 20m
offset to housing (shaded).

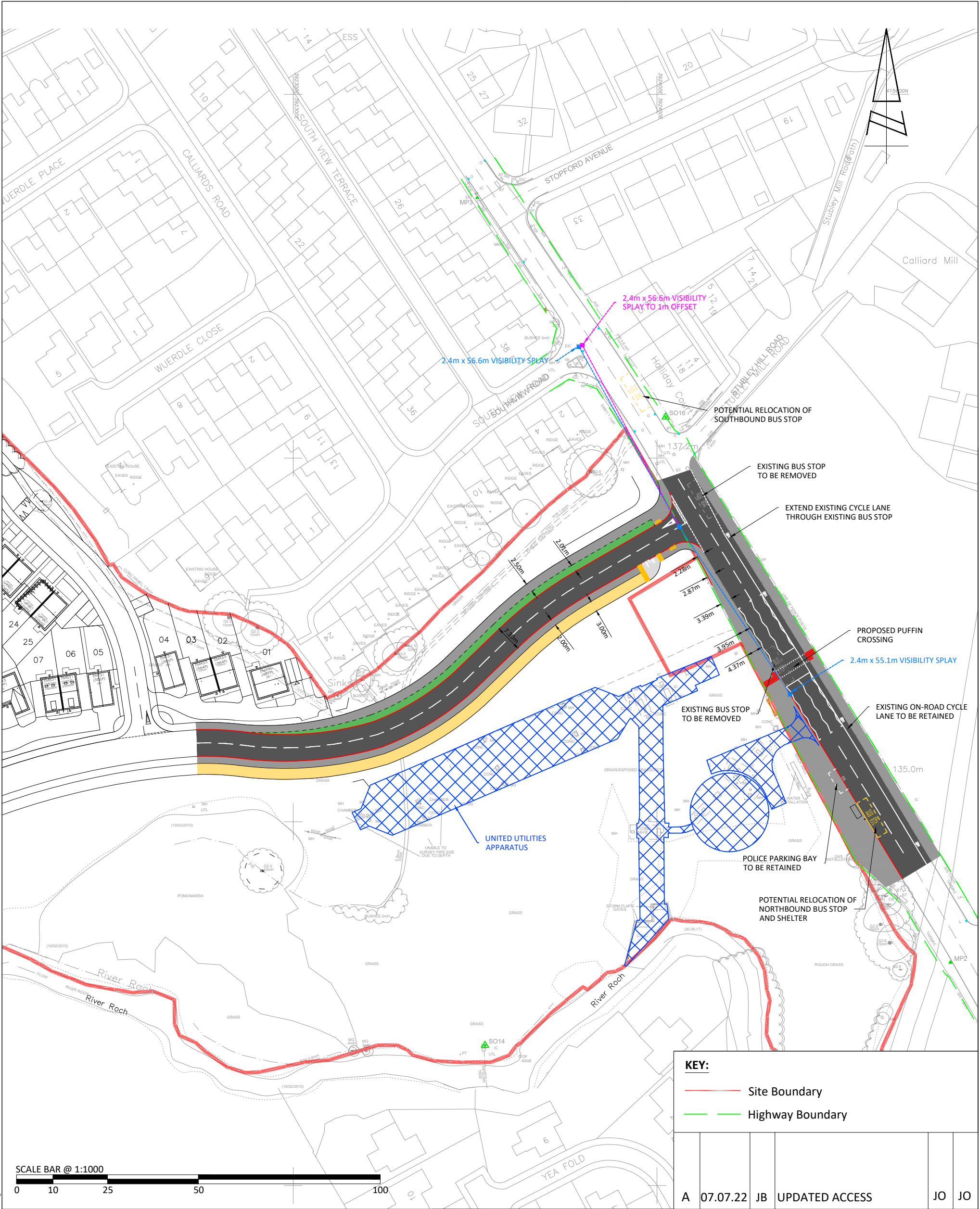
SUDS Pond
Including planting scheme

Water Storage
Subterranean Water Storage.

Retained Wet Area
Refer to Ecological Survey

River Roch
8m Offset

N		1:1000 SCALE		www.pegasusgroup.co.uk	
H	Plot 59/78 parking amended, garages moved to reduce drives	04/03/22	RW	AG	
G	Minor amendments in line with client comments	22/02/22	RW	AG	
F	Amendments to layout as comments	10/02/22	RW	AG	
E	Minor amendments to various plots as client comments	17/01/22	RW	AG	
D	Plots 141-159 reorganised to suit retaining wall solutions	12/01/22	RW	AG	
C	Plot 105 Handled, turning head adjacent plot 19/25 Improved	20/12/21	RW	AG	
B	Plot 92 House type amended, Schedule updated to suit	19/11/21	RW	AG	
A	Amendments to layout and updated schedule	18/11/21	RW	AG	
Rev	Description	Date	Drawn	Chk'd	
Q	Amendments to various plots as clients comments	31/08/22	AG	AG	
P	Amendments to PROW and Cycle Connection	22/08/22	AG	AG	
N	Minor amendments to various plots as clients/LPA requirements	29/06/22	JW/RW	AG	
M	Minor amendments to various plots as clients comments	09/06/22	HE	AG	
L	Plots 101-104 reorganised to reduce numbers off private drive, House type swap to plots 34, 38 and plot 41.	28/03/22	RW	AG	
K	Minor amendments to layout and coordination with logo	18/03/22	RW	AG	
J	Sales area updated & minor tweaks and schedule to suit	11/03/22	RW	AG	
		Date	Drawn	Chk'd	



KEY:					
Site Boundary					
Highway Boundary					

A	07.07.22	JB	UPDATED ACCESS	JO	JO
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION					
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SCALE @ A3:	CHECKED:	APPROVED:
1:1000	JO	VE
FILE REF:	DRAWN:	DATE:
ITM11353	JB	14.06.22

DRAWING No:	ITM11353-SK-026			
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PROJECT No:	ITM11353	REV:	A
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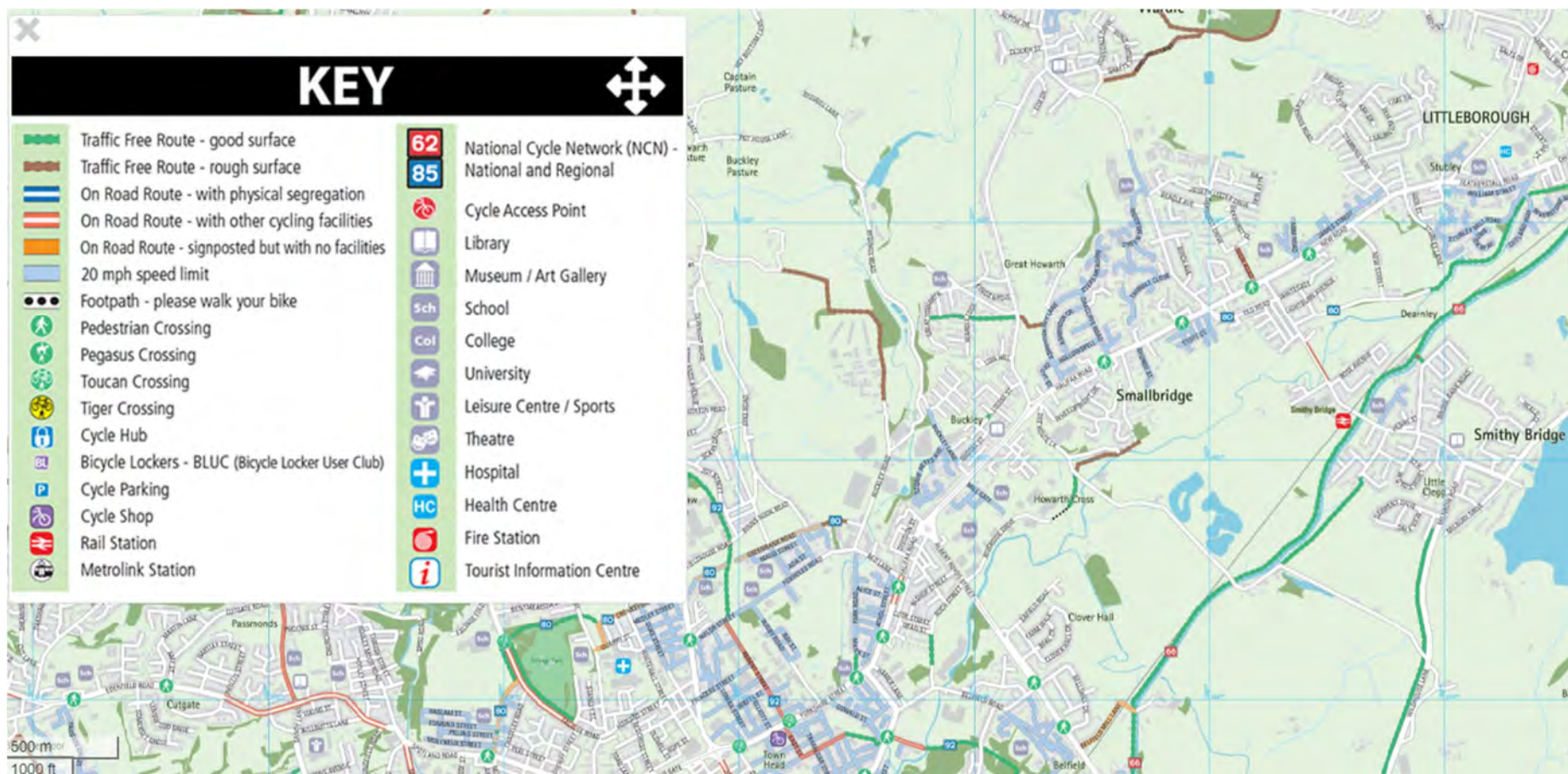
TITLE:

SITE ACCESS FROM SMITHY BRIDGE ROAD

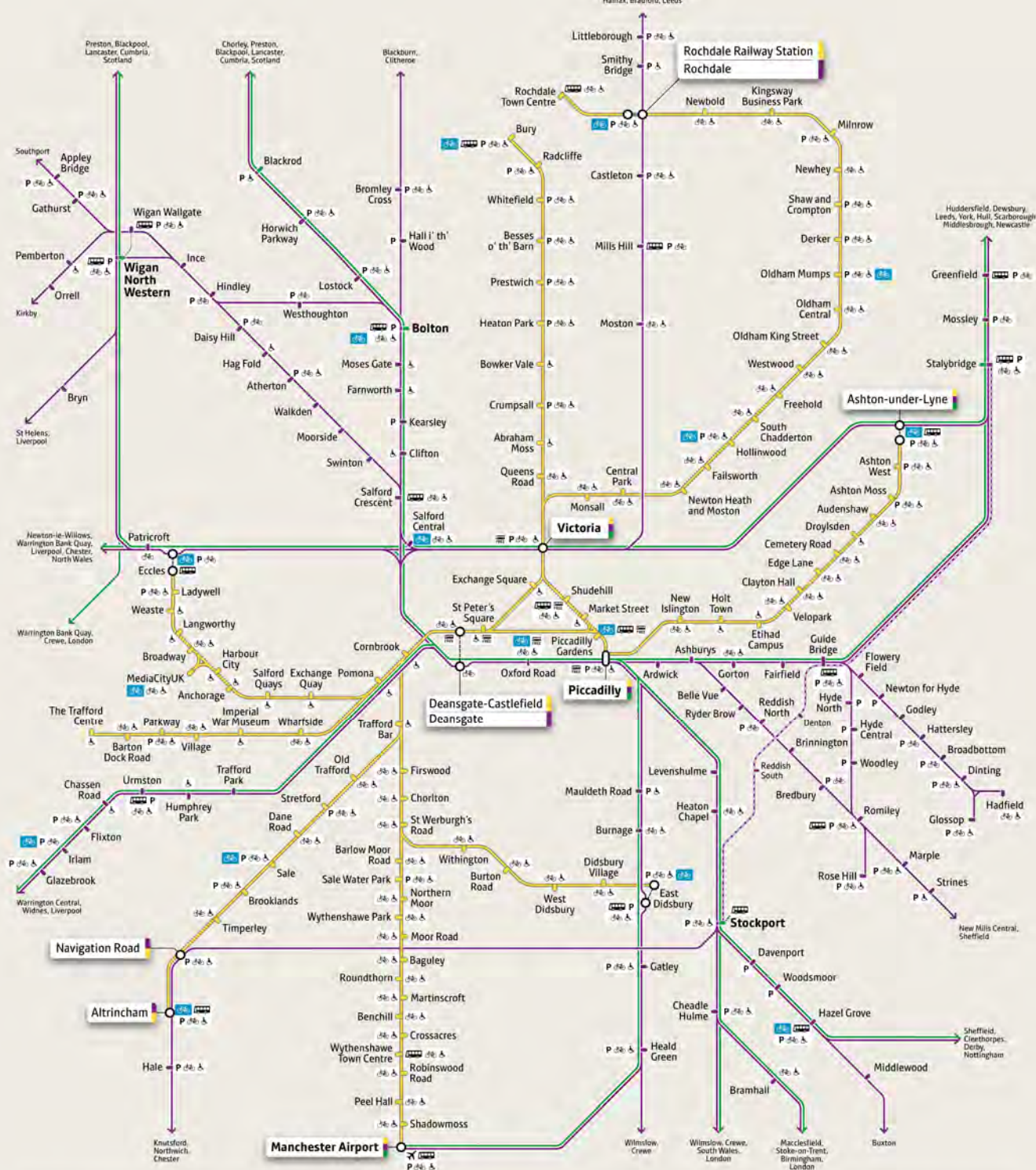
PROJECT:

SMITHY BRIDGE ROAD

APPENDIX B. Rochdale Cycle Map



APPENDIX C. Greater Manchester Rail Map



Metrolink and stop

Northern

Limited service (one train per week)

Rail/Metrolink interchange

Other trains:

Avanti West Coast

Cross Country

East Midlands Railway

TransPennine Express

Major bus interchange

Interchange with free bus

Parking available

Cycle parking or storage available

Within easy walking distance

Station or stop with step-free access to all platforms

National Rail Enquiries

08457 48 49 50

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