

Travel Plan

**Proposed Residential Development
Cowm Top Lane, Rochdale**

GLP Ltd and Barratt Homes

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A Site Layout

1.0 INTRODUCTION

Background

- 1.1 This Travel Plan has been prepared by SCP on behalf of GLP Ltd and Barratt Homes to support the proposed residential scheme located to the south of Cowm Top Lane in Rochdale, as part of the planning process accompanying the planning application.
- 1.2 This Travel Plan sets out the developer's commitment to reducing the number of vehicular trips generated by the development and identifies the key measures which would be developed as part of its implementation.

Travel Plan Approach

- 1.3 A travel plan is an important tool for delivering sustainable access to a development. The main emphasis of this travel plan will be on the journeys made by residents at the site.
- 1.4 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.
- 1.5 This travel plan focuses on influencing greater use of sustainable transport by residents when travelling to and from the site, and will establish and promote the sustainable transport links available. The travel plan will also suggest measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that residents travel.

2.0 TRAVEL PLAN BACKGROUND

- 2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access. A development-related travel plan will normally be prepared alongside a transport assessment. The plan should then continue to be implemented, for the life of the development.
- 2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

- 2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:
- Promote healthy lifestyles and sustainable, vibrant communities;
 - Provide adequately for all users, with a variety of mobility needs;
 - Reduce demand for car parking, thereby enabling more efficient land use;
 - Reduce pressure on highway capacity, particularly at peak times;
 - Improve social inclusion;
 - Cut carbon emissions and their contribution to climate change;
 - Reduce road danger and protecting vulnerable road users; and
 - Improve local air quality, while reducing noise pollution.
- 2.4 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

Policy Context

- 2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

National Planning Policy Framework

- 2.7 Travel plans were first secured within the planning system within the context of “Planning Policy Guidance Note 13: Transport” published by the Government in March 2001. The **National Planning Policy Framework** (NPPF) has replaced PPG13 in its entirety and has been revised most recently in July 2021. The NPPF is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.
- 2.8 The NPPF advises, in relation to transportation issues surrounding new development and in particular to travel plans and accessibility, that the follow be adhered to:
- All developments which generate significant amounts of movement should be required to provide a travel plan.
 - Masterplan design should take account of whether the opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure.
 - Access should be safe and achievable by all people.
 - Developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
 - Design should protect and exploit opportunities to use sustainable transport modes for the movement of goods or people; give priority to pedestrian and cycle movements, and give access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and consider the needs of people with disabilities by all modes of transport.

Department for Transport

- 2.9 The key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled “**Good Practice Guidelines: Delivering Travel Plans through the Planning Process**”. This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.

- 2.10 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development, and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

[Greater Manchester Transport Strategy 2040](#)

- 2.11 In February 2017, Transport for Greater Manchester (TfGM) published the Greater Manchester Transport Strategy 2040 which sets out the vision for Greater Manchester and provides a plan to “establish a fully integrated, high capacity transport system across Greater Manchester”.

- 2.12 The Transport Strategy has identified the following key challenges to help protect the environment:

- *“Increasing the use of sustainable transport to reduce the negative impacts of car use. Many people do not currently see sustainable modes as realistic alternatives and we must continue to work hard to improve the quality of our walking, cycling and public transport networks and to provide people with the facilities and training to make them natural, easy choices. The design of new development needs to make it easier for people to use sustainable modes.*
- *Reducing transport emissions is a particular challenge, given that economic and population growth will increase the demand for travel, hence more radical measures will be needed to enable Greater Manchester to meet challenging standards and targets, in terms of air quality and in response to the challenge of climate change.*
- *Making the best use of existing infrastructure will help to reduce environmental impacts. Locating new development where there is good access to public transport and services will reduce car travel and therefore emissions. Road and rail networks must also be used as efficiently as possible and be well maintained.”*

- 2.13 As such, “TfGM will continue to work with planning authorities and developers to better integrate transport and new development in accordance with the principles of:

- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*

- *Maximising opportunities to provide additional public transport; and,*
- *Designing to encourage active travel.”*

Local Policy – Draft Places for Everyone

- 2.14 The Places for Everyone (PfE) is a joint plan for Greater Manchester and was first drafted in October 2016. The Publication Version was published in July 2021.
- 2.15 Chapter 11 of the PfE provides the proposed allocations within Greater Manchester and includes our proposed site (Policy JP Allocation 25, Trows Farm, Castleton).

Local Policy – Rochdale Adopted Core Strategy

- 2.16 The Rochdale Adopted Core Strategy was adopted in October 2016 and sets out the long-term spatial strategy for future development of Rochdale Borough until 2028.
- 2.17 In terms of accessibility, the main challenges are highlighted as follow:
- *“Ensuring transport improvements are co-ordinated with, and support, future development;*
 - *Solving congestion at peak times across the borough;*
 - *Improving transport links to the city centre for employment and leisure;*
 - *Improving accessibility to jobs in the borough and elsewhere in Greater Manchester; and,*
 - *Improving public transport and other forms sustainable transport to improve air quality along the M62 and A58 road corridors and to reduce emissions.”*
- 2.18 Chapter 11 of the Core Strategy states that “*to improve accessibility and enhance sustainable travel, our policies seek to:*
- *deliver transport improvements at a strategic, borough-wide and local level to support development proposals;*
 - *ensure that development is in the most appropriate and accessible locations;*
 - *minimise trips, especially single occupancy car journeys, and trip length;*
 - *promote wider travel choice and increase trips made by sustainable forms of travel, including public transport, cycling and walking;*
 - *support measures that enhance safety and access for people with impaired mobility, protect traffic-sensitive town centres and residential communities; and,*
 - *reduce emissions from traffic (particularly NOx gases, PM10 particulates and CO2 levels) contributing to Greater Manchester Local Transport Plan (GMLTP) and national targets by*

encouraging more sustainable travel choices and forms of travel, more active and healthier travel behaviour and take advantage of technological innovations.”

- 2.19 As a result, Policy T2 advocates that “[RMBC] will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities.”
- 2.20 The push for sustainable transport is backed by other policies within the Core Strategy, such as G1 and P3.
- 2.21 Finally, Policy C2 also states that RMBC will encourage the delivery of new housing at the Castleton corridor / Crown Business Park (Policy E3/2).

Conclusion

- 2.22 In general, the relevant transport policies set out above follow similar themes and promote common aims in respect of accessibility by non-car modes. This travel plan has been developed in line with local, sub-regional and national transport policy and guidance.

3.0 SITE AUDIT

The Existing Site

- 3.1 The site is currently undeveloped land and is located approximately 3.5km to the south of Rochdale Town Centre (straight line distance) as per **Figure 3.1** below. It is bounded by residential areas to the west, industrial use to the north and the motorway to the south and east, respectively the M62 and A627.

Figure 3.1 - Site Location



Source – Google Maps

Development Proposals

- 3.2 The development proposals consist of a residential development, comprising 495 dwellings, on land located to the south of Cowm Top Lane, Rochdale. The proposed site layout plan is presented in **Appendix A**.
- 3.3 Vehicular access will be provided from an extension to Cowm Top Lane. The access will provide a 5.5m wide carriageway and 2m wide footways on both sides of the road.

- 3.4 In addition, traffic calming and drainage improvements will be provided to the existing section of Cowm Top Lane to address RMBC's concerns over the existing gradient and drainage matters. The improvement scheme involves the introduction of a number of raised junction tables at the existing accesses to the industrial units, along with areas of anti-skid surface treatment to help reduce traffic speeds. It is also proposed that linear drainage channels (ACO drains) are introduced across the full width of the road at the top of each of the raised tables, which will connect into the existing surface water carrier drains. The introduction of the raised tables will also help to slow the flow of water down Cowm Top Lane.
- 3.5 Discussions have taken place with RMBC, as highway authority, who have provided their agreement to the improvement scheme and confirmed that if these works are to be implemented then they would be willing to adopt Cowm Top Lane.
- 3.6 In addition to the above, continuous 2m wide footways are provided throughout the development and a 5.5m wide shared footway / cycleway connection is proposed onto Trows Lane which will act as a separate emergency vehicle access. The access will be controlled with retractable bollards.

Access by Non-Car Modes of Transport

- 3.7 The accessibility of the application site by non-car modes is a key consideration in the planning process. The requirement to ensure that sites are accessible by non-car modes of transport is set out in both local and national planning policy.
- 3.8 Access between the site and local areas by non-motorised modes has been assessed by comparison with the following typical threshold distances:

Table 3.1: Typical Threshold Distances (Not Upper Limits)

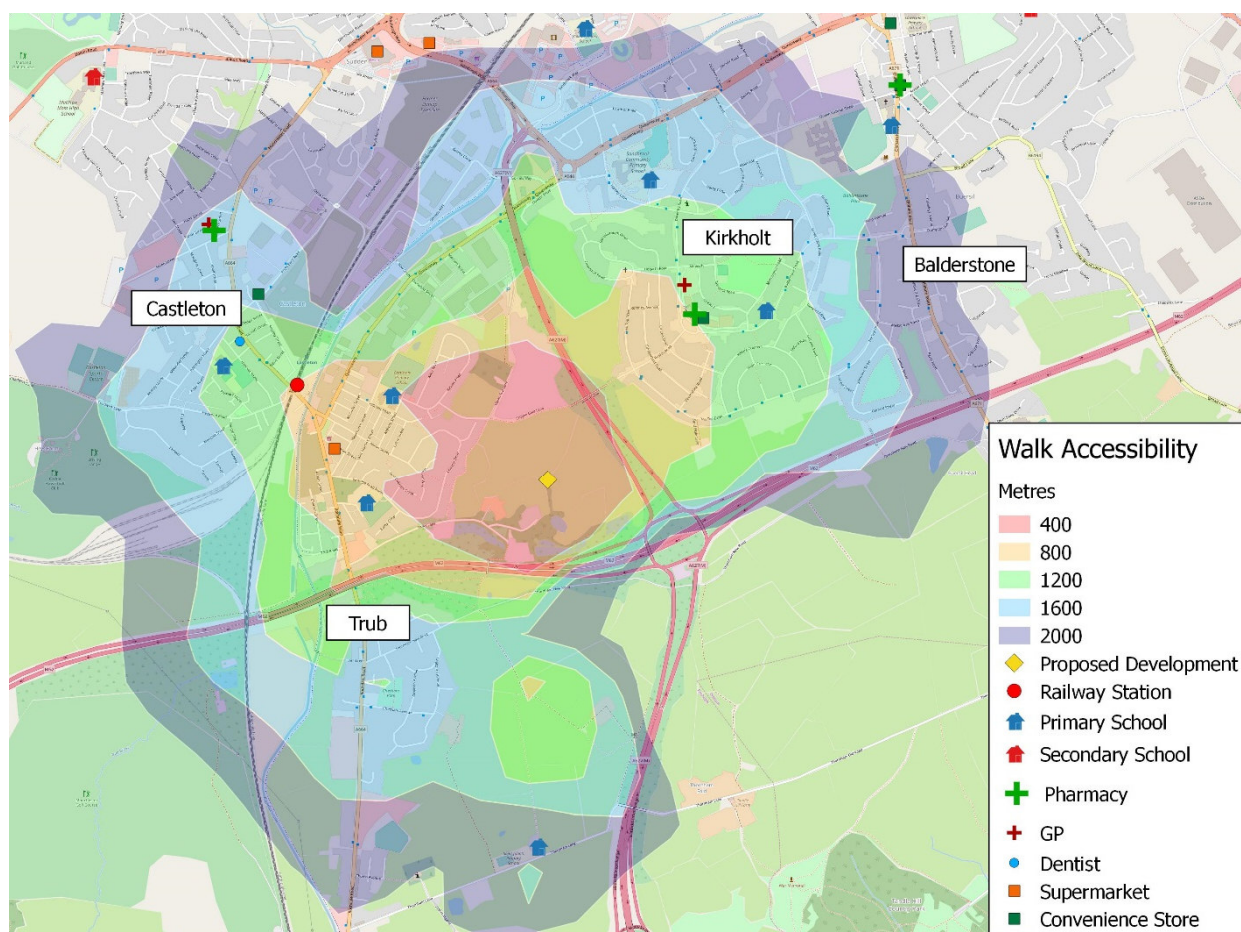
Threshold Distance	Significance
800m	Motorised modes are rarely used for trips of around 800m or less
2km	Walking offers the greatest potential to replace short car trips particularly those under 2km.
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport.

Source: MfS para 4.4 and PPS13

Walking

- 3.9 The area surrounding the proposed residential development benefits from a good level of pedestrian provision with lit footways on both sides of Cowm Top Lane and A664 Queensway as well as dropped kerbs.
- 3.10 A number of Public Rights of Ways can also be found around the site, including Cripple Gate Lane and along the back of the residential properties on Leander Drive. Two footbridges are located respectively over the A627 and M62, providing connections to the residential area at the west and south of the site.
- 3.11 A walk distance of up to 2km is generally considered acceptable to replace short car journeys. **Figure 3.2** shows the areas that are accessible by foot within 2km of the site, broken down into 400m bands.

Figure 3.2 - 2km Walk Accessibility



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- 3.12 In terms of the areas within the 2km walk distance threshold, the site is located within walking distance of numerous neighbourhoods such as Castleton, Kirkholt, Balderstone and Trub.
- 3.13 A number of local amenities are also within a 2km walk of the site (up to 10 minutes' walk) which will encourage travel via sustainable modes. A small selection of local amenities within an acceptable walk distance is shown in **Table 3.2**.

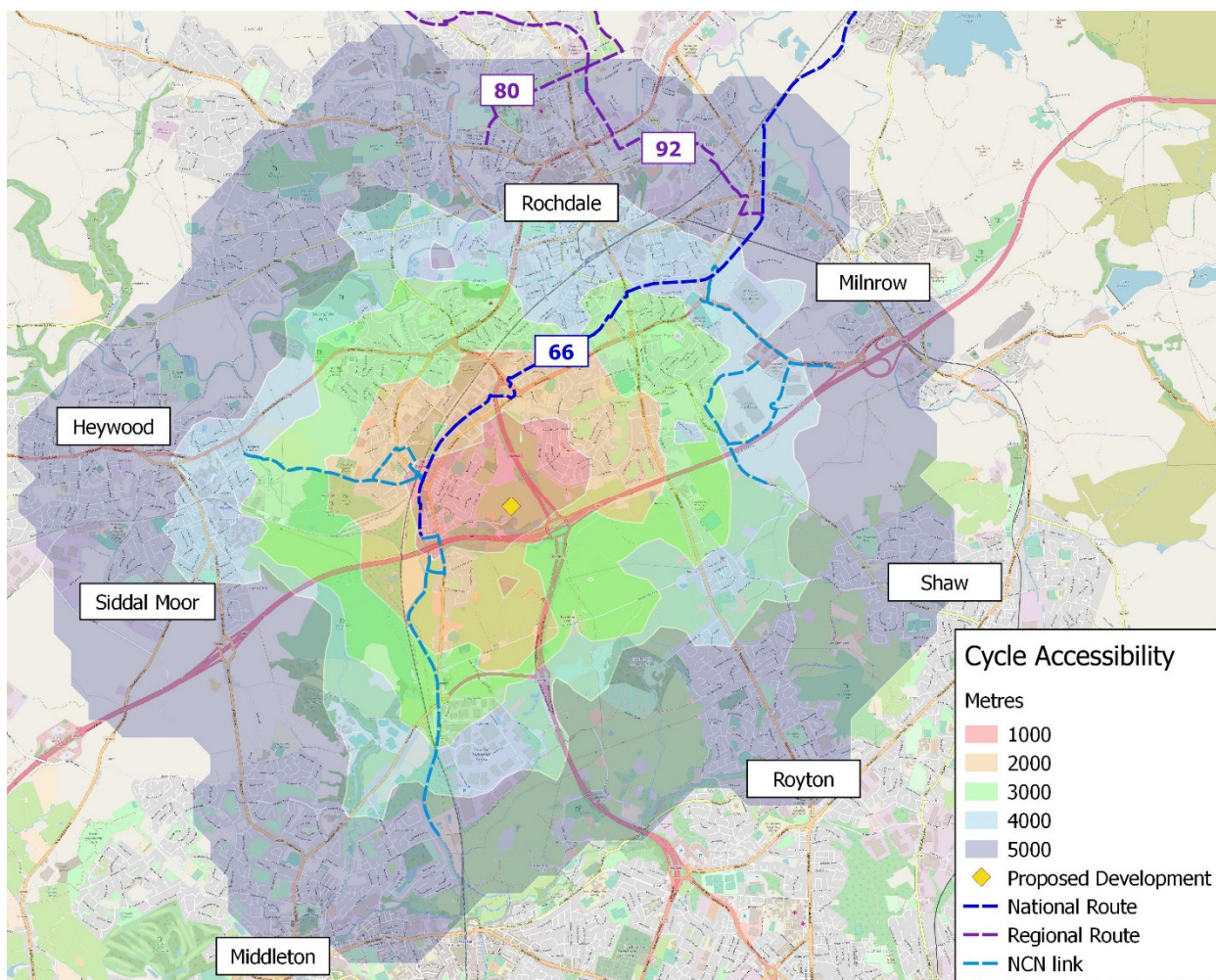
Table 3.2 - Accessibility to Local Facilities from the Development Site

Service	Detail	Distance (Straight line)
Primary School	St Gabriels RC Primary School	550m
Primary School	Castleton Primary School	590m
Convenience Store	The Co-Op Food	710m
Pharmacy	Strand Pharmacy	800m
Pharmacy	Well Castleton	860m
GP	Kirkholt Medical Practice	1030m
Dentist	Dental Air Service UK Ltd	1080m
Dentist	Better Dental Rochdale	1170m
Convenience Store	NISA Local	1400m
GP	Castleton Health Centre	1450m

Cycling

- 3.14 The reasonable journey distance within which cycling is considered to be able to replace car trips is generally accepted to be 5km. **Figure 3.3** illustrates a 5km catchment from the centre of the proposed development.

Figure 3.3 - 5km Cycle Accessibility



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- 3.15 Rochdale, Heywood, Siddal Moor, Middleton, Royton, Shaw and Milnrow are within a 5km cycle distance from the site.
- 3.16 National Cycle Route (NCR) 66 is located approximately 970m north of the site and runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull. Regional Routes 80 and 692 are also located near the site, respectively 3960m and 3670m north-east of the site. The Regional Routes provide connections with local destinations such as Rochdale town centre, Whitworth and Shawforth.
- 3.17 As shown in **Figure 3.4**, local cycle routes are also available near the site, including dedicated cycle lanes and unpaved trails.

Figure 3.4 - TfGM Cycle Route Network – with site boundary



- 3.18 In addition to the above, a number of cycle infrastructure improvements have specifically been announced around Castleton, including Castleton Local Centre Corridor (CLCC) and TfGM's Bee Network. **Figure 3.5** below shows the improvements proposed along the canal and Cripple Gate Lane / Hillcrest Road as well as the junctions being improved.
- 3.19 The development will ensure that the pedestrian and cycling facilities are linked with the improved infrastructure and provide a contribution to improving the surface of Cripple Gate Lane / Hillcrest Road to promote walking and cycling trips to/from site and assist in the delivery of this section of the Bee Network.

Figure 3.5 - Cycling improvements planned around Castleton – with site boundary



Public Transport

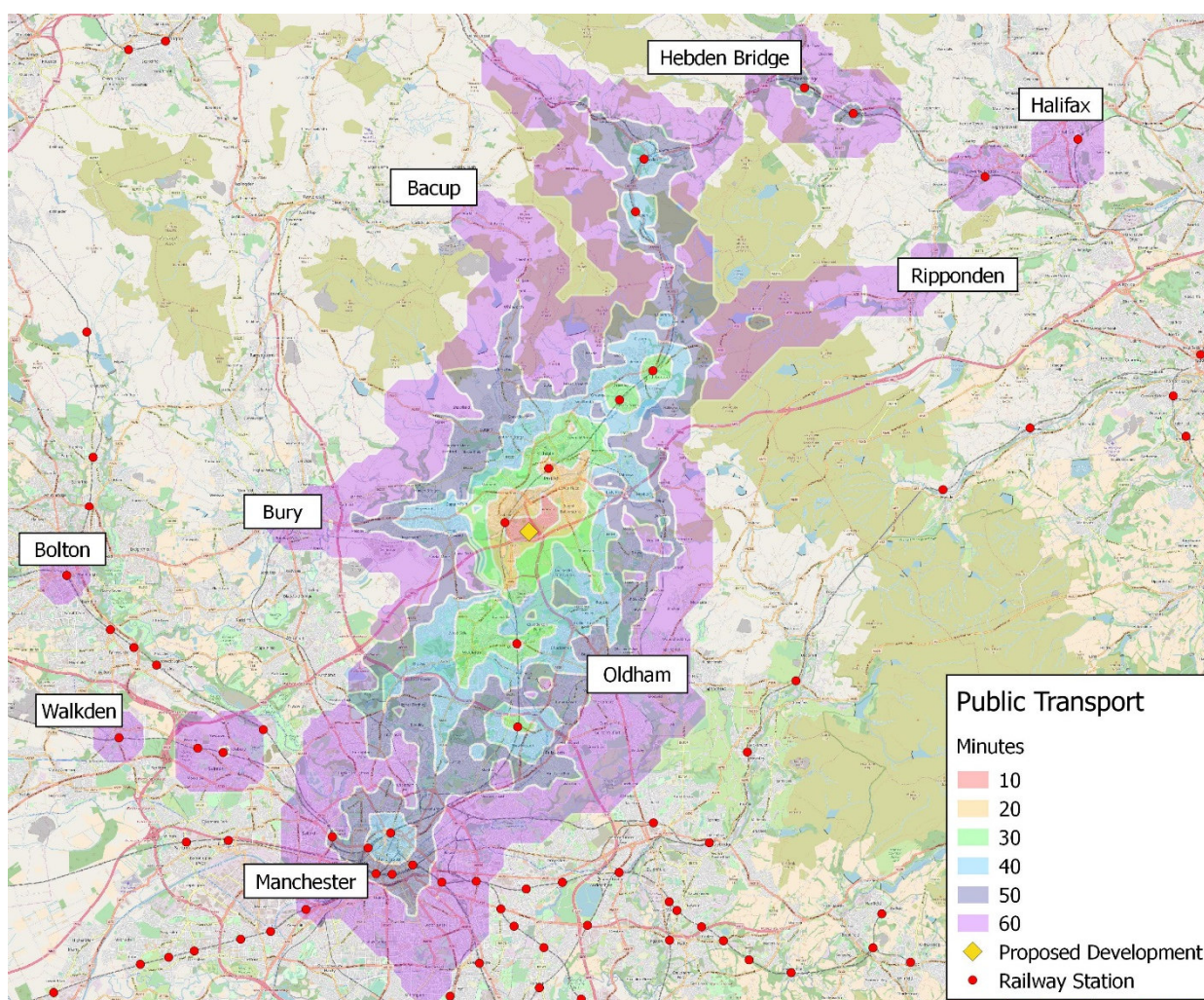
3.20 The nearest bus stops to the site are located on A664 Queensway, immediately to the east of its junction with Cowm Top Lane, and on A664 Manchester Road, less than 900m from the centre of the site. The bus services available in the vicinity of the site are listed in **Table 3.3** below.

Table 3.3 - Local Bus Services

Number	Route Description	Frequency		
		Monday to Friday	Saturday	Sunday
R7	Castleton to Rochdale	1 hour	1 hour	1 hour
17 / 17A	Manchester – Rochdale Via Middleton (17A – Via Stakehill Industrial Estate)	10 min	10 min	15 min

- 3.21 Residents will have access to bus services connecting a range of destinations at a reasonable frequency, making the site accessible without the use of a private car.
- 3.22 Castleton Railway Station is located approximately 900m west of the proposed site, well within walking distance, providing connections to Rochdale, Clitheroe, Blackburn and Manchester.
- 3.23 **Figure 3.6** indicates a number of locations which are within a 60-minute public transport (bus and rail) commute from the proposed site. The time includes the walk to the bus stops / railway station and demonstrates that key areas of Manchester, Bury, Bolton, Walkden, Halifax, Ripponden and Hebden Bridge, amongst others, are within an acceptable 60-minute public transport commute.

Figure 3.6 – 60-minute Public Transport Accessibility



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Conclusion

- 3.24 Having regard to the above, it is considered that the site already possesses good levels of accessibility by the main non-car modes of transport. In order to maximise the opportunities available, the development will link into the existing and new pedestrian and cycling infrastructure. This will ensure that future residents can walk and cycle to local facilities, bus stops and train stations in preference, particularly for short journeys, rather than make use of the private car.

4.0 TRAVEL PLAN ADMINISTRATION

Travel Plan Coordinator

- 4.1 The travel plan will be managed by a travel plan coordinator (TPC). The TPC will provide a key role in delivering a successful travel plan. The TPC role would most commonly be overseen by a Management Company, which in time could evolve to be overseen by the residents of the site themselves.
- 4.2 The TPC role will be established prior to the opening of the development and will act as the fulcrum for the development of the travel plan measures and the day to day operation of the plan. Once appointed, the TPC will act as the main contact for the travel plan and will be responsible for implementing plan measures.
- 4.3 The TPC will inform the LPA and the appropriate local public transport operators of their contact details. Similarly, the TPC will obtain the contact details of the owners and complete a 'Contact' form to provide easy reference when dealing with travel plan matters.
- 4.4 The TPC will be the first point of contact for all residents and other outside organisations in all matters regarding travel to and from the site, therefore the TPC will set up a file for all correspondence relating to each travel plan and keep it up-to-date.
- 4.5 If required, the TPC will nominate other people to whom travel plan duties can be delegated; however, the designated TPC will retain overall responsibility for all matters pertaining to the travel plan for each element of the development. The TPC will record details of nominated persons along with their delegated duties within each respective travel plan file, if necessary.
- 4.6 The primary target of the travel plan will be to replace private car journeys with other means of more sustainable transport. The majority of private car journeys are commuter trips made to and from a workplace; this therefore represents a useful starting point to target.

Funding

- 4.7 Appropriate funding will be allocated by the developer at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.

- 4.8 The funding will cover the initial costs relating to the TPC, implementation of measures and initiatives, marketing of the travel plan, annual monitoring and submission of a review to Rochdale Metropolitan Borough Council (RMBC). The funding stream will allow the travel plan to operate for a minimum of five years.

5.0 TRAVEL SURVEY

Travel Survey

- 5.1 Travel surveys are undertaken in order to understand how residents travel, how they would like to travel and what would encourage them to make those changes. Repeat surveys are used to monitor ongoing travel patterns over time.
- 5.2 As part of the travel plan, regular residents' travel surveys will be required. The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.
- 5.3 The surveys will be produced by the TPC and disseminated to all residents within three months of the first occupation of the site, to collect the following data:
- Destination postcode;
 - Typical working patterns;
 - Mode of travel to work;
 - Measures that would encourage use of active travel modes or public transport; and,
 - Barriers to use of active travel modes / public transport.
- 5.4 The TPC will strive to achieve a 30% return rate for the surveys. The survey responses will be entered into a spreadsheet to enable modal shift to be tracked over time and provide guidance on which measures are most likely to encourage modal shift. The findings will be used to update the travel plan and to confirm or modify the identified targets and measures. The travel plan will be resubmitted to RMBC within 3 months of the survey closing.
- 5.5 The TPC will agree the annual targets with the LPA within 1 month of submission of the survey review reports. The agreed short term annual targets will form the basis of the annual review and monitoring process to gauge the effectiveness of the travel plan.
- 5.6 All data collected from the travel survey will be subject to the provisions of the Data Protection Act. To ensure confidentiality, the TPC alone will manage the database and be responsible for the release of information, with all data being used solely for travel plan purposes.

Future Surveys

- 5.7 Changes to existing travel patterns, as derived from the data, will inform the annual review process. The annual review will summarise the data collected and proposed revised initiatives and measures where targets have not been met, including a revised action plan.

- 5.8 The TPC will undertake a survey annually (at the same time of year) and submit the results of the annual review to RMBC for review and discussion, within 3 months of the monitoring period. Surveys will be undertaken for the first five years of the development, following occupation. The TPC will be responsible for the surveys, together with delivery of the travel plan.

6.0 TRAVEL PLAN TARGETS

Objectives

- 6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.
- 6.2 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.
- 6.3 This travel plan has been prepared to achieve the following objectives:
- Reducing the transport impact of the development, by reducing reliance upon the car and improving awareness and usage of alternative modes;
 - Increasing opportunities for residents, by promoting walking, cycling, public transport and car sharing;
 - Minimising the total travel distance of residents; and,
 - Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.

Modal Share Targets

- 6.4 Baseline travel surveys will be carried out and analysed by the TPC, which will establish the existing travel patterns of residents and will inform the initial year one Modal Share targets. The targets will be updated following annual travel survey analysis to ensure they are representative of SMART targets based on the actual population.

Indicators

- 6.5 The TPC will be responsible for implementing measures at the site, which are set out in an action plan later in this report. The measures will be reviewed annually following monitoring, to identify whether the programmed measures are the most appropriate, and if not, what replacement measures need to be identified. Any new measures will be set out in a revised action plan, alongside timescales for implementation.

6.6 Milestones to assess progress against the travel plan objectives and targets include:

- Issue of a travel plan information pack to residents upon site occupation; and,
- Uptake of the various measures, including interest in car sharing.

6.7 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

7.0 TRAVEL PLAN MEASURES

7.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost effective travel plan is one that implements measures that are relevant and realistic to the development. Consultation with residents is therefore key to achieving support from those who the measures are targeted at and avoiding measures which may be unpopular.

7.2 The measures below would be the starting point used by the TPC; changes may be made over the course of the travel plan in conjunction with the local authority, to ensure that appropriate measures are in place.

Travel Awareness

Welcome Pack

7.3 Good accurate information on the range of services and travel initiatives available will be a critical element of a successful travel plan.

7.4 The TPC will make new residents aware of the existence of the travel plan by providing them with a welcome pack summarising the travel plan upon occupation of the property. This will help to ensure that sustainable travel patterns are created from the outset.

7.5 The welcome pack will include, though not exclusively, the following:

- An introductory leaflet providing a summary of the travel plan, listing any key measures along with the contact details of the TPC;
- A map showing the location of the development in relation to the local area, highlighting key local facilities within easy walking distance of the site;
- Public transport information, including:
 - A map showing the location of the site in relation to the local area, highlighting nearby bus stops and train stations; and,
 - Details of existing local bus and train services from nearby stops.
- Active travel information, including:
 - A map showing local cycle and walking routes; and,
 - Details of local bike repair shops/retailers along with available training and maintenance sessions.
- Information about car sharing;
- Details of local taxi firms.

- 7.6 The TPC will promote and encourage participation in national and local events, organised by others, aimed at promoting awareness of sustainable transport. The range of events that will be promoted will be agreed and co-ordinated with RMBC.

Walking

- 7.7 The TPC will encourage walking by implementing the following initiatives:
- Raise awareness of the health benefits of walking through promotional material in the welcome pack;
 - Provide a map showing walking routes, indicating distances and times at appropriate intervals to the site;
 - Promote the www.walkit.com website for journey planning on foot;
 - Liaise with a local taxi firm to provide competitive rates in case of emergency to replace a regular walk journey;
 - Promote walking to work, for example, using national events such as Walk to Work Week (May, annually) (www.walktoworkweek.org.uk/); and
 - Audit the local footway and footpath network along with crossings in close proximity to the store on an annual basis and report any defects and / or maintenance issues to the highway authority.

Cycling

- 7.8 The TPC will encourage cycling by implementing the following initiatives:
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website (<https://www.sustrans.org.uk/>) and on RMBC website (<http://www.rochdale.gov.uk/leisure-and-culture/cycling>);
 - Promote Love to Ride UK (<https://www.lovetoride.net/uk>) and We Are Cycling UK (<https://www.cyclinguk.org/>);
 - Provide information to residents on any local cycle proficiency 'Bikeability' courses;
 - Encourage signing up to the 'BikeBUDi' scheme which offers a journey matching service for both commuting and recreational purposes;
 - Promote Bike to Work Week in June (<http://bikeweek.org.uk/us/>);
 - Establish contact with the RMBC cycling officer to ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the site;
 - Investigate interest in setting up a Bicycle User Group (BUG) to encourage residents to cycle to work;

- Liaise with a local taxi firm to provide competitive rates for staff in case of emergency to replace the regular cycle journey; and
- Audit the local cycleway network on an annual basis and report any defects and / or maintenance issues to the highway authority.

Public Transport Information

7.9 The TPC will encourage use of public transport by implementing the following initiatives:

- Provide up-to-date public transport information, including route maps and timetables, within welcome packs;
- Provide details of local taxi firms in the welcome pack;
- Provide details of websites and telephone advice services to enable residents to obtain details on their individual journey requirements, including the Traveline journey planner (<http://www.traveline.info/>) and TfGM's journey planner (<https://tfgm.com/plan-a-journey>);
- Liaise regularly with public transport operators to feedback following surveys, as well as to ensure that information remains valid; and,
- Work with the local authority to ensure local bus stops remain to an acceptable standard.

Car Sharing Scheme

7.10 The TPC will set up an informal car sharing scheme within 3 months of occupation of the site. Information about the scheme will be placed in the welcome pack.

7.11 Should sufficient demand be present, the TPC will set up a 'formal' car share scheme for residents using online software, such as <http://carshare.liftshare.com/>. Interest in a formal scheme will be assessed as part of the first annual review of the travel plan.

Marketing Summary

7.12 The TPC will be responsible for providing residents with an overview of the travel plan in order to promote a range of modes of transport and increase awareness of the alternative modes.

7.13 The following marketing tasks will be undertaken as part of the travel plan implementation:

- Development of materials to promote the travel plan, including a welcome pack providing a summary of the contents and key measures for implementation, to be disseminated to residents upon initial interests in the properties, as well as upon occupation;
- Updated information will be communicated to residents, to identify any changes in bus timetabling, local area facilities, cycle training and maintenance courses etc.

8.0 ACTION PLAN

8.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action. An indication of who is responsible for delivery of each measure can also be found in the action plan.

Table 8.1 - Action Plan

Action	Target Date	Responsibility	Budget Indication
Initial Setup – Prior to Occupation			
Appointment of TPC	At least 1 month prior to site occupation	Developer	Staff time
Exchange contact details with relevant RMBC officers	At least 1 month prior to site occupation	TPC	Staff time
Obtain public transport timetables, maps, car sharing information, route plans etc. to provide to residents	At least 1 month prior to site occupation	TPC	Staff time
Procure and produce information to populate welcome packs	2 weeks prior to site occupation	TPC	Staff time + materials
Negotiate with local taxi firm for reduced price travel	2 weeks prior to site occupation	TPC	Staff time
Upon Occupation			
Issue travel welcome packs to residents	Upon occupation	TPC	Staff time + printing
Within 3 Months of Occupation			
Issue travel survey to residents; analyse and issue final travel plan to RMBC within 3 months of survey completion	Within 3 months of occupation	TPC	Staff time
Promote any local area cycle training and cycle maintenance sessions	Within 3 months of occupation	TPC	Staff time
Set up informal car share scheme	Within 3 months of occupation	TPC	Staff time
Ongoing Tasks			

Provide updates on any service or provision changes regarding local transport	6 monthly to align with seasonal timetable changes	TPC	Staff time
Implement measures in line with requirements / interest, including promotion of national annual events such as Bike Week and Walk to Work Week	Ongoing	TPC	Staff time
Annual Monitoring / Review			
Undertake site audit and report any highway issues to RMBC	When preparing annual review	TPC / RMBC	Staff time
Conduct repeat travel survey at same time of year as baseline survey, for four years	For four years after baseline survey completed	TPC	Staff time + printing
Analyse responses, produce progress report and submit to RMBC	Within 1 month of survey completion	TPC	Staff time
Report updates to residents	Within 1 month of analysis taking place	TPC	Staff time + printing
Continue regular monitoring as set out and agreed with RMBC	As agreed with RMBC	TPC	Staff time

9.0 PLAN MONITORING AND REVIEW

- 9.1 To establish the success of the travel plan, an effective monitoring and review process must be agreed. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

- 9.2 Monitoring of the plan is important for the following reasons:
- It demonstrates to RMBC the effectiveness of measures implemented and the progress being made towards travel plan objectives;
 - It justifies the commitment of the TPC and of other resources;
 - It maintains support for the travel plan by reporting successes;
 - It helps to identify any deficiencies within the travel plan, including any measures that are not effective; and
 - The data can be shared with any other nearby residential travel planning sites, as well as inform the local authority and public transport operators of local travel patterns.
- 9.3 Annual travel surveys will be used to monitor the number of residents walking, cycling, travelling by car and public transport to and from the site.
- 9.4 The TPC will monitor travel patterns associated with the site on a regular basis. Surveys will take place on an annual basis for the first five years of site occupation.

Reviewing

- 9.5 The TPC will undertake an annual review of the travel plan following monitoring, in conjunction with RMBC. This review will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of car / non-car usage at the site; and
 - Comments received from residents.
- 9.6 The TPC will use data collected during the survey to compare the mode share statistics to the targets set for the development. The TPC may choose to revise the targets, with agreement with the local authority, in order to maintain a realistic travel plan goal.

- 9.7 The TPC will also use spot check data regarding usage of facilities such as the informal car share scheme, to investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards travel plan objectives. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with RMBC.
- 9.8 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review and agreement within three months of surveys being undertaken. This will take place for five years; further reporting will be undertaken by agreement with the local authority.

10.0 CONCLUSION

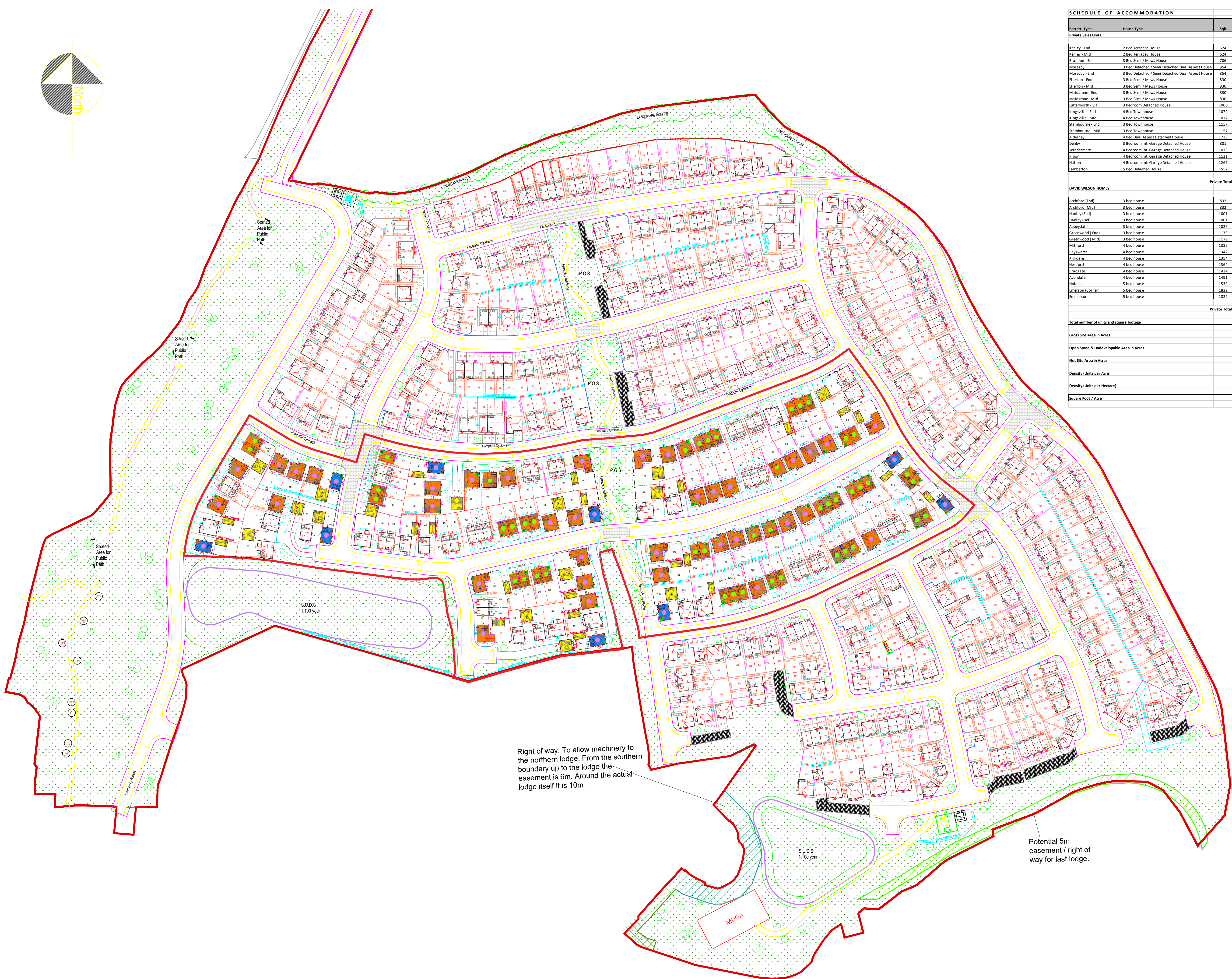
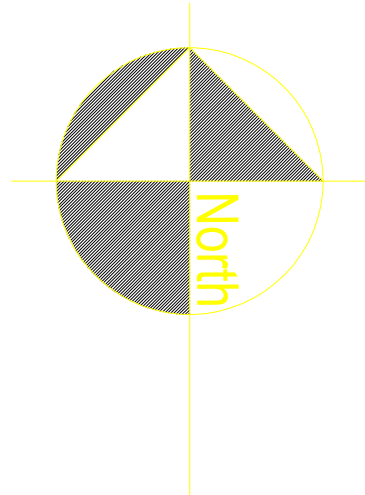
- 10.1 This travel plan reviews the existing transport facilities at the potential residential development site and identifies a range of measures for future potential implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 10.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:
- Reducing the transport impact of the development, by reducing reliance upon the private car and improving awareness and usage of alternative modes of transport;
 - Increasing opportunities and promoting walking, cycling, public transport and car sharing;
 - Minimising the total travel distance of residents; and
 - Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.
- 10.3 This document will assist in ensuring that the development is sustainable.

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APPENDICES

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APPENDIX A



Right of way. To allow machinery to the northern lodge. From the southern boundary up to the lodge the easement is 6m. Around the actual lodge itself it is 10m.

Potential 5m easement / right of way for last lodge.

SCHEDULE OF ACCOMMODATION				
Barratt Type	House Type	Sqft	No	Total Sqft
Private Sales Units				
Kensley - End	2 bed Terraced House	624	8	4992
Kensley - Mid	2 bed Terraced House	624	2	1248
Brandon - End	3 bed Semi / Mews House	706	10	7060
Moresby - End	3 bed Detached / Semi Detached Dual Aspect House	854	11	9394
Ellerton - End	3 bed Detached / Semi Detached Dual Aspect House	854	8	6832
Ellerton - Mid	3 bed Semi / Mews House	830	68	56440
Maldstone - End	3 bed Semi / Mews House	830	17	14110
Maldstone - Mid	3 bed Semi / Mews House	830	16	13280
Lutworth - SH	3 bedroom Detached House	1000	13	13000
Wingville - End	4 bed Townhouse	1072	66	20752
Kingville - Mid	4 bed Townhouse	1072	20	21440
Stambourne - End	3 bed Townhouse	1157	8	9256
Stambourne - Mid	3 bed Townhouse	1157	4	4628
Alderny	4 bed Dual Aspect Detached House	1225	25	30625
Densy	3 bedroom Int. Garage Detached House	881	2	1762
Wandermere	4 bedroom Int. Garage Detached House	1073	28	30044
Ripon	4 bedroom Int. Garage Detached House	1121	15	12315
Halton	4 bedroom Int. Garage Detached House	1267	17	21539
Lamberton	5 bed Detached House	1552	18	27936
Private Total		356	359989	
DAVID WILSON HOMES				
Archford (End)	3 bed house	832	33	27456
Archford (Mid)	3 bed house	832	6	4992
Hadley (End)	3 bed house	1001	1	1001
Hadley (Mid)	3 bed house	1001	1	1001
Abbydale	3 bed house	1026	5	5130
Greenwood (End)	3 bed house	1179	28	33012
Greenwood (Mid)	3 bed house	1179	3	3537
Milford	4 bed house	1335	18	24030
Baywater	4 bed house	1342	5	6710
Kirkdale	4 bed house	1354	9	12186
Hertford	4 bed house	1364	9	12276
Bradgate	4 bed house	1434	1	1434
Aspendale	4 bed house	1491	7	10437
Holden	5 bed house	1539	8	12312
Emerson (Corner)	5 bed house	1822	4	7288
Emmerson	5 bed house	1822	1	1822
Private Total		139	164624	
Total number of units and square footage		495	524613	
Gross Site Area in Acres			TBC	
Open Space & Undevelopable Area in Acres			TBC	
Net Site Area in Acres			31.21	
Density (Units per Acre)			16	
Density (Units per Hectare)			39	
Square Foot / Acre			16,809	

WARNING TO HOUSE PURCHASERS
Property Misdescriptions Act 1991

Buyers are warned that this is a working drawing and is not intended to be treated as descriptive material describing, in relation to any particular property or development, any of the specified matters prescribed by any Order made under the above act. The contents of this drawing may be subject to change at any time, and alterations and variations can occur during the progress of the works without revisions of the drawing. Consequently the layout, form, content and dimensions of the finished construction may differ materially from those shown. Nor do the contents of this drawing constitute a contract, part of any contract, or warranty.

KEY:

- Application Boundary Red Edge
- 5m Access Way
- 6m Access Way
- 10m Access Way
- Landscape Buffer
- Proposed dwelling and house type code
- Proposed garage(s) to be built
- Denotes handing of plot (As or Opposite)
- Personnel gates
- Indicative Tree Planting
Refer to PGLA Landscaping Design for actual positions

04	Amended to LPA Comments	02.08.22	CL
03	Amended to noise report and JS comments. Also considered engineers comments	01.07.22	CL
02	Amended to initial LPA comments	23-05-22	AA
01	Amended to WSP comments	18-05-22	AA

Rev	Description	Date	Drawn	Ch'd
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**BARRATT
HOMES
MANCHESTER**

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Job
TROWS FARM
CASTLETON

Title
PLANNING LAYOUT
FULL

Design By AA	Date APR 22	Drawing Number 496 - P - PLF - 01	Rev 04
Drawn By NC	Scale @ A1 1:1000		