



Rochdale Sixth Form College

Travel Plan

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Waterman Infrastructure & Environment Limited

Pickfords Wharf, Clink Street, London, SE1 9DG
www.watermangroup.com



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This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Date	Prepared by	Checked by	Approved by
2.1.4	Nov 2022	D. Aryan Transport Consultant	A. Beard Associate Director	A. Beard Associate Director

Comments

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1. Introduction

General

- 1.1. Waterman Infrastructure and Environment ('WIE') has been commissioned by Rochdale Sixth Form College ('the Applicant'), to produce a Travel Plan (TP) to contribute towards the BREEAM accreditation (Tra01) for the proposed new six-storey teaching building (the 'Scheme') as an extension to the existing Rochdale Sixth Form College (RSFC), located on College Road, Rochdale, OL12 6HY (the 'Site').
- 1.2. The proposed extension is located to the north of the existing RSFC building, which has a total gross internal floor area (GIA) of circa 8,707sqm. The existing Site provides 77 car parking spaces including 2 disabled parking spaces located to the northwest of the building and 5 visitor car parking spaces located to the immediate north of the existing RSFC building. The existing Site also provides a total of 72 cycle parking spaces,
- 1.3. The site is located within the jurisdiction of Rochdale Metropolitan Borough Council (RMBC).
- 1.4. A wide range of potential benefits can accrue from the implementation of the TP, including improved health and well-being for individuals who can change their mode of travel, and reduced environmental effects in terms of air quality, noise and congestion near the Site.
- 1.5. The TP has been prepared with reference to the BREEAM 2018 New Construction guidance. It includes several measures intended to assist the viability of using non-car modes to access the Site and encourages travel by sustainable modes of transport

What is a Travel Plan?

- 1.6. A Travel Plan (TP) is essentially a series of initiatives that are introduced by an organisation to provide people with an enhanced range of transport opportunities. The overriding objective of TP's is to reduce the level of car use, particularly single mode and encourage the use of sustainable transport modes.
- 1.7. Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.
- 1.8. TP's are an important element of the Government's integrated transport strategy and are a means of managing the transport generated by a development or Site and implementing initiatives to reduce identified adverse effects of such transportation.

Why do we have a Travel Plan?

- 1.9. While there are a wide range of benefits that can result from the operation of a TP and their implementation is increasingly being required within the planning system as a condition, or requirement, associated with development including for BREEAM purposes.

Benefits of Travel Plans

- 1.10. The most easily identifiable benefits of TP's are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and accidents and the use and promotion of alternative travel modes.

1.11. There are, however, also a broader range of more intangible benefits that can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:

- Energy savings - through removal/reduction of fossil fuel use;
- Increased use of public transport – through TP initiatives;
- An improved environment for pedestrians and cycles;
- Cost savings;
- Improved quality of life - through time savings achieved because of less congestion and reduced stress and health benefits.

Aim and Approach

1.12. The principal aim of this TP is to:

- Reduce the impact and frequency of car travel to and from the Site;
- Encourage those who aren't currently travelling by sustainable modes to do so; and
- Improve the health and wellbeing of staff and students by encouraging more active modes of travel.

1.13. The plan takes into consideration the existing transport conditions relevant to the Site and the surrounding environment, and secondly, to propose several measures designed to increase travel awareness and to effectively manage and increase sustainable transport use. The assessment of measures has been undertaken in line with the measures identified within BREEAM 2018 New Construction.

2. SITE DESCRIPTION & EXISTING SITUATION

Site Description

- 2.1. The Site is located to the west of Rochdale Town Centre, to the north of the existing RSFC building. The Site is bound by the River Roch to the east, Asda Rochdale Superstore to the west, RSFC car park area to the north and the existing RSFC building to the south.
- 2.2. [Figure 1](#) below identifies the location of the proposed Site in the context of the surrounding area.

Figure 1: Proposed Site Location Plan



Source: Open Street Map

- 2.3. The following sections of the Travel Plan provide an overview of the surrounding transport network with regards to the Site, providing a current overview of the walking, cycling and public transport opportunities to promote the aims / objectives of this Travel Plan.

Highway Context

- 2.4. To the north of the site, College Road, a single carriageway, runs in a general east / west alignment between a signalised junction with A58 (St Mary's Gate) / Newgate to the east and a junction with Mellor Street / B6222 to the west of the site. College Road is subject to a 30mph speed limit with Double Yellow Lines present along the road. Footways are provided on both sides of the road apart from the section between the junction with A58 (St Mary's Gate) and the junction with Holmes Street where footway is provided only on the southern side of the road with street lighting in place along its length. Vehicle access to the site is taken via a priority junction with College Road.

- 2.5. A58 (St Mary's Gate) is a major road in Northern England running between Prescott and Wetherby. The A58 is a dual carriageway which runs in a south to north direction providing access to Halifax to the northeast and Bury to the southwest. The road is subject to a 40mph speed limit in the vicinity of the site with street lighting in place along the road.
- 2.6. Newgate is a single carriageway running in a general east / west alignment providing access to the Rochdale Town Centre. The road is subject to a 20mph speed limit with Double Yellow Lines present along the road. Newgate is provided with footways on both side of the road.
- 2.7. To the northwest of the site, College Road forms a priority junction with Holland Street, a single carriageway which provides access to the residential areas to the north of the site. Holland Street is subject to a 30mph speed limit with Double Yellow Lines present on the road. The road is equipped with footways on both sides of the road.
- 2.8. The existing RSFC is served by a total of 72 cycle parking spaces, comprising 23 cycle lockers located below the undercroft to the rear of the main RSFC building, 34 spaces in the form of Sheffield stands located along the river frontage, and 15 spaces in the form of wall mounted brackets on the river side of the existing RSFC building.
- 2.9. A total of 77 car parking spaces are currently provided on-site, of which 70 are standard, 5 are visitor and 2 are disabled spaces. The 5 visitor spaces will be lost as a result of the Scheme, and will not be re-provided on-site. The Site is well located for access to public car parks in Rochdale town centre. Additionally, it is understood that the Applicant has formalised an agreement to lease additional car parking spaces on the Rochdale Exchange Shopping Centre. The initial lease is for the provision of 30 parking spaces.

Walking and Cycling Accessibility

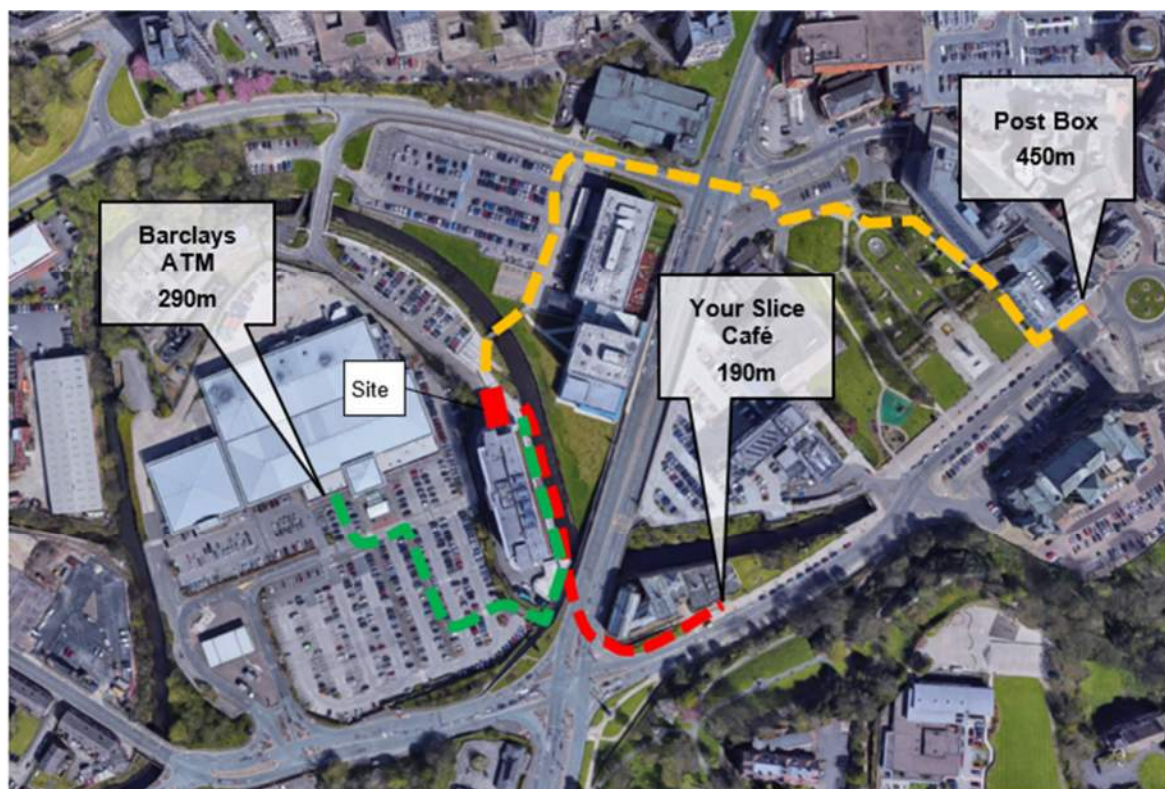
- 2.10. The Chartered Institute of Highways and Transport (CIHT) published the guidance document 'Planning for Walking' (2015), which sets out the considered desirable thresholds for a pedestrian walking environment. The document defines a 'walkable neighbourhood' as an area where the majority of amenities are located within 800m walking distance. The document also sets out a desired maximum threshold of 1,600m for walking journeys.
- 2.11. The Site is located within walking distance of both bus and railway links providing connectivity to a number of locations. The Site is within an approximate 200m walking distance of the local bus stop and circa 1.3km of Rochdale Railway Station which provides services to Leeds, Chester, Manchester Victoria and Blackburn.
- 2.12. The CIHT document 'Buses in Urban Development Guidance' (2018) also sets out a typically acceptable threshold of 400m, from the development location to access to a bus stop. The nearest bus stop to the Site is located on College Road, approximately 200m north of the Site. Additional bus stops are also located on Dane Street approximately 240m south of the Site.
- 2.13. As would be expected within a central urban area, a comprehensive footway network including suitable pedestrian crossing facilities surrounds the Site.
- 2.14. College Road is provided with footway on the southern side of the road in the vicinity of the Site which links with further footways to the east and west of the site. Informal pedestrian crossings are provided to the east and west of the site access while formal signalised pedestrian crossing is available at the junction with A58 (St Mary's Gate).

- 2.15. To the immediate northeast of the site, there is a footbridge which crosses the River Roch and links with the footways within the Hopwood Hall College Campus which lead to the footway on College Road.
- 2.16. Pedestrian access is also provided to the south of the Site via an off-road pedestrian route running along the eastern side of the RSFC building towards a subway crossing underneath A58 (St Marys Gate). The subway provides a safe and convenient route between the Site and Rochdale Town Centre including Rochdale Railway Station.
- 2.17. In line with BREEAM 2018 New Construction consideration has been given to the number and type of accessible amenities within 500 metres of the Site. [Table 1](#) presents the required amenities and their associated distances. The locations of the identified amenities relative to the Site are set out in [Figure 2](#).

Table 1: Amenity Access Review

Amenity Requirement	Amenity Present (within 500m)	Summary	Approximate Walking Distance from Site
Appropriate Food Outlet	Yes	Your Slice cafe	190m
Access to Cash	Yes	Barclays ATM	290M
Postal facility	Yes	Post Box	450m

Figure 2: Location of Amenities

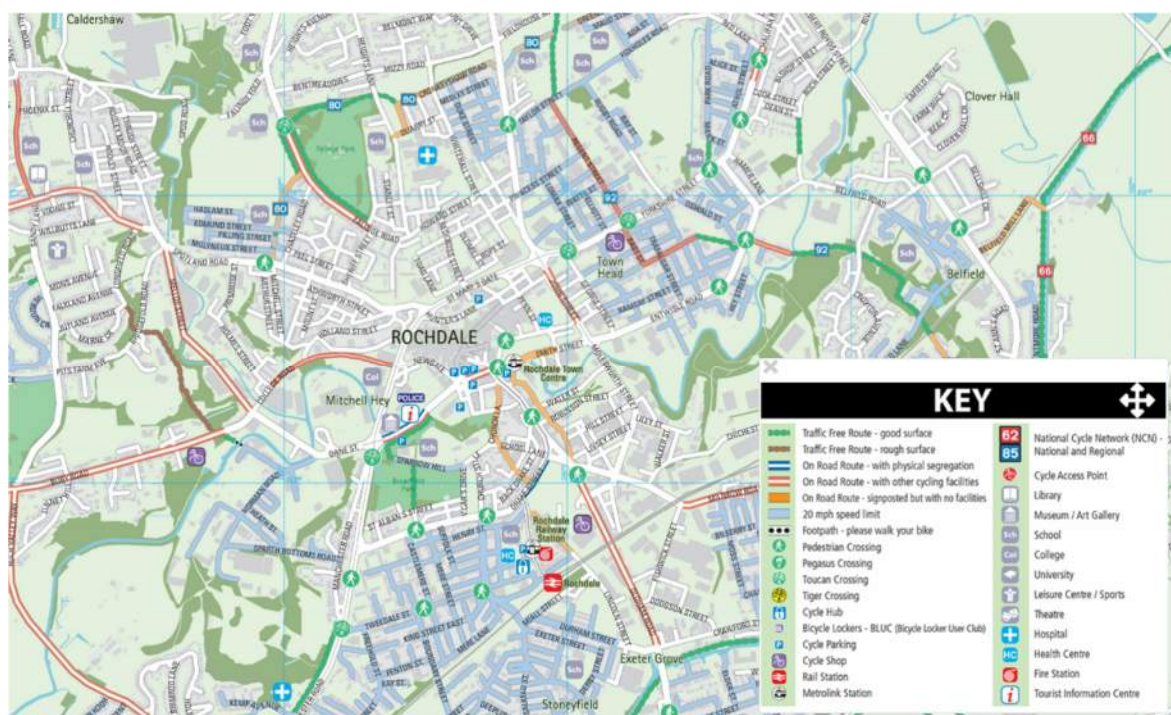


- 2.18. It is evident from Table 1 that the Site is located within an acceptable proximity to the relevant local amenities (within 500m) and therefore accords with BREEAM 2018 New Construction requirements.

Cycle Access

- 2.19. There are a number of on-road cycle routes available surrounding the Site, allowing for connection to the local area including Rochdale Town Centre and Rochdale Railway Station. These are accessible through College Road, Mellor Street, Bury Road and The Esplanade.
- 2.20. National and Regional Cycle Routes 80 and 92 are also accessible from Clarke's Lane and Regent Street respectively to the north of the site providing access to the wider area.
- 2.21. The Site is well connected via bicycle with a number of routes and cycle-friendly roads located within close proximity to the Site, as identified in Figure 3 overleaf.

Figure 3: Rochdale Cycle Network



Source: Manchester County Council

Accessibility

- 2.22. In line with BREEAM 2018 New Construction the public transport Accessibility Index (AI) has been calculated for the Site. This calculation takes into consideration the frequency and location of public transport provision. Overall, the calculation is based upon the following criteria:
- Distance (m) from the main building entrance to each compliant public transport node;
 - Public transport types serving the compliant node e.g. bus or rail; and
 - Average numbers of services stopping per hour at each compliant node during the operating hours of the building for a typical day.

- 2.23. The resulting Accessibility Index Calculator has given an Accessibility Index Rating of 4.60. The Accessibility Index Calculator is included within **Appendix A**.

Bus Services

- 2.24. The Site is served by a total of 7 bus services operating from Hopwood Hall College bus stop on College Road, St Mary's Gate bus stop on Newgate and Manchester Road bus stop on Dane Street.
- 2.25. The bus stops provide access to bus routes 467/468, 880, R2/R3/R8 and S41 which provide connection within Rochdale and to wider areas such as Bury, Wallbank, Norden and Heywood. The timetables offer services throughout the day providing for both staff and student travel. Overall, the level of bus provision in the area is considered suitable for the Site.

Rail Services

- 2.26. The Site is located within 1.3km of Rochdale Railway Station giving access to the national rail network. Rochdale station is served by the Northern Railway network and offers access to several destinations including Kirkby, Leeds, Manchester Victoria, Blackburn and Chester. Rochdale station offers 16 cycle parking spaces with free car parking spaces to the station users on Miall Street.

Summary

- 2.27. Overall, the Site is well served by a number of sustainable access opportunities, which include good quality pedestrian facilities that provide links to existing transport facilities and the nearby residential areas. In addition, the presence of local cycle routes will assist and encourage cycle trips to and from the Site, which would most likely be student related.
- 2.28. At present there is a good level of bus services serving the Site, providing connections throughout the area and wider destinations, such as; Bury, Wallbank, Norden and Heywood. Rochdale Railway Station provides an alternative to bus travel for longer distance journeys.

3. Objectives and Targets

The Focus of the Travel Plan

- 3.1. This TP is focussed on staff and student travel, therefore most of the measures proposed within the plan are intended to encourage individuals to vary, or change, to more sustainable methods of transport where appropriate.
- 3.2. Due to the current accessibility level surrounding the college which are currently available to staff and students, the focus of this TP is to ensure that both staff and students have access to the most sustainable option for travel.

Objectives

- 3.3. There are many objectives that the implementation of the TP is intended to help fulfil, including:
 - To influence travel behaviour.
 - To encourage a modal shift in travel towards more sustainable methods of travel.
 - To reduce the need for unnecessary journeys.
 - Reduction in overall mileage.
 - To help improve the health of staff and
 - Accommodating those journeys that need to be made by car.

Overview

- 3.4. Targets are included in a TP to help achieve the objectives and there are two main types that are applicable to TP. The most easily demonstrated is the commitment to deliver the package of measures set out in the plan. These measures are set out in the next chapter and include initiatives to promote increases in the use of cycling, walking and public transport. It is important to note that some of the measures are already in place within the RSFC, as such these measures have been identified as existing.

Modal Share Targets

- 3.5. Baseline travel surveys will be undertaken to establish the baseline travel patterns, within six months from first occupation. Monitoring Surveys will also be undertaken on the 3rd and 5th anniversary of the Baseline Survey.
- 3.6. In order to establish the modal share targets, the primary modes of travel for those travelling to the local area for employment have been obtained from the 2011 Census database. The site lies within the Rochdale Ward.
- 3.7. The baseline modal split has been adjusted to present the modal shift predicted for years three and five after the first occupation. The predicted modal splits are presented below in [Table 2](#).
- 3.8. The targets and subsequent modal shift will be reviewed and updated following the travel surveys. All Travel Plan Monitoring Surveys will be TRICS compliant.

Table 2: Modal Split Targets

Travel Mode	Baseline Modal Split	Year 3	Year 5
Train	1%	1%	1%
Bus	11%	11%	12%
Taxi	2%	2%	2%
Motorcycle	1%	1%	1%
Car Driver	66%	63%	58%
Car Passenger	7%	7%	7%
Bicycle	1%	3%	5%
Foot	10%	12%	14%
Total	100%	100%	100%

- 3.9. [Table 2](#) presents the suggested targets of this TP which are considered to be in line with those identified within BREEAM 2018 New Construction.

4. Travel Plan Initiatives

Overview

- 4.1. A TP is required for the Site in line with BREEAM requirements.
- 4.2. A TP is essentially a series of initiatives that are introduced by an organisation to provide people with an enhanced range of transport opportunities.
- 4.3. Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.

Travel Plan Co-ordinator

- 4.4. Allocated time will be needed to set up and run the TP. This is best achieved by the building manager appointing an individual or consultant with the duties of Travel Plan Co-ordinator (TPC), who will be responsible for the management and maintenance of the TP.
- 4.5. The TPC will have sufficient authority, resources and capability to implement, manage and ensure compliance with the TP.
- 4.6. The TPC will be responsible for:
 - Overseeing the development and implementation of the TP and for promoting the objectives and benefits of the TP;
 - Designing and implementing effective marketing and awareness raising campaigns to promote the TP;
 - Co-ordinating the necessary data collection required to develop the TP, which includes arranging for any Travel Surveys to be carried out to establish travel patterns at the Site and devising possible incentives for employees to complete and return their questionnaires;
 - Collation of all the Travel Survey information and entering it onto a database to help identify travel requirements and set targets for reducing single occupancy car trips and increasing sustainable travel modes;
 - Acting as a point of contact to all employees and visitors requiring information in relation to sustainable travel as well as for exchanging ideas and best practice with other organisations;
 - Liaising with the local authority and local public transport operators, as necessary;
 - Co-ordinating the monitoring programme of the TP and producing Monitoring Reports;
 - Providing information for the mobility impaired to access the Site; and
 - Promoting sustainable transport to and from the Site.

Travel Plan Measures

- 4.7. As mentioned, the RSFC is well located in relation to existing pedestrian and cycling routes and provides cycle parking. The close proximity to Rochdale Railway Station gives access to the national rail network. The Site is also served by 7 bus services providing access to several destinations. All these attributes will be publicised by the TPC.

- 4.8. Encouraging people to walk and cycle gives opportunities to build healthy exercise into daily life. It also reduces reliance on taxis and private hire vehicles for local travel. The TPC will encourage a Bicycle User Group (BUG) for users of the Site, to provide the opportunity for cyclists to meet informally and discuss cycling related issues.
- 4.9. Essential maintenance facilities such as bicycle pumps and appropriate cyclist training will be available for workers on the Site. The TPC will regularly check that these facilities and training schemes remain available for all users. In addition, high quality cycle parking facilities are provided within the RSFC.
- 4.10. The TPC will encourage walking, cycling and public transport, through promoting and providing information on the following:
- Full information on the surrounding pedestrian and cyclist routes, as well as information regarding dedicated pedestrian/cyclist facilities in the local area will be distributed to employees;
 - Information on 'Bike Week' (www.bikeweek.org);
 - Promote walk to work week: <http://www.livingstreets.org.uk/walk-with-us/event/walk-to-workweek>);
 - Encourage walking and cycling as a leisure activity by providing details of the relevant walking websites.
 - National Walking Month, which includes 'walk to work' and 'walk to school' week; (www.livingstreets.org.uk/);
 - The location of nearby cycle shops, training cycle hire stations, and contact information of the nearest bike retail stores; and
 - Cycle to work scheme - Cycling to work is encouraged by the Government's green transport plan, which introduced a tax exemption allowing employers to loan cycles and cyclists' safety equipment to employees as a tax-free benefit. Details of this are set out in the DfT's 'Cycle to Work Scheme implementation Guidance', which can be found on the DfT's website <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>; and
 - Providing public transport information.

Monitoring

- 4.11. On-going monitoring of the TP is necessary to ensure its continuous effectiveness. This will be the responsibility of the TPC.
- 4.12. A Travel Survey will provide a baseline situation for setting appropriate modal shift targets to be met over the proposed 5-year timeframe of the TP and repeated in years 3 and 5.
- 4.13. This information will be included in a Monitoring Report, which will be prepared and submitted for consideration after the travel surveys.
- 4.14. This Monitoring Report will include the following:
- Organisation's name and address;
 - Detailed information and evidence on the measures used and implemented to promote the Travel Plan and its objectives;
 - Travel Survey results with comparative data and analysis;
 - Details on cycle parking usage/parking usage;

- Action Plan; and
 - Details of any changes to the Site.
- 4.15. The TPC will collate the results of the Travel Survey and this information, together with the proposed baseline targets, will be detailed in the Monitoring Report.
- 4.16. If the targets are not met, the TPC will discuss and agree a plan of action, which will indicate how any deficiencies in the operation of the Travel Plan will be met.
- 4.17. The TPC will review and monitor the TP at Years 1, 3 and 5, setting out whether the travel habits of employees are meeting the objectives and targets. This information will be included in the annual Monitoring Report.

Securing the Travel Plan and Funding

- 4.18. The building management will ensure that the TPC will be provided with sufficient resources to implement the TP.

Table 3: Measures and monitoring of the TP

Measures	Deliverable / Response	Timescales	Responsibility
Negotiation with local bus, train or tram companies an increase in the local service provision for the development	The existing bus and rail provision are considered to be suitable to serve the Site. Both local and wider destinations are provided for both via bus and rail.	Already Delivered	N/a
Provision of a public transport information system in a publicly accessible area	Public transport information is currently provided by the RSFC on the student / staff website area. Furthermore, enrolment information provided to new students contains public transport information.	Already Delivered	TPC
Consultation with the local authority on the state of the local cycling network	The existing cycle network provisions considered to be suitable to serve the Site. Both local and wider destinations are provided for both via the on-road network.	Already delivered	N/a
Provision of cycle parking	72 existing cycle parking spaces are provided for use which the RSFC considers sufficient. Future plans will involve promotion of cycling and provision will be monitored in response to the uptake of cycling.	Already Delivered	TPC
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes	A comprehensive footway network including suitable pedestrian crossing facilities surrounds the Site. The footway provision provides connections to nearby bus stops and the railway station. There are a number of on-road cycle routes available surrounding the Site.	Already Delivered	N/a

APPENDICES

A. Public Transport Accessibility Index

Appendices

Rochdale Sixth Form College

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PTAI Calculator (Manual)

Parameters							
Walk Speed (metres/min)			80				
Bus reliability (mins)			2				
Rail reliability (mins)			0.75				
Peak hour services							

Site	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk Time (mins)	Service Wait Time (SWT) (mins)	Access Time (mins)	Equivalent Doorstep Frequency (EDF)	Accessibility Index
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UK and Ireland Office Locations

