



Newbridge Academy Rochdale Framework Travel Plan

For Tilbury Douglas

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1. Introduction

1.1 Overview

- 1.1.1 Hydrock has been instructed by Tilbury Douglas to prepare a Framework Travel Plan [FTP] relating to a proposed Special Education Needs and Disabilities [SEND] school in Rochdale. This report has been prepared in support of the planning application.
- 1.1.2 The proposed development is for the erection of a two storey SEND school, along with the provision of car parking, a minibus drop-off zone, refuse and cycle store and outdoor recreation facilities including a sports playing field, a MUGA, a forest school and a habitat area. The Gross Floor Area [GFA] is circa 12,049sqm.
- 1.1.3 The school is specifically designed to cater for up to 76 students, aged 11- 19 (Key stage 3, years 7, 8 and 9, Key Stage 4, Years 10 and 11 and Key Stage 5, years 12, 13 and 14) who have an Education, Health and Care plan [EHCP] and a diagnosis of Autistic spectrum conditions [ASC] and may also have other needs such as communication and/or sensory processing needs.
- 1.1.4 This Travel Plan accepts that due to the specialised nature of this proposed development, the pupils have specific requirements in terms of travel behaviour. As a consequence, the opportunities to encourage pupils to walk and cycle to school are limited in comparison to mainstream schools.
- 1.1.5 However, with the above noted, the travel behaviour of staff and visitors can be encouraged to travel by non-car modes.

1.2 Site Location

- 1.2.1 The development site is situated approximately 5.4km south west of Rochdale Centre, 5km east of Bury Centre and 1.6km north of Heywood Industrial Estate. The proposed site access is to be located off West Starkey Street. The site is bounded by Cedar Avenue to the west, Claybank Street to the north, and the Heywood Sports Centre/Bamford Road adjacent to the east.
- 1.2.2 The site location is illustrated in below **Figure 1.1**.

Figure 1.1: Site Location



Source: GoogleEarth©

1.3 Travel Plan Status

- 1.3.1 This Travel Plan has been provided as a Framework Travel Plan [FTP]. A full Travel Plan will be prepared at a later stage. Although the scale and purpose of the development have been confirmed, the travel behaviour of staff and visitors cannot be identified at this stage.
- 1.3.2 Following full occupation of the site, and once an initial travel survey has been undertaken and the travel behaviour of the staff and visitors has been established, a full Travel Plan will be derived.
- 1.3.3 Therefore, this FTP will form the basis of the full Travel Plan for the site. A copy of the full Travel Plan will be provided to the Council following completion.

1.4 Travel Plan Objectives

- 1.4.1 The Travel Plan is a long-term strategy for a site to reduce the dependency of staff and visitors on travel by private car. The Travel Plan reflects the following objectives which are intended to achieve current Government and local policies in respect to transport:
- » Reduce reliance on single occupancy car journeys;
 - » Promote alternative modes of travel to the car;
 - » Advocate means of travel that are beneficial to the health of those living on the site;
 - » Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health, etc.); and
 - » Contain car parking demand.

1.5 Developer Commitment

- 1.5.1 The developer recognises the importance of reducing the potential negative transport-related impacts of the proposed development and the need to provide for, and encourage, a range of sustainable travel options as alternatives to single occupancy car use.
- 1.5.2 To this end, the developer, in partnership with the Council, local public transport operators and other relevant stakeholders, are committed to implementing the measures contained within this Travel Plan to provide staff and visitors of the development with the facilities and information they require in order for them to make sustainable travel choices.

1.6 Scope

- 1.6.1 Following this introductory section:
- » Section 2 considers the transport policy;
 - » Section 3 assesses the sustainability of the site and accessibility context;
 - » Section 4 outlines the development proposals
 - » Section 5 describes the package of measures designed to reduce reliance on the private car and encourage the use of alternatives;
 - » Section 6 outlines how the Travel Plan will be managed;
 - » Section 7 outlines the aim, objectives and targets of the travel plan; and
 - » Section 8 provides an action plan and marketing strategy for the travel plan.

2. Transport Policy Context

2.1 Preamble

- 2.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 2.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

2.2 National Planning Policy Framework

- 2.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 2.2.2 The most recent NPPF report was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 2.2.3 Paragraph 104 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 105 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 2.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 112).
- 2.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 2.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent communities and sustainable travel network, including existing public transport services. This TA considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

2.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making

- 2.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.

2.3.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

2.4 Manual for Streets [MfS]

2.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

2.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principle functions, namely:

- » Place;
- » Movement;
- » Access;
- » Parking; and
- » Drainage and utilities.

2.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

2.4.4 In new developments, Manual for Streets highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

2.4.5 In section 3 of Mfs – the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1**:

Table 2.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public Transport Users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)

2.5 Guidelines for Providing for Journeys on Foot

2.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 2.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 2.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School/Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

2.6 Regional Plan - Greater Manchester Transport Strategy - Places For Everyone Joint Development Plan Document

- 2.6.1 The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth. It replaces the previous versions of the Transport for Greater Manchester Spatial Framework following Stockport Councils decision to withdraw from this plan.
- 2.6.2 The nine Councils in Greater Manchester have now submitted the PfE plan to the Secretary of State for Levelling Up, Housing and Communities. Once adopted, the PfE plan will become part of the statutory development plan for each of the nine Greater Manchester authorities, including Salford. However, the Plan will not cover everything and Salford City Council has produced a Local Plan.
- 2.6.3 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;
- » Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
 - » Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,
 - » Align with wider Greater Manchester strategies for transport and other infrastructure investment.
- 2.6.4 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.
- 2.6.5 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

2.7 Greater Manchester Transport Strategy (2040)

- 2.7.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:
- » Reducing the need to travel by car, and the distance travelled.
 - » Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
 - » Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
 - » Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.
- 2.7.2 The proposed development corresponds with the Greater Manchester Local Transport Plan by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

2.8 Rochdale Borough Council [RBC] Adopted Core Strategy (October 2016)

- 2.8.1 The Rochdale Core Strategy Document sets out the long-term spatial strategy for future development of Rochdale Borough. Rochdale has big aspirations, and this Core Strategy seeks to address the community's key priorities set out in the Sustainable Community Strategy. Its vision shows what kind of place we want Rochdale Borough to be in 2028. The spatial vision for the Rochdale Borough in 2028 is as follows:
- 2.8.2 "To become a prosperous borough: to grow our economy and develop our place through cooperation and partnership, improving the lives of local people"
- 2.8.3 Improving accessibility and delivering sustainable transport (SO5) - T1 Delivery Sustainable Transport state that Rochdale borough Council 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.

2.9 Summary

- 2.9.1 The above policy review summaries both local and national transport policies relevant to the proposed development site. The proposed development is compliant with the main objectives and policies outlined within both national and local transport policy.
- 2.9.2 Access on foot, cycle and public transport is discussed in the following section of this report.

3. Sustainable Accessibility

3.1 Choice of Transport Modes

- 3.1.1 The accessibility of the proposed development by a range of transport modes has been considered in line with the Local Transport Plan and NPPF. The purpose of this section is to outline the accessibility of the site by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the site by sustainable modes of transport, appropriate travel plan measures can be identified to promote these modes.
- 3.1.2 Due to the specialised nature of this SEND development, the travel pattern of the pupils will be different to mainstream education facilities. The pupils will be arriving via private taxi or minibus to the site. With this noted, the sustainable accessibility chapter will focus on encouraging sustainable travel for the staff and visitors.
- 3.1.3 To assist the assessment of accessibility, the 2011 Census: Method of Travel to Work data for Rochdale 018 (E02001149) has been used to ascertain the current percentage of travel by each mode, as shown in **Table 3.1**.

Table 3.1: Rochdale (018) 2011 Census, Method of Travel to Work

Mode	Percentage
Driving a Car	58%
On Foot	13%
Bus, minibus or coach	11%
Passenger in a Car	8%
Work mainly at or from home	6%
Taxi	2%
Bicycle	2%
Underground / metro / tram	0%
Train	0%
Motorcycle	0%
Other method of travel to work	0%
Total	100%

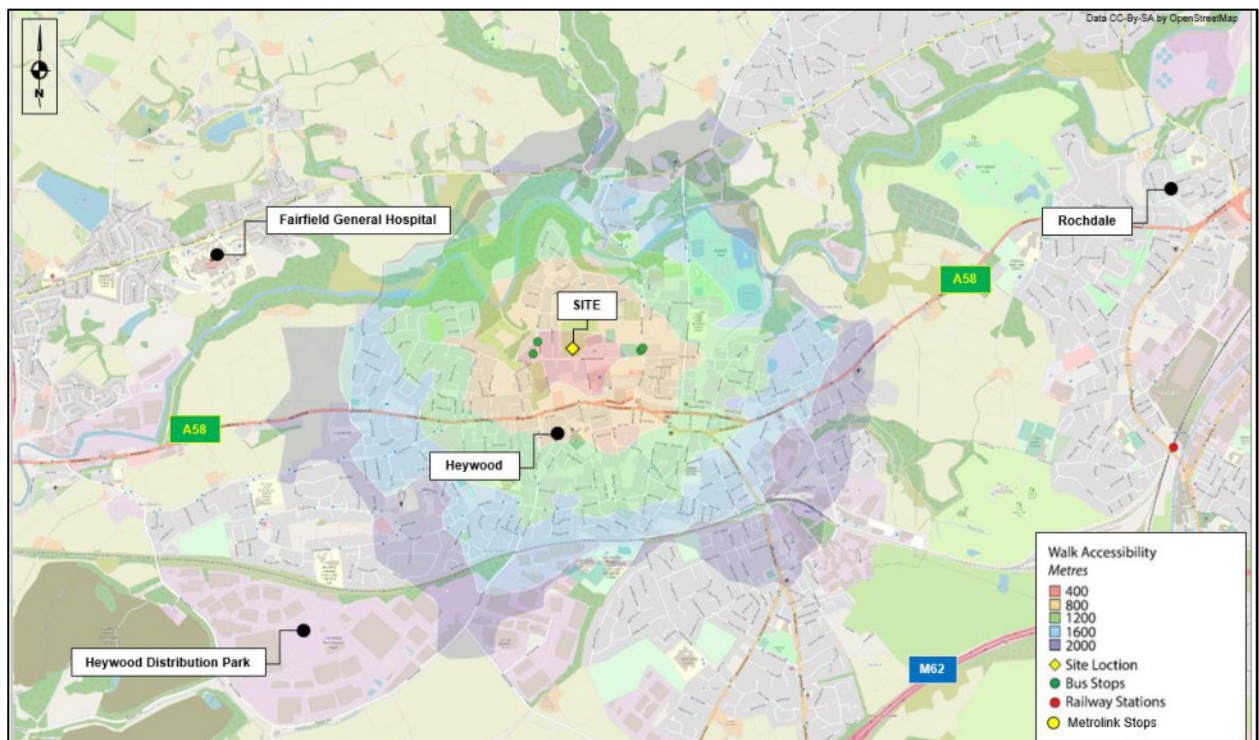
3.2 Accessibility on Foot

- 3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document "Providing for Journeys on Foot" (2000).
- 3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people

are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

- 3.2.3 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.
- 3.2.4 The location of development is within reach of the public transport network and is important in terms of encouraging travel by this mode and supporting the viability of public transport services.
- 3.2.5 The local highway network provides circa 2m wide footways on both sides of West Starkey Street. The site is also conveniently positioned to make use of dropped kerbs, tactile paving and regularly spaced street lighting within the vicinity of the site.
- 3.2.6 **Figure 3.1** shows the 2km catchment from the site, which illustrates the areas which lie within a reasonable walking distance. A copy of the walking isochrone is provided in **Appendix A**.

Figure 3.1: 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

- 3.2.7 As can be seen from **Figure 3.1** the site benefits from bus stops located within 800m, which is within the preferred maximum distance for commuters. The proximity of the site to the local bus network provides significant opportunities to travel further afield using linked trips. This enables access to be gained to a variety of local destinations.

3.2.8 In summary, the site is accessible on foot, which will reduce the requirement for staff and visitors to make short car journeys.

3.3 Accessibility by Bicycle

3.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:

"two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

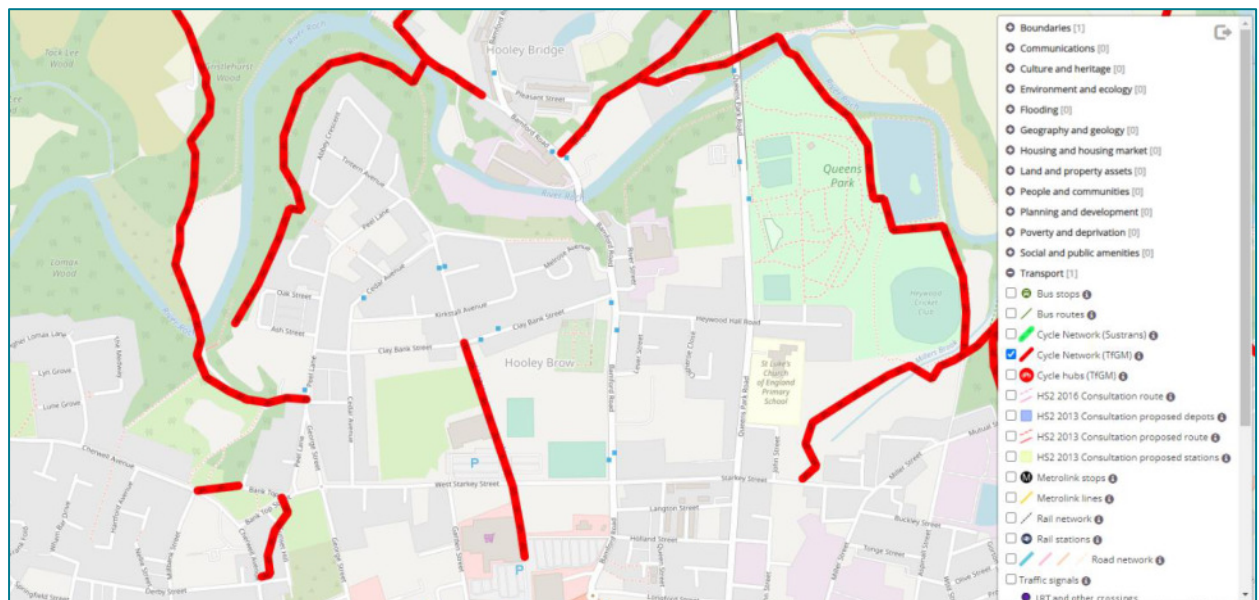
3.3.2 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.

3.3.3 The general topography of Heywood is reasonably flat which should assist in encouraging staff and visitors of the proposed development to travel by cycle. The site additionally benefits from covered cycle parking provision.

3.3.4 An extract from the Transport for Greater Manchester interactive "MappingGM" accessibility map shown below in **Figure 3.2**, highlights that there are several traffic-free cycle routes available within close proximity to the site.

3.3.5 Given the relatively wide carriageways, the local highway network is also generally conducive to encouraging cycling. This provides access for cyclists to connect the development site to the wider area.

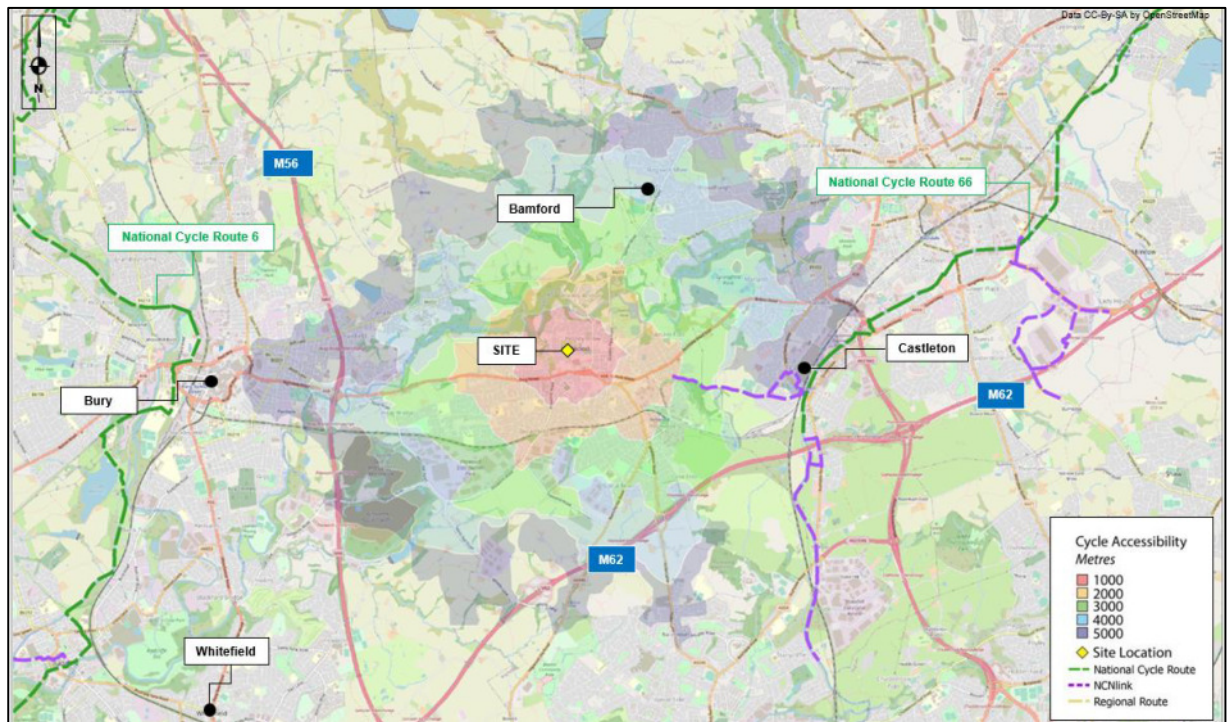
Figure 3.2: TfGM Local Cycle Routes



Source: TfGM

3.3.6 **Figure 3.3** presents an extract of the 5km cycling catchment from the site. A copy of the cycling catchment is provided in **Appendix A**. 5km is equivalent to a typical cycle time of 15-20 minutes, making it an achievable distance for most people.

Figure 3.3: 5km Cycling Catchment



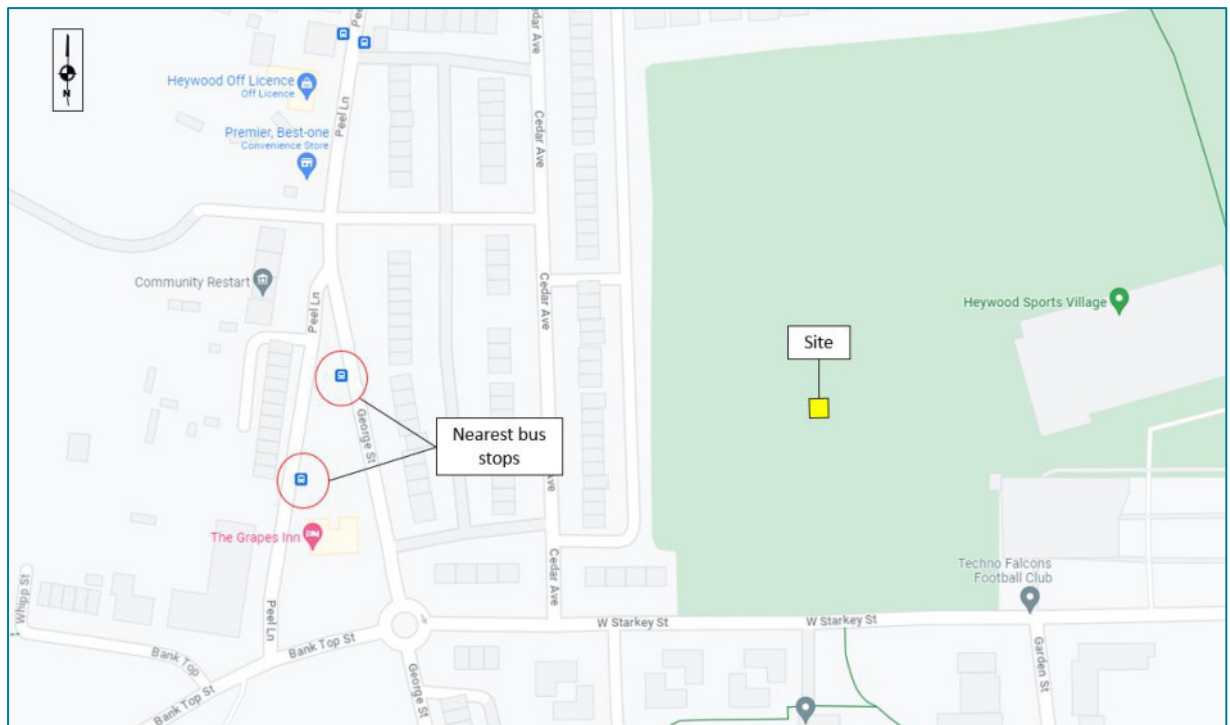
Source: CC-BY-SA by OpenStreetMap

- 3.3.7 From the figure it is evident that a number of local residential areas including are accessible within a 5km cycle. Cycle is a viable mode of transport for staff and visitors commuting to the school from these locations.

3.4 Access by Bus

- 3.4.1 This site is accessible by bus, with the nearest bus stops to the site located on George Street and Peel Lane, circa 250m from the proposed site. These stops can be seen in **Figure 3.4** and serve the R2 Rochdale Runner which extends from Bury to Rochdale, and the B4 Bury Bolts which provides an additional service to Bury. Both services run on an hourly basis.
- 3.4.2 There are also bus stops located on Bamford Road which are circa 450m to the east of the site and serves the B3 Bury Bolts which provides an additional service to Bury. Along the A58, approximately 350m south from the site via Garden Street, services 163, 471 and 781 are also available.

Figure 3.4: Nearest Bus Stops



3.4.3 **Table 3.1** below lists the services accessible from these stops and provides a summary of their routes and frequencies. For simplicity and to avoid double counting, the frequencies are taken at the nearest available stop for each service. The AM and PM peak for the Weekday are 08:00-09:00 and 15:00-16:00.

Table 3.2: Bus Timetable Summary

Service Number	Route	Monday – Friday				
		First	AM Peak	PM Peak	Last	Per Day
R2	Rochdale Runner - Bury to Rochdale	09:42	-	1	17:48	9
	Rochdale Runner - Cutgate to Bury	07:26	1	1	17:00	10
B4 Bury Bolts	Bury to Heywood	09:20	-	-	15:20	7
	Heywood to Bury	08:44	1	-	15:44	7
163	Manchester City Centre - Bury	05:56	4	3	23:36	65
	Bury - Manchester City Centre	04:50	4	3	23:43	65
471	Bolton - Rochdale	04:59	5	5	23:39	76
	Rochdale - Bolton	00:16	5	5	23:46	76
781	Stanycliffe - Spotland	15:19	-	1	15:19	1
	Heywood - Stanycliffe	07:19	-	-	07:19	1
Totals		-	20	19	-	317

Source: TFGM

3.4.4 **Table 3.1** demonstrates that the site is accessible by bus, with 317 buses passing close to the site on weekdays providing convenient access to Bury, Rochdale and Manchester. The availability of early start and later finish times are conducive to staff and visitors.

3.4.5 It is therefore concluded that the site benefits from good access by bus, offering an attractive mode of transport. Given the frequency of the services available and the proximity of bus stops (within 2km), this has the potential to provide a significant alternative to single occupancy car journeys.

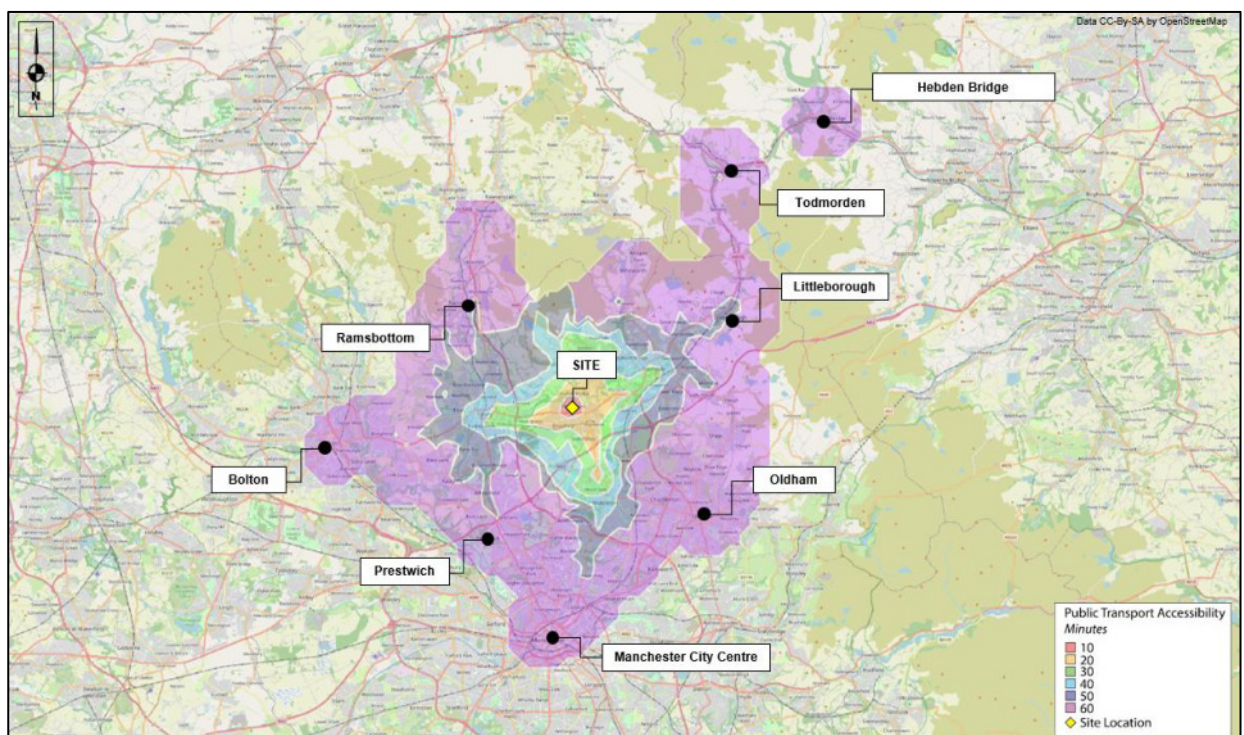
3.5 Access by Rail

3.5.1 The nearest railway station to the proposed development is Castleton Railway Station located circa 5.3km from the development site. The station is operated by Northern Rail and comprises 2 platforms. Services travel to Rochdale and Manchester Victoria. The service frequency is one train every 30 minutes on weekdays and one train every hour on Sundays.

3.6 Accessibility by Public Transport

- 3.6.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to the bus stops or railway station and demonstrates that key areas such as Oldham, Bolton, Prestwich, Ramsbottom and Manchester City Centre are all within a 60-minute public transport journey.
- 3.6.2 **Figure 3.5** below provides an extract of the public transport 60-minute catchment area. A copy of the full plan is provided within **Appendix A**.

Figure 3.5: 60-minute Public Transport Catchment



Source: CC-BY-SA by OpenStreetMap

3.7 Conclusions

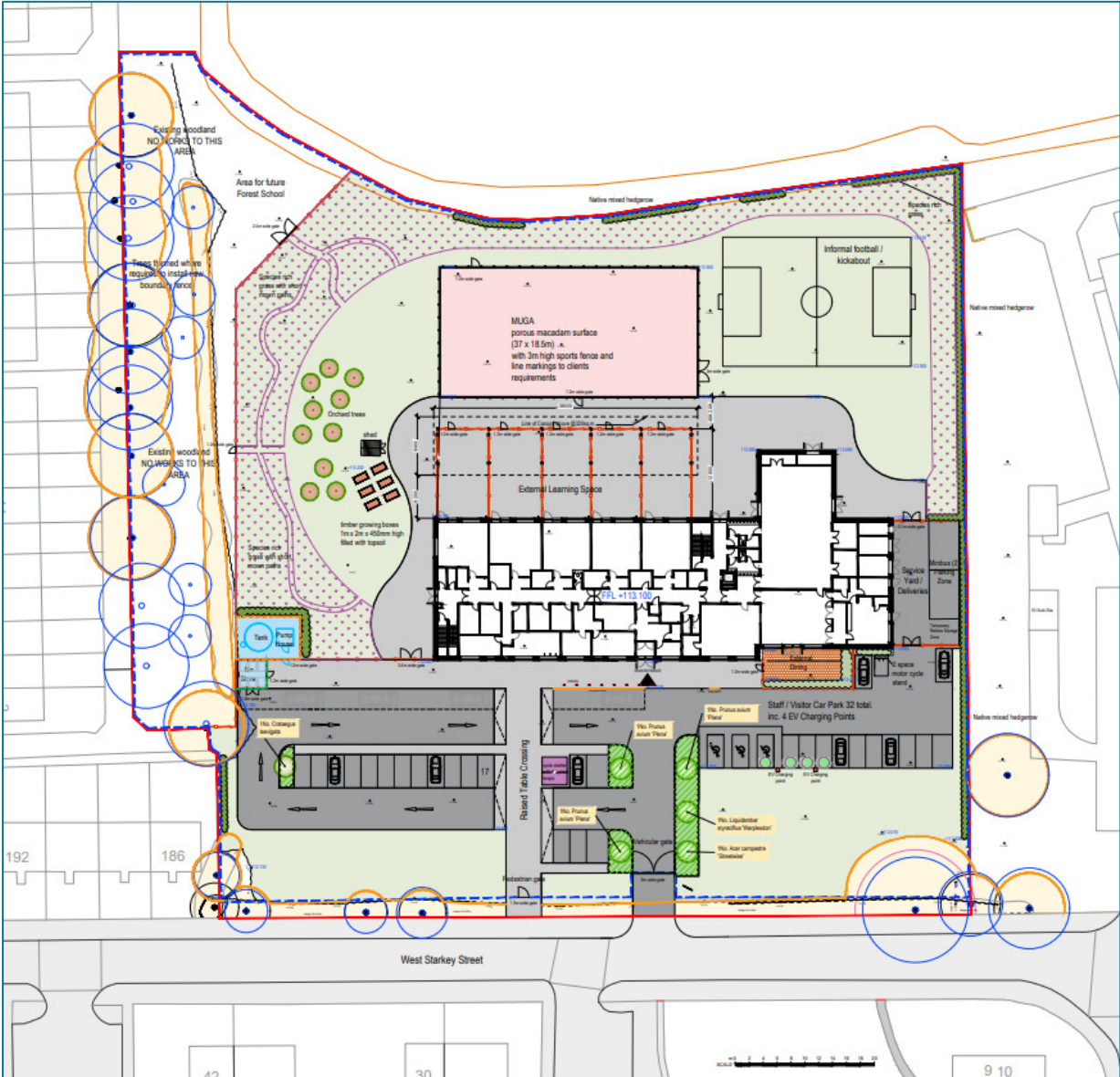
- 3.7.1 In summary, Section 3 has presented that the proposed development site is located in an accessible area of Heywood to make use of the existing public transport links.
- 3.7.2 There are a number of local amenities within a 5km radius. As such, this proposed development complies with both the local and national policies summarised in Section 2.

4. Development Proposals

4.1 Introduction

- 4.1.1 The proposed development relates to the erection of a two storey SEND school, along with the provision of car parking, a minibus drop-off zone, refuse and cycle store and outdoor recreation facilities including a sports playing field, a MUGA, a forest school and a habitat area. The Gross Floor Area [GFA] is circa 12,049sqm.
- 4.1.2 The school is specifically designed to cater for up to 76 students, aged 11- 19 (Key stage 3, years 7, 8 and 9, Key Stage 4, Years 10 and 11 and Key Stage 5, years 12, 13 and 14) who have an Education, Health and Care plan [EHCP] and a diagnosis of Autistic spectrum conditions [ASC] and may also have other needs such as communication and/or sensory processing needs.
- 4.1.3 As previously stated, due to the specialised nature of this development, travel behaviour of pupils is distinct in that most pupils will arrive to the site via private taxi or minibus which will drop pupils collectively to and from the site at hours conducive to the school day.
- 4.1.4 An indicative site masterplan has been prepared and is illustrated in **Figure 4.1** with a copy of the full plan provided in **Appendix B**.

Figure 4.1: Proposed Site Masterplan



Source: Ellis Williams

4.2 Site Vehicular Access Arrangement

- 4.2.1 The proposed site access is to be taken off West Starkey Street via a T-Junction comprising 6.0m wide carriageway and 3.0m wide radius to the west and east. All vehicular access is to be taken through this same route.
- 4.2.2 Due to the nature of the proposed development, there are requirements for a suitably sized car park with a mini-bus drop off zone.

4.3 Pedestrian and Cycle Access

- 4.3.1 Pedestrian and cycle access are to be taken from a segregated pedestrian entrance located circa 20m from the vehicular access off West Starkey Street. A raised pedestrian table crossing is then proposed across the car parking area to allow access to the main entrance points of the building.

4.4 Parking

4.4.1 It is proposed that the site will have a minibus drop-off zone within close proximity of the school entrance. There will also be disabled provision, staff/ visitor spaces and motorcycle spaces. A breakdown is summarised below:

4.4.1.1 Vehicle

- » Motorcycle Spaces = 2
- » Total Staff/Visitor Spaces = 32
 - » Disabled Spaces = 3
 - » 4 EV charging Spaces
- » Minibus Drop-Off Zone;
 - » 2 Minibus Parking spaces

4.4.1.2 Cycle

- » 16 Cycle Spaces in a dedicated covered cycle shelter

4.4.2 It is Hydrock's view that this level of vehicle parking is compliant with the council's guidelines and sufficient for this scale of development. The maximum standards are previously referred to in section 3 is 1.5 vehicular spaces per classroom and the development adheres to this standard.

4.4.3 Also, given the nature of the specialist school, it is important to note that the drop off zone is a vital part of the parking criteria, with a large proportion of pupils arriving via private taxi or minibus.

5. Travel Plan Measures

5.1 Introduction

- 5.1.1 An important aspect of a successful Travel Plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.
- 5.1.2 This Travel Plan accepts that due to the specialised nature of this proposed development, the pupils have specific requirements in terms of travel patterns. With this noted, the travel behaviour of staff and visitors can be encouraged to travel by non-car modes.
- 5.1.3 The aim of Travel Plan measures is to maximise the accessibility of the proposed development site by alternative modes to the private car, although there is reasonable evidence to suggest that the location of the site and the current infrastructure in place is conducive to encouraging travel by non-car modes through the adequate provision of walking and cycling routes and the availability of regular bus services. The initiatives may benefit staff and visitors of the development by facilitating sustainable travel choices, resulting in the following:
- » Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
 - » Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site;
 - » Improved site accessibility;
 - » Reduction in required car parking provision; and
 - » A pedestrian / cycle friendly environment.
- 5.1.4 A combination of 'carrots' (those initiatives which encourage travel by non-car modes of transport) and 'sticks' (initiatives which discourage travel by car) will be implemented at the site to encourage travel by sustainable modes. 'Carrots' will be implemented before 'sticks' to ensure that support is gained from staff and visitors for the Travel Plan; any 'sticks' will be implemented later.
- 5.1.5 This section provides a summary of the key initiatives contained in this Travel Plan which the developer is committed to providing. The initiatives reflect previous experience of Workplace Travel Plans along with national and local government guidelines.

5.2 Marketing and Promotion

- 5.2.1 From the outset, sustainable travel will be promoted to staff and visitors of the development. The Travel Plan will be launched as soon as possible at the commencement of occupation of the facility and will be continually marketed through the provision and updating of travel information, leaflets and communication sessions.
- 5.2.2 The Travel Plan and the reasons for implementing it will be communicated to ensure that staff and visitors in particular are provided with information on the alternatives to car travel before they establish car-based travel habits.
- 5.2.3 The following describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices. It is important that

there is a central source of information for all queries relating to sustainable travel for staff and visitors of the development.

- 5.2.4 The Travel Plan Coordinator is considered the most appropriate person to communicate the aims and objectives of the Travel Plan to everyone travelling to and from the site.
- 5.2.5 The person responsible for appointing the TPC contact details will be a member of staff at the school facility. Upon appointment, the contact details of the TPC will be provided to the Council for reference.
- 5.2.6 Travel notice boards will be set up in the sites' communal areas, which will include:
 - » Public transport, pedestrian and cycle route maps and information on car sharing;
 - » Information and contact details for local taxi services;
 - » List of internet websites on sustainable transport and journey planning; and
 - » Contact details for the Travel Plan Coordinator.
- 5.2.7 All staff will also be issued with travel 'Welcome Packs' promoting alternative transport modes. The Welcome Packs will include details of the public transport, walking and cycling routes between their homes, workplace and surrounding amenities.
- 5.2.8 Further details on the contents of the 'Welcome Packs' are provided throughout this section.
- 5.2.9 In order to integrate the Travel Plan with the wider sustainable travel agenda, the Welcome Pack may be used to promote national and international initiatives such as 'Bike Week', 'Catch the Bus Week', 'European Mobility Week' and 'Walk to Work Week'. Details of these events will be provided within the welcome packs. The Travel Plan Coordinator will also be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.
- 5.2.10 The Welcome Pack will be used to promote national and local initiatives with respect to sustainable travel.
- 5.2.11 The Travel Plan Coordinator will also provide staff with information regarding the Travel Plan and specific initiatives contained within it and will be the main points of contact for travel-related queries. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, off-site retail outlets, health care and leisure facilities.

5.3 Initiatives to Promote Walking

- 5.3.1 The Welcome Pack will include a map, identifying pedestrian friendly routes surrounding the site to ensure that staff are aware of the facilities available to them.
- 5.3.2 Staff will be encouraged to participate in national events, such as Walk to Work Week. These events will be promoted within the Welcome Packs.
- 5.3.3 Details of local walking shops will also be provided to staff. The Travel Plan Coordinator will enter into discussions with local retailers to investigate the potential to provide discounts for staff at these stores. If secured, these details will be provided to all staff by the Travel Plan Coordinator.

- 5.3.4 It is important to recognise the potential reduction in car traffic by encouraging commuting journeys on foot. Any school and residential Travel Plan initiatives relevant to the site, such as walking buses, will be promoted and staff encouraged to participate.

5.4 Initiatives to Promote Cycling

- 5.4.1 The Welcome Pack will include information on cycle routes available between the development site and common destinations, including surrounding residential areas and local amenities.
- 5.4.2 Details of local cycling shops and mobile cycle repairs will be provided to staff within the Welcome Packs. The Travel Plan Coordinator will also enter into discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided for staff via the Welcome Pack.

5.5 Initiatives to Promote Travel by Public Transport

- 5.5.1 Information on the cost, timetables and services available which could be used by staff and visitors will be provided within the Welcome Pack. This will include details and links to online journey planning websites.
- 5.5.2 The availability of any public transport discount cards provided by the various local operators will be investigated and promoted at the site and staff, visitors and carers will be encouraged to apply.

5.6 Initiatives to Reduce the Need to Travel

- 5.6.1 Details of journey planning websites, such as Traveline and TfGM, will be promoted at the site to make staff, visitors aware of alternative travel options and encourage them to use sustainable modes of transport to reduce single occupancy car use.

5.7 Initiatives to Promote Car Sharing

- 5.7.1 It is likely that a proportion of staff and visitors may reside at locations in close proximity to one another and, as such, would be making trips to and from a common destination in the morning and evening peaks. As such, there is potential for these individuals to share their car journey with a fellow employee.
- 5.7.2 All staff and visitors will be encouraged to sign up and register their journey with national online car sharing services such as Liftshare car club. This will enable them to search for individuals making a similar trip to themselves and share their vehicle.

6. Travel Plan Management

6.1 Introduction

- 6.1.1 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the site's Travel Plan Coordinator, the Council's Highway Development Management Team and other sustainable travel groups.

6.2 Travel Plan Coordinator

- 6.2.1 The responsibility for managing and implementing the Travel Plan lies with the Travel Plan Coordinator. Following appointment, the contact details for the Travel Plan Coordinator will be provided to the Local Authority.
- 6.2.2 The role and responsibilities of the Travel Plan Coordinator include:
- » To implement and promote various Travel Plan initiatives at the site to promote sustainable travel.
 - » To promote the Travel Plan to staff.
 - » Monitoring the success of the Travel Plan initiatives, including undertaking and analysing travel surveys.
 - » Reviewing the Travel Plan's success and preparing action plans.
- 6.2.3 The Travel Plan Coordinator will be in place six months prior to the occupation and will remain in place for a period of 5 years. After this time, the responsibility for the Travel Plan will be passed over to the staff and visitors sustainable travel steering group.
- 6.2.4 At this stage, the resource requirements for the Travel Plan Coordinator are unknown. As such, in the first instance, the Travel Plan Coordinator role will be incorporated into the responsibilities of one of the members of staff based at the school. However, this will be reviewed on an annual basis and, if considered necessary, the role will be developed into a full-time role. Any changes to the Travel Plan Coordinator's role will be communicated to the Local Authority.

6.3 Stakeholder Engagement

- 6.3.1 Stakeholders including the Council's Highway Development Management Team and local transport operators also play an important role in the successful implementation of the Travel Plan at the site. The Council's Highway Development Management Team will be kept up-to-date with the progress of the Travel Plan through the annual monitoring reports. The Highway Development Management Team will also be approached to gain advice and support on the implementation of specific Travel Plan initiatives at the site.
- 6.3.2 The Travel Plan Coordinator will also engage with local transport operators to secure timetable information and details of any special offers and discounts available.

7. Aim, Objectives and Targets

7.1 Overview

- 7.1.1 A travel plan is a long-term strategy for a site to reduce the dependence of staff and visitors on travel by private car. The aim, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aim, objectives and targets for this travel plan.

7.2 Travel Plan Aim

- 7.2.1 The aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute towards achieving the travel plan's aim.
- 7.2.2 The overall aim of this travel plan is:
- » to achieve a reduction in the number of single occupancy vehicle journeys to the site.
- 7.2.3 This will be achieved by maximizing the accessibility of the proposed development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

7.3 Travel Plan Objectives

- 7.3.1 Objectives provide an overview of what the travel plan is trying to achieve. Each of the objectives outlined should contribute towards the travel plan's aim, whilst travel plan targets should help achieve the objectives of the travel plan.
- 7.3.2 As this stage, it is not possible to derive specific objectives for staff and visitors of the site which relate to its day-to-day operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in residential developments:
- » Reduce reliance on single occupancy car journeys;
 - » Promote alternative modes of transport to the car;
 - » Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - » Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - » Contain car parking demand.
- 7.3.3 Travel plan guidance recognizes that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

7.4 Travel Plan Targets

- 7.4.1 Specific targets will be set for the site using the results of the initial travel survey, which will provide the baseline travel behaviour of staff and visitors. These will allow mode share targets to be established for the site. A summary of the findings of the initial travel survey will be available within three months of completion of the survey.

- 7.4.2 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the site. This information is provided earlier within this report, in sections 2 and 4.
- 7.4.3 Travel plan guidance recommends that 'SMART' targets are set that are:
- » Specific;
 - » Measurable;
 - » Achievable;
 - » Realistic; and
 - » Time-bound.
- 7.4.4 Once the results of the travel survey are known, accurate targets can be set for the travel plan. These targets will be agreed with the Council as part of the full travel plan's development and will be inputted into the Council's database to ensure effective ongoing monitoring.
- 7.4.5 At this stage, indicative targets have been set to ensure that there is a commitment from the school to achieve a reduction in the number of single occupancy car trips to and from the site. The targets will be revised once the results of the travel surveys are known. For the lifetime of the development, the aim is to achieve a reduction in the number of single occupancy vehicle journeys by implementing a range of initiatives.
- 7.4.6 **Table 7.1** presents the indicative travel mode targets for the site. These targets are consistent with the Travel Plan objectives and the 2011 travel to work census data and are provided below. This Travel Plan is aware of the specialised travel behaviour of the pupils of this development and therefore Table 7.1 specifically focuses on the travel behaviour of the staff.

Table 7.1: Travel Plan Targets for Staff/Visitors

Mode	Percentage	Target
Driving a Car	58%	53% (-5)
On Foot	13%	14 (+1)
Bus, minibus or coach	11%	12 (+1)
Passenger in a Car	8%	10 (+2)
Work mainly at or from home	6%	6%
Taxi	2%	2%
Bicycle	2%	3% (+1)
Underground / metro / tram	0%	0%
Train	0%	0%
Motorcycle	0%	0%
Other method of travel to work	0%	0%
Total	100%	100%

- 7.4.7 These targets aim to be achieved within the first five years of occupation of the travel plan coming into force. Should the targets be achieved earlier than five years, the level of single occupancy car journeys to work may be maintained at this level or reduced further by an agreed percentage each year thereafter.
- 7.4.8 A Travel Plan is not a one-off event but it is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the Travel Plan. This monitoring process may include repeat surveys after one year of the initial survey being completed, and then every year during the same week each year for a maximum of five years. The surveys may be carried out by an independent survey company to ensure compatible and accurate data is gathered.
- 7.4.9 Following completion of the initial survey, unrealistic targets will be replaced with ones that are more realistic and encourage (rather than discourage) those responsible for trying to achieve targets.
- 7.4.10 Staff and visitors will be invited to participate in the annual snapshot travel survey to be undertaken each year to identify progress made and to determine what actions, if any, are necessary to ensure targets are met.

7.5 Monitoring

- 7.5.1 As previously identified, annual travel surveys of staff and visitors of the development will be carried out on an annual basis for a maximum of 5 years. These surveys may include observation surveys to establish the usage of the parking and cycle facilities. These

surveys may be carried out by an independent survey company. This may ensure compatible and accurate data is gathered relating to travel to and from the site.

- 7.5.2 All survey data will be submitted to the LPA within 3 months of the survey being completed for comparison against agreed targets. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to the LPA identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify what actions and additional Travel Plan initiatives are to be taken to rectify this situation.
- 7.5.3 The reports may also review the progress that has been achieved in implementing measures against modal shift targets over the preceding twelve-month period. Any progress made will be reported to the Council's Highway Development Management Team and public transport operators where applicable.
- 7.5.4 The Travel Plans will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.

7.6 Travel Surveys

- 7.6.1 An initial travel survey questionnaire will be undertaken with staff and visitors following occupation. This survey will be used to ascertain the current travel behaviour of at the site, as well as the reasons for modal choices and opinions towards alternative modes of transport.
- 7.6.2 To maximise the response rate, the travel survey will be made available both in electronic and paper format. Paper copies of the survey will be sent to all staff, with a link provided to the electronic copy of the survey.
- 7.6.3 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.
- 7.6.4 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all staff and visitors to encourage participation in the survey.
- 7.6.5 Prior to undertaking the initial survey, a copy of the survey will be sent to the Council's Highway Development Management Team to gain agreement on the format and structure of the survey. Once agreed, this travel survey will provide a standardised approach to travel surveys at the site. The use of a standard travel survey will enable a like-for-like comparison to be made between consecutive years travel surveys.
- 7.6.6 The results of the workplace travel survey will be passed to the Council's Highway Development Management Team within 3 months of completion of the survey. This data could also be used to convert the green transport policies into an action plan, with set targets to achieve each year.

8. Travel Action plan and Marketing Strategy

8.1 Action Plans

- 8.1.1 The purpose of this document is to develop and deliver a Framework Travel Plan for submission to the Local Planning Authority. Thereafter, at every annual anniversary following completion of the initial survey, the Travel Plan will be reviewed in co-operation with the Council's Highway Development Management Team and an Annual Action Plan prepared and agreed.
- 8.1.2 The action plan will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the site. This will ensure that maximum benefits are achieved through the implementation of the most popular initiatives at the site.
- 8.1.3 The Action Plan will contain an annual programme of measures designed to help achieve the Travel Plan targets on travel modal share. It sets out the tasks involved, the people responsible and dates by which the measures may be achieved over the next 12 months.

8.2 Marketing Strategy

- 8.2.1 Council's Travel Plan Teams are typically able to provide posters, leaflets and timetables for display on notice boards in communal areas. The Travel Plan Coordinator will contact the Council and their Travel Plan Teams in the first instance to investigate the opportunities to secure this information for use at the site. Should this information not be available, posters and other promotional materials will be developed in-house to promote the travel plan.
- 8.2.2 Staff, visitors and pupils' parents of the development will be provided with information on how to access the site by public transport. Promotion of all modes of transport will initially be provided through the Welcome Pack and notice board for the site. Where possible, written materials (e.g. timetables and maps) will be gained from the Council.

8.3 Evaluation and Review

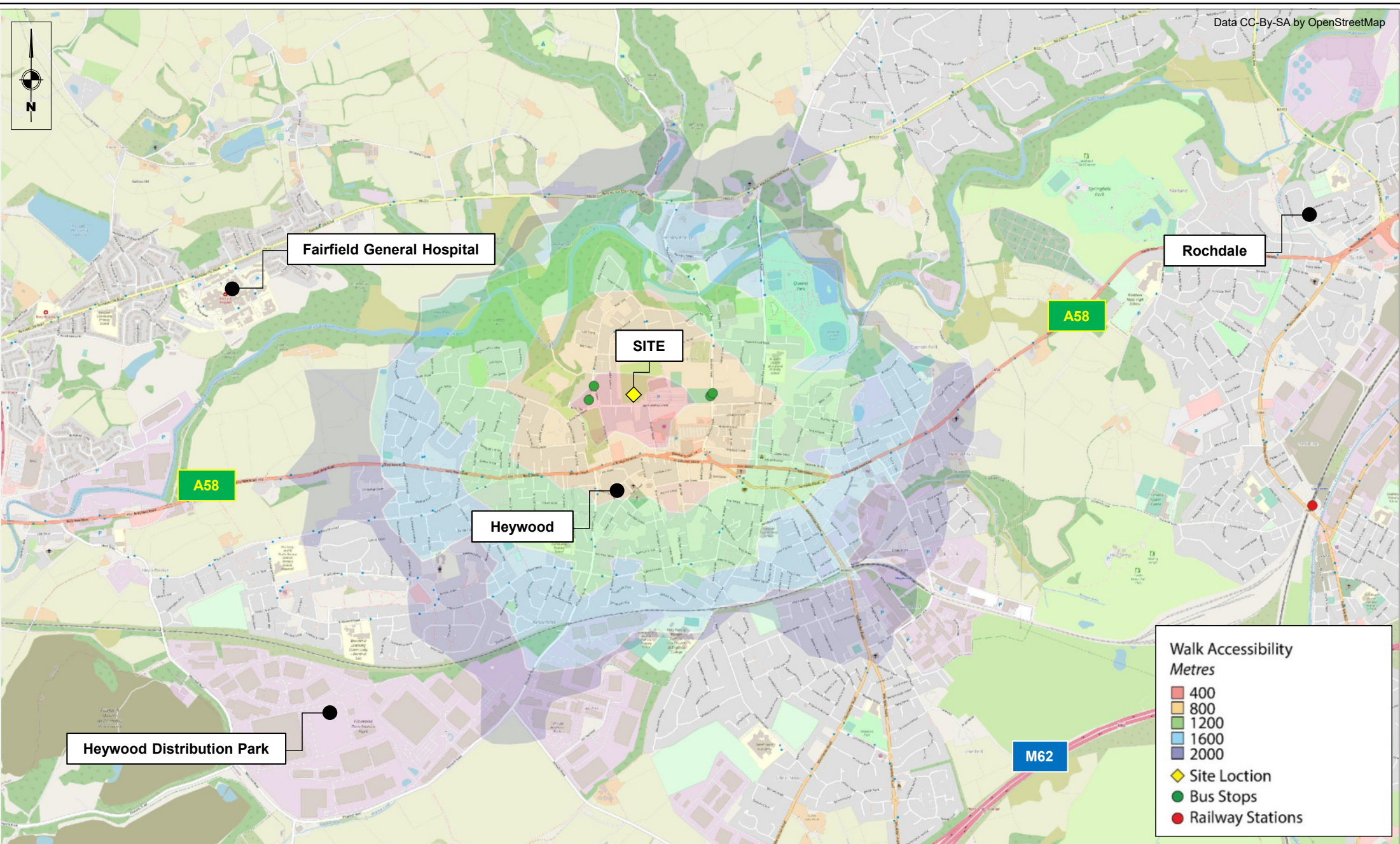
- 8.3.1 This Travel Plan has been prepared in accordance with current guidance and transport policy. The objective of the Travel Plan is to identify and introduce a package of measures to promote sustainable travel choices and reduce reliance on the car.
- 8.3.2 The monitoring of the Travel Plan will be used to provide information on people's travel patterns and to identify the measures that would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.
- 8.3.3 The Travel Plan is an active document which may be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances. The review of the Travel Plan will take place annually following completion of the travel survey, in conjunction with the Council's Highway Development Management Team. A copy of the agreed, revised Travel Plan will be submitted to the Council.
- 8.3.4 An outline action plan for the production and ongoing monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales which is shown in **Table 8.1**.

Table 8.1: Travel Plan Action Plan

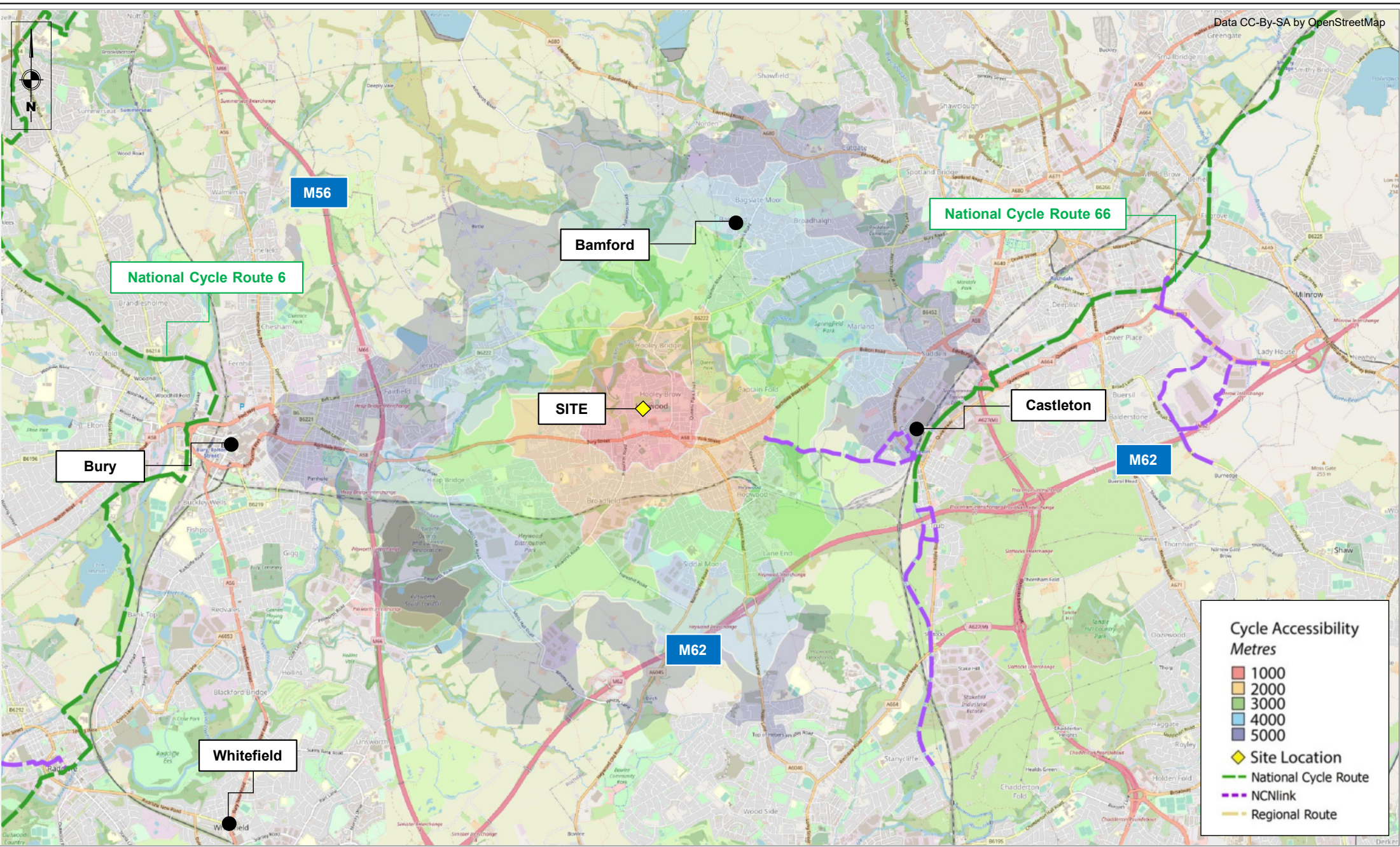
Action	Timescale
Implement travel notice boards in communal areas of the site	ASAP
Develop a travel Welcome Pack	Within 3 months of the travel plan being accepted. Updated on a regular basis.
Undertake travel survey	Upon full occupation and operation of whole facility.
Produce baseline travel information	3 months after initial travel survey
Develop full Travel Plan in consultation with the Council	4 months after initial travel survey
Finalise and adopt Travel Plan	6 months after initial travel survey
Implement Travel Plan initiatives	On-going, following adoption of the Travel Plan
Set up a Travel Plan steering group	Within 6 months of initial travel survey
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	On-going, following adoption of the Travel Plan
Undertake travel survey to measure the success of Travel Plan and discuss findings with the Council. Review Travel Plan and amend, if necessary	On-going, every 12 months following adoption of the Travel Plan after full occupation

Appendices

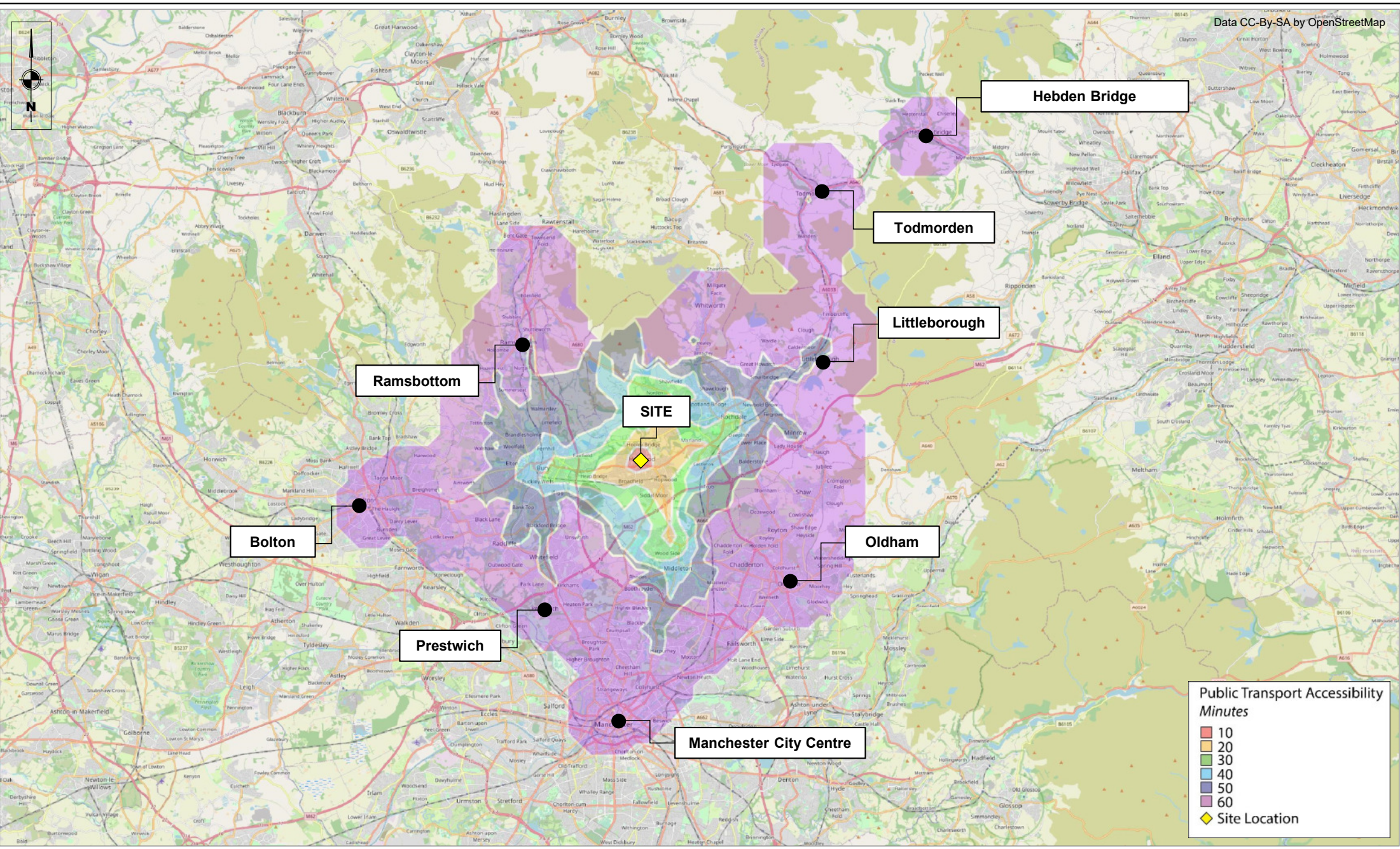
Appendix A Accessibility Figures



	Project Title	Drawing Title	Job Number	By	Rev	Description	Date	By	Drawing No.
	Newbridge Academy, Rochdale	Accessibility: 2km Walking Catchment	19522	HT	-	-	-	-	APPENDIX A
			Date	Checked	-	-	-	-	
			Scale	Status	-	-	-	-	
			NTS	-	-	-	-	-	Figure 1



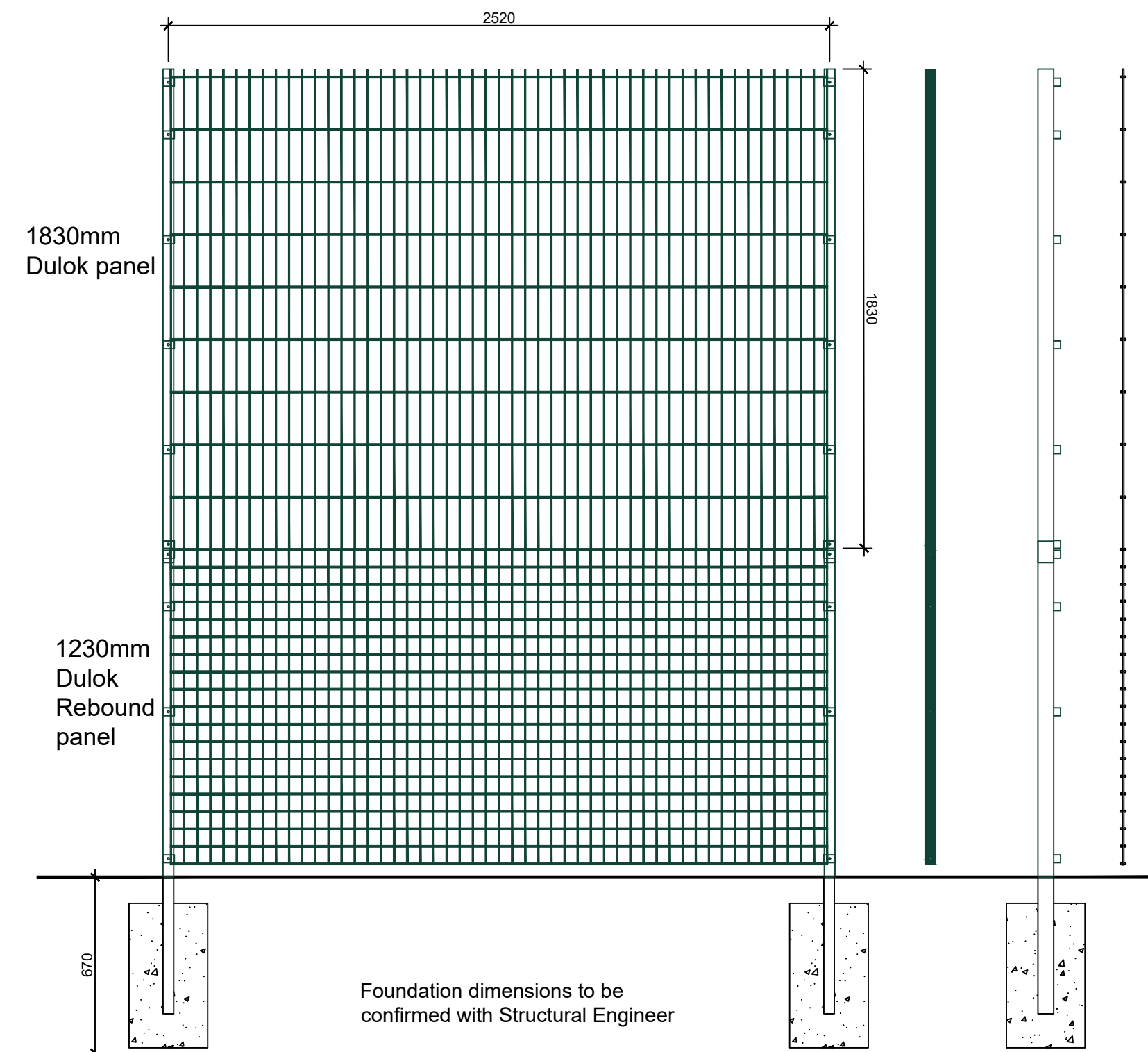
	Project Title	Drawing Title	Job Number	By	Rev	Description	Date	By	Drawing No.
	Newbridge Academy, Rochdale	Accessibility: 5km Cycling Catchment	19522	HT	-	-	-	-	APPENDIX A
			21.06.2023	CP	-	-	-	-	
			NTS	Status	-	-	-	-	Figure 2



	Project Title		Drawing Title		Job Number	By	HT	Rev	Description	Date	By	Drawing No.
	Newbridge Academy, Rochdale		Accessibility: 60minute Public Transport Catchment		19522			-	-	-	-	APPENDIX A
					Date	21.06.2023	Checked	CP	-	-	-	
					Scale	NTS	Status	-	-	-	-	Figure 3

Appendix B Site Layout

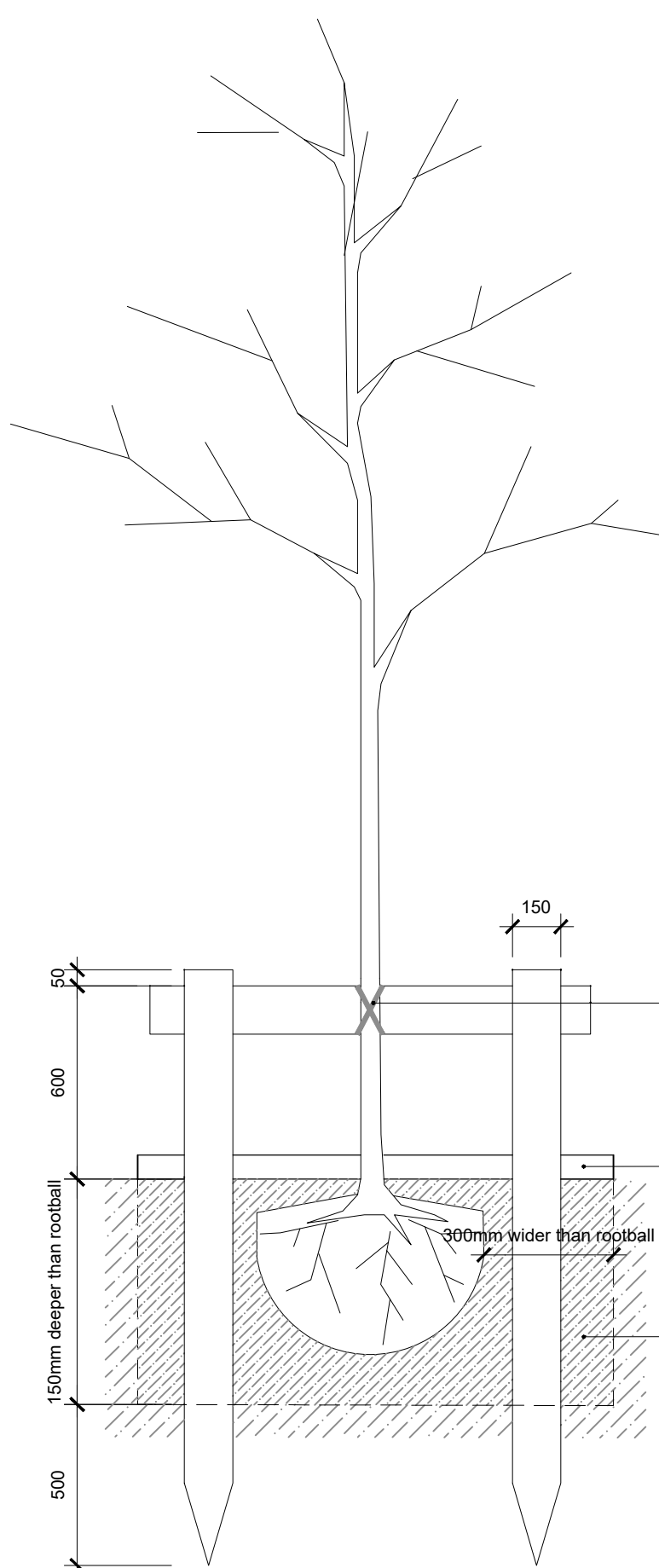
DETAIL A - MUGA Court Fencing
scale 1:20



Product Reference: CLD **Dulok Sports™ Double Wire Sports Fencing** overall height 3m, with Dulok Rebound to 1230mm height or equal & approved

1. **System performance:** Sports fencing performance.
2. **Posts:** Rectangular hollow section (RHS), hot dip galvanized and polyester powder coated with 40 x 5 mm flat clamp bars (finished to match post).
3. **Panels:** Carbon steel welded mesh panels.
4. **Height:** 1830mm for Dulok sports & 1230mm for Dulok Rebound
5. **Width:** 2506 mm.
6. **Fasteners:** M8 x 40 pin hex dome-head security screws.
7. **Colour/ Finish:** Galvanized and powder coated RAL Colour 6005
8. **Gates:** Pedestrian and vehicular gates to match fence type. 3m wide double gate, 1.2m wide single gate. Locking mechanism to be agreed with client.

DETAIL B - 14 - 16cm Girth TREE PLANTING
scale 1:20



TREE PIT SPECIFICATION NOTES - 14 - 16cm girth trees

Tree pit to be excavated to allow adequate clearance between the perimeter of the root-ball and the side of the pit. The depth of the pit to be a minimum of 700mm and at least 75mm greater than the depth of the root-ball.

Stakes and rail to be half-round 150mm diameter sweet chestnut or peeled larch poles, pointed at one end, preserved to resist rot for their intended lifespan, and strong enough to take nails without splitting. Stakes driven in to be a minimum of 500mm below the bottom of the pit and 600mm above ground level.

Rail secured to the stakes with 2No. galvanised nails per stake.

14 - 16cm Girth



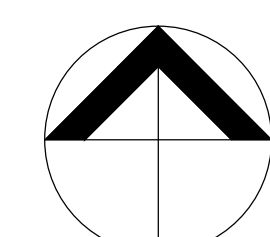
NOTES

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Dimensions are in millimetres unless specified.

Rev	Date	Notes	By	Chk
P0	Sept 21	First Issue	NR	AS
P1	05-10-21	Developed Plan	NR	AS
P2	08-10-21	Developed Plan	NR	AS
P3	13-10-21	PCGA	NR	AS
P4	14-10-21	Planning Caras & 10 Comments incorporated	HTP	AS
P5	10-12-21	PLANNING	HTP	AS
P6	17-07-22	Planning fee collected	NR	AS
P7	08-08-22	Caras position amended - EV charging point added	2P	AS
		Drawing number amended in line with new CE requirements	NR	AS
P8	25-10-22	20% of Carasly added	NR	AS
P9	06-08-22	External seating space fence line amended	2P	AS
P10	12-06-23	Stage 2 Issue	NR	AS

KEY

- [illegible]



elliswilliams

Project Number: 2718
Project Name: FS0911 Rochdale SEND

Drawing Status: STAGE 3
Drawing Number: **FS0911-EWA-ZZ-ZZ-D-A-9001**
Drawing Name: Proposed Site Plan

Date: 10.10.21
Drawn By: NH

Rev: P10
Scale: 1:200 @ A0

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