



CBO
TRANSPORT

Project: Former Royle Works, Royle Road, Rochdale

Client: Countryside Properties (UK) Ltd

Document: Travel Plan



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1 Introduction

General

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Countryside Properties (UK) Ltd [Countryside] to prepare a Travel Plan for the former Royle Works residential redevelopment, Royle Road, Rochdale. This Travel Plan is required as part of condition 11 associated with the planning consent for the scheme (application reference 18/01399/FUL), which states:

"No part of the development shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall contain measures for promoting a choice of transport mode and a monitoring regime with agreed mode share targets. In addition the Plan shall set out the monitoring procedures and mechanisms that are to be put in place to ensure that it remains effective and reviewed within a framework approved by the Local Planning Authority. The initiatives contained in the approved Plan shall be implemented upon first occupation of the development."

- 1.2 The plan at **Appendix A** shows the layout of the Countryside scheme.

Introduction to the Travel Plan

- 1.3 A Travel Plan is a tool to assist people to make choices about how they travel. It is not a dictate which says this is how they must travel nor does it try to preach an anti-car message. The aim of a travel plan is to make people aware of their travel choices and the benefits of making those choices. Travel Plans will often introduce measures to enhance choice but more often than not they are about making people aware of the choices they have already.
- 1.4 A Travel Plan is not just aimed at getting people to switch totally from car travel to travel by another mode. It is just as much aimed at making small changes – i.e. cycle during nice weather, use the bus/train one or two days a week etc. In fact these small changes are often more effective at achieving long term change than attempts to get people to make whole scale change.
- 1.5 A Travel Plan puts people in touch with sources of information that they would not normally consider looking at or know where to find. The internet and smart phones have made this much easier to achieve.

Structure of the Report

- 1.6 In light of the above, this Travel Plan has been produced in 7 sections including this introduction.
- 1.7 Section 2 provides details of the accessibility of the development.
- 1.8 Section 3 sets out the Travel Plan aims, objectives and targets, whilst Section 4 identifies travel measures for the development.
- 1.9 Section 5 then details the Travel Plan management strategy, whilst the Travel Plan's delivery, monitoring and review processes are set out in Section 6. An Action Plan for the Travel Plan is included at Section 7.

2 Development Accessibility

Development Location, Details and Access

- 2.1 The residential development to which this Travel Plan relates is located on the former Royle Works site, which is situated in the Sudden area on the west side of Rochdale. The development comprises a total of 222 residential units, made up of 198 houses and 24 apartments with a mix of dwelling types and bedroom numbers as follows:
- 24 No. 2 bed apartments;
 - 30 No. 2 bed houses;
 - 129 No. 3 bed houses; and
 - 39 No. 4 bed houses.
- 2.2 The plan at **Appendix A** shows the layout of the Countryside scheme.
- 2.3 With regard to vehicular access, the development is served via two simple priority junction arrangements off Royle Road. The southern access is located approximately 30 metres from the southern site boundary. The northern access is located approximately 50 metres to the north of the southern access.
- 2.4 These vehicular accesses also serve as the pedestrian and cycle accesses to the development.
- 2.5 This section of the Travel Plan goes on to provide details of the accessibility of the development for pedestrians, cyclists and by public transport.

Pedestrian & Cycle Infrastructure

Provision Through the development

- 2.6 The site accesses include 2 metre wide footways to both sides and link the development to the surrounding pedestrian network off Royle Road. These footways continue throughout the development on both sides of the highway network.
- 2.7 With regard to cycle provision, the internal site layout is conducive to cycle use. Furthermore, the access to the development off Royle Road links directly to the existing highway network, which is within a traffic calmed 20mph area.
- 2.8 This infrastructure is shown on the Development Layout Plan at **Appendix A**.

Off Site Provision

- 2.9 As shown in **Plan A** (Local Linkages) at **Appendix B**, the development has good accessibility for pedestrians and cyclists. **Plan A** at Appendix B will be included in the residents welcome pack to show residents the pedestrian and cycle facilities available to them in the vicinity of the development.

Pedestrian infrastructure

- 2.10 Royle Road, together with Silk Street and Royle Barn Road, include good quality and width footways to both sides which link the development to the wider area, with the Royle Road / Silk Street footways providing access to the Tesco foodstore off Silk Street.
- 2.11 Heading north via Silk Street and as shown in **Plan A**, there is a controlled pedestrian crossing on Silk Street itself, whilst the A58 Manchester Road / A58 Bolton Road / A664 Manchester Road traffic signal controlled junction includes pedestrian crossing facilities on the A664 Manchester Road and A58 Bolton Road arms. There is also a controlled pedestrian crossing on the section of the A58 Manchester Road between this junction and the A58 Manchester Road / A664 Edinburgh Way / B6452 Roch Valley Way junction, which itself includes pedestrian crossing facilities on the A58 Manchester Road (N), A664 Edinburgh Way and B6452 Roch Valley Way arms. These facilities provide good quality pedestrian access to services and facilities to the north and west of the site.

- 2.12 Heading south via Royle Barn Road, the footways on the development side join the footway on the A664 Manchester Road, which then heads south into Castleton and to the railway station. Just south of the A664 Manchester Road / Royle Barn Road junction and as shown on **Plan A**, there is a controlled pedestrian crossing on the A664 Manchester Road providing access to local shops. In addition and via Gipsy Lane, and as also shown on **Plan A**, there is a pedestrian / cycle tunnel under the railway line and a bridge over the Rochdale canal providing access to the industrial and commercial area to the east of the railway line. These facilities therefore provide good quality pedestrian access to services, facilities and the employment area to the south and east of the development.

Cycle infrastructure

- 2.13 Whilst there are no dedicated cycle provisions on Royle Road, the route is within a traffic calmed 20mph area and is therefore considered conducive to cycle use. There are also advanced cycle stoplines provided on all arms of the A58 Manchester Road / A664 Edinburgh Way / B6452 Roch Valley Way traffic signal controlled junction.
- 2.14 In addition and as shown on **Plan A**, Smalley Street to the south is identified as cycle route by Transport for Greater Manchester [TfGM] and provides access to Castleton railway station. From here, cyclists can pick up National Cycle Route 66, a traffic free route which heads south to the eastern side of Middleton and north around the east side of Rochdale and on to Littleborough.
- 2.15 To the north and as shown on **Plan A**, there are sections of cycle route identified by TfGM on the A58 Manchester Road. From the A58 Manchester Road / Silk Street junction, the old Manchester Road also includes advisory and traffic free cycle routes which head north towards Rochdale.

The Bee Network

- 2.16 The Bee Network is TfGM's "vision for an integrated London-style transport system which will join together buses, trams, rail as well as cycling and walking".
- 2.17 As part of this plan, TfGM are "delivering the UK's largest cycling and walking network. We're connecting up every area and community in Greater Manchester, making it easy, safe and attractive for people to travel on foot or by bike for everyday trips".
- 2.18 In the vicinity of the development, the Bee Network includes the Castleton-Rochdale Walking and Cycling Corridor, which is planned to be delivered in two phases.
- 2.19 Phase 1 runs along the A664 Manchester Road between Kingsland Road to the north and Heywood Road to the south. It is estimated to be completed by February 2023 and will include "major improvements for those making journeys on foot or by bike in Castleton local centre." Phase 2 runs along the A664 Manchester Road / the A58 Manchester Road / Manchester Road between Kingsland Road to the south and the A6060 Dane Street to the north. It is estimated to be completed by November 2023 and will see cyclists being "protected from general traffic on a dedicated cycle track with a number of junction improvements to provide safe crossing points."
- 2.20 More information on the Bee Network can be found at:
<https://beeactive.tfgm.com/bee-network-vision/>

Accessibility for Pedestrians

- 2.21 It is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation "Guidelines for Providing for Journeys on Foot" states that "Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile".
- 2.22 The "Guidelines for Providing for Journeys on Foot" also includes a table which suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere. It also suggests a distance of 2km is an acceptable maximum for commuter and education journeys, although statutory guidance indicates that just over 3km is an acceptable walk distance for primary school pupils, with secondary school pupils being expected to walk up to 5km.
- 2.23 In the context of the above, **Plan B** at **Appendix B** shows key facilities that fall within and around the 2km catchment distance of the development, together with the potential walking routes to and from these facilities.

2.24 **Plan B** at Appendix B will be included in the residents welcome pack to show residents the facilities available to them within and around the recognised 2km walking distance.

2.25 Details of the facilities shown on **Plan B** are set out below.

Local Education Provision

2.26 The local primary and high schools are listed below in Table 2.1. This table also lists the approximate walk distances from the development to these schools.

Table 2.1: Local School Walk Distances

School	Distance
Brimrod Primary School	1.1km
St. Edwards C of E Primary School	1.2km
Marland Hill Community Primary School	1.3km
Ashfield Valley Primary School	1.6km
Castleton Primary School	1.8km
Sandbrook Community Primary School	1.8km
St Gabriel's RC Primary School	1.9km
Matthew Moss High School	1.5km

Local Shops, Post Office and Sandbrook Leisure Park

2.27 The 800m catchment for the development takes in the Tesco foodstore off Silk Street and the local shops on Manchester Road to the north. To the south, the 1.2km catchment takes in a large part of the run of local shops on the A664 Manchester Road in the Castleton area. Provisions in these areas include Sudden Post Office and Castleton Post Office, which are located approximately 750 metres and 1.3km respectively from the development.

2.28 In addition, a 1.5km walk takes in Sandbrook Leisure Park to the northeast, which includes a number of shops, leisure facilities and restaurants.

Doctors / Health Facilities

2.29 Castleton Health Centre is located around 1.2km to the southwest of the development.

Local employment

2.30 There is a large industrial and commercial area to the east and south of the development that offers local employment opportunities. This industrial and commercial area is within a 2km walk of the development.

Springfield Park

2.31 Springfield Park is situated around 1.2km to the west of the development.

Bus Stops and Railway Station

2.32 The closest bus stops to the development are situated to the north on the A58 Manchester Road between its junctions with Silk Street and the A664 Rochdale Bypass. There is also a westbound bus stop on the A58 Bolton Road just past the Manchester Road / Silk Street junction. These stops are around 700 metres from the centre of the development and 500 metres from the development accesses from Royle Road.

2.33 Details of the routes these stops serve are provided later.

2.34 In addition to these bus stops, Castleton railway station is situated approximately 1.3km to the southwest of the development.

Accessibility for Cyclists

- 2.35 **Plan C** at **Appendix B** shows the local on and off road cycle routes as identified by Rochdale Borough Council and Transport for Greater Manchester in the context of the key destinations highlighted above. These routes have been identified from the interactive route map available on the Transport for Greater Manchester webpage, which can be found at:
<https://tfgm.pindarcreative.co.uk/>
- 2.36 **Plan C** and these website details will be included in the Residents Welcome Pack to show residents the local cycle facilities available to them.
- 2.37 The routes indicated on **Plan C** pass by other routes that are considered conducive to cycle use.
- 2.38 Using the above routes and considering the developments wider accessibility by bicycle, it is commonly accepted that cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport. In this context, the centre of Rochdale is within around a 3km cycle ride of the development, whilst all of its outlying areas are within a 5km cycle ride. The majority of Heywood to the west is also within this 5km distance. In addition, places such as Milnrow, Newhey, Middleton, Littleborough and Bury are around a 7km to 9km cycle ride from the development. Whilst outside the 5km distance referred to, these areas could be accessible by bike for some future residents of the development, particularly given the increasing popularity of e-bikes.
- 2.39 In addition, Castleton railway station is a 1.3km cycle ride from the site.

Accessibility by Public Transport

Bus

- 2.40 The closest bus stops to the development are situated to the north on the A58 Manchester Road between its junctions with Silk Street and the A664 Rochdale Bypass. There is also a westbound bus stop on the A58 Bolton Road just past the Manchester Road / Silk Street junction.
- 2.41 These stops provide access to buses operating in the Greater Manchester area, which at present include:
- The 17/17A: Rochdale – Sudden – Castleton – Middleton – Manchester;
 - The 471: Rochdale – Sudden – Heywood – Bury – Brightmet – Bolton.
- 2.42 Latest timetables for these and other services are provided at:
<https://tfgm.com/public-transport>

Rail

- 2.43 Castleton railway station is situated approximately 1.3km to the southwest of the development.
- 2.44 To the south, this station serves Mill Hills, Moston and Manchester Victoria, with around 3 or 4 services during the peak hour and a 20 minute journey time to/from Manchester Victoria. To the north, this station serves Rochdale, Littleborough, Todmorden, Accrington and Blackburn, with around 3 services during the peak hour to/from Rochdale and one an hour to/from Blackburn. Journey times to/from the north are around 5 minutes to/from Rochdale and 60 minutes to/from Blackburn.
- 2.45 The latest information and travel details are provided at:
www.nationalrail.co.uk.

Conclusions

- 2.46 This section of the Travel Plan demonstrates that existing pedestrian, cycle and public transport provisions and infrastructure surrounding the development are of a good quality. These provisions mean the development is well placed to offer the opportunity for residents to travel by the sustainable modes.
- 2.47 In light of the above, it is suggested that the development's location adequately meets tier 1 'Location – proximity to existing facilities and services' of the DfT's Travel Plan Guidance pyramid.

3 Travel Plan Aims, Objectives and Targets

Aims and Objectives

- 3.1 The overarching aim of this Travel Plan is:
- To reduce as much as possible the number of single car occupancy trips to and from the development.
- 3.2 The objectives of this Travel Plan are:
- To deliver a Travel Plan that is user friendly and helpful and not long, cumbersome and driven by bureaucratic process;
 - To encourage sustainable transport and increase the use of walking, cycling, bus and rail travel, as well as car sharing; and
 - To improve access to the development by all modes and promote viable alternatives to the car.

Travel Plan Targets

- 3.3 Travel Plans include targets against which the success of the plan can be monitored over time. Targets should be ambitious yet realistic. There are two main types of targets that are applicable to this Travel Plan: "action type" and "aim type" targets.
- 3.4 Action targets include the commitment to deliver a package of measures to help promote and encourage sustainable travel. Suitable measures are discussed further in Section 4 and will be reviewed and agreed following the residents travel surveys.
- 3.5 Aim targets are aspirational and set out a target for changes in the travel modes used by residents. These are typically defined by a reduction in the number of single occupancy car journeys.
- 3.6 For this Travel Plan, the initial / indicative aim targets are to reduce single car occupancy trips at the development by up to 5% over a five year period. These targets may be subject to review following the completion of the first residents travel survey.

4 Measures

Introduction

- 4.1 In order to ensure that the opportunities for modal shift can be realised a number of measures are to be implemented. This chapter therefore sets out these measures, which will be taken forward to encourage sustainable travel and reduce reliance on the private car.

Physical Measures

- 4.2 A number of physical measures are being implemented as part of the development. Details of these measures are listed below:
- The provision of 2 metre wide footways to both sides of all carriageways within the development;
 - The provision of 2 metre wide footways to both sides of each of the site accesses, tying into the existing Royle Road footways;
 - The provision of secure cycle parking for the apartments.
- 4.3 These facilities will enhance the development's accessibility and help promote additional use of sustainable transport.

'Soft' Measures

- 4.4 Set out below are a number of 'soft' travel planning measures which will assist in meeting Countryside's aims and objectives. These will be continually reviewed / investigated as the development progresses and the Travel Plan evolves.

Residents welcome pack

- 4.5 The TPC will provide all new householders within the development with travel information as part of the residents welcome pack. This pack will include the summary travel plan, information and plans provided in **Appendix B** of this Travel Plan.

Car share

- 4.6 Car sharing is one of the most effective and popular 'soft' travel planning measures. Not only is it a proven way of reducing the number of car based trips at a development, thereby having a positive benefit on highway operation, but it also has a cost saving benefit for participants.
- 4.7 Given the scale of the development, a dedicated car share scheme would not be effective. However, there are a number of car share websites and smartphone apps on the internet such as <https://liftshare.com/uk>, <http://gocarshare.com/> or www.blablacar.co.uk. These links would be provided to new residents through the residents welcome pack.

Walking and cycling awareness / schemes

- 4.8 It is important that residents are made aware of walking and cycling opportunities at an early stage to help establish a sustainable travel pattern. The plans in **Appendix B** will be included in the residents welcome pack to assist in identifying the areas and facilities within walking and cycling distance.
- 4.9 Details will also be provided for the Transport for Greater Manchester 'Active Travel' website, which provides up to date information relating to walking and cycling, as well as an interactive cycling map. These websites are available at:

<https://beeactive.tfgm.com/walking/>

<https://beeactive.tfgm.com/cycling/>

<https://tfgm.pindarcreative.co.uk/>

Public transport awareness

- 4.10 It is not always apparent to residents who are new to an area just what their travel options are and the opportunities that exist to travel by bus and train. It is also suggested that once a travel pattern is established it is hard to break. On that basis, making residents aware of opportunities to travel by bus and train from the outset will prove effective in helping to reduce their reliance on the car.
- 4.11 The plans in **Appendix B** provide residents with details of the nearest bus stops and routes to Castleton railway station.
- 4.12 The Residents Welcome Pack will also provide details of websites such as TfGM's "journey planner" and "Bus Timetables" pages, RBC's "journey planner" and the National Rail website, which provide current timetable information for bus and rail services. These websites are available at:
- <https://tfgm.com/plan-a-journey>
www.rochdale.gov.uk/plan-journey
<https://tfgm.com/bus/timetables>
www.nationalrail.co.uk
- 4.13 The TPC will also make residents aware of these services, websites and applications to assist planning their journey by these modes.

Take part in national sustainable travel events

- 4.14 Throughout the year a wide range of sustainable travel events take place including bike week, walk to work day, walk to school week, car free day, and others associated with health such as world health day or obesity awareness week. The TPC will endeavour to promote these events within the development.

Measures to educate residents to travel more sustainably

- 4.15 Travel information will be provided as part of the residents welcome pack.
- 4.16 As well as providing a summary of this Travel Plan, the welcome pack will include the plans provided in **Appendix B** of this Travel Plan which show local pedestrian and cycle links and the areas within walking and cycling distance of the development. The residents welcome pack will also include a list of useful websites (also at Appendix B) where residents can find local cycling maps, details of local bus and rail timetables and details of car share websites and applications.
- 4.17 The TPC will liaise with Rochdale Borough Council and Transport for Greater Manchester to ensure the most readily available and effective information is provided to residents.

Setting up / identifying 'buddy' schemes

- 4.18 Pending the findings of the first residents travel surveys the TPC will investigate the interest in walking and cycling buddy schemes. If appropriate, the TPC will set up a scheme that caters for any identified need.
- 4.19 Again pending the findings of the first residents travel survey, the TPC will also investigate the potential for a bicycle user group within the development, and research other clubs and groups in the area, to help provide opportunities for future residents to cycle as part of a group and not individually.

Providing skills and incentives

- 4.20 Pending the findings of the first residents travel survey, the TPC will review the potential for a cycling training scheme, a "try a bike" scheme and maintenance checks.

School travel

- 4.21 Pending the findings of the first residents travel survey, the TPC will review the potential for promoting measures specifically aimed at school travel, such as walking buses and scoot to school arrangements. The TPC may also speak to local schools to link any identified measures to the aims and objectives of individual School Travel Plans within the local catchment.

5 Management Strategy

Travel Plan Coordinator (TPC)

- 5.1 This Travel Plan will be implemented under the control of a Travel Plan Co-ordinator [TPC] who will work in conjunction with the planning and highway authorities for the continuing progression of the Travel Plan. The temporary TPC for the development will be Kerim Jones, who's contact details are as follows:
- Countryside Properties (UK) Ltd
301 Bridgewater Place
Birchwood Park
Birchwood
Warrington
Cheshire
WA3 6XG
T: 01925 248 900
- 5.2 Once the development is occupied, a permanent TPC will be appointed.
- 5.3 Countryside is committed to maintaining someone in this position for the period of the construction of the scheme, after which it would be expected that a resident of the development or a management company would take up and be responsible for the role.
- 5.4 In the event that the temporary or permanent TPC leaves the post, a replacement TPC will be appointed within two months. Details of the new TPC will be provided to Rochdale Borough Council [RBC] within one month of their appointment.
- 5.5 The TPC will be the key decision maker on day-to-day matters of implementation of the Travel Plan. The role of the TPC will be as follows:
- To ensure walking information to and from the development is provided to all residents;
 - To ensure cycling information to and from the development is provided to all residents;
 - To ensure information on public transport routes to travel to and from the development is provided to all residents;
 - To ensure all relevant information is provided to all residents and that such information is provided through the residents welcome pack;
 - Provide information for residents in the residents welcome pack to encourage them to travel, where possible, by alternative modes of transport to the private car;
 - To participate in the multi-modal travel surveys of residents;
 - To prepare and submit Travel Plan Monitoring and Review reports to RBC as necessary;
 - To liaise with RBC and Transport for Greater Manchester [TfGM] as appropriate.

6 Delivery, Monitoring and Review

Introduction

- 6.1 A Travel Plan is a development specific document and remains a live document influenced by continuous improvement. As such, travel plans need to be based on surveys and monitoring. This section therefore sets out the process for delivering, monitoring and reviewing the Travel Plan.

Travel Plan Co-ordinator

- 6.2 The TPC will be responsible for co-ordinating travel surveys as well as launching, promoting and monitoring the Travel Plan.
- 6.3 The TPC will take the lead role in ensuring the delivery of the Travel Plan.

Residents Engagement

- 6.4 Information on the Travel Plan, for example new initiatives, will be disseminated to residents via an appropriate mechanism.

Promotion of the Travel Plan

- 6.5 The Travel Plan will be promoted to all residents of the development through the residents welcome pack. All residents will be able to access this Travel Plan via the TPC.

Liaison with Rochdale Borough Council

- 6.6 There will be an on-going improvement process including periodic monitoring, as necessary, by the TPC. This will include monitoring the use of facilities, ascertaining information regarding residents travel behaviour and collecting feedback.
- 6.7 The TPC will in any case, as the key point of contact, consult with RBC on a regular basis as necessary.
- 6.8 Findings of the travel surveys will be made available to RBC and will be submitted with a short report comparing results with targets. This information will be made available within 3 months of the survey.

Residents Travel Survey

- 6.9 The first residents travel survey will be undertaken upon occupation of 50% of the development or 12 months after first occupation, whichever occurs sooner. However, this date may be reviewed, in conjunction with RBC, if this point in time does not allow a representative sample to be collected.
- 6.10 The survey will provide information on the travel patterns of residents and help identify changes to the identified measures if required to assist in meeting targets. The survey will be repeated twice as part of the review process; two years after the first survey and then two years after that (i.e. to cover a period between 4 and 5 years after first occupation). The survey will be used to determine any changes in mode split and uptake of travel plan initiatives.
- 6.11 The questions that will form the travel survey will be determined at a later stage as the development becomes occupied. This travel survey will be shared with RBC prior to the first surveys and any subsequent changes agreed.
- 6.12 Notwithstanding the above, an example residents travel survey showing the types of questions to be included in the survey is provided at **Appendix C**.
- 6.13 The residents travel survey will aim to ascertain how residents travel and why, investigate awareness and opinions of measures to encourage sustainable travel and which factors might encourage greater sustainable travel.

Travel Plan Monitoring and Review Report

- 6.14 Following on from the above, the travel survey undertaken after 2 years and the travel survey undertaken after 4 years, and based on their findings, the Travel Plan will be reviewed to determine its effectiveness. As part of this process the identified measures will be reviewed and amended, and/or new ones identified, where considered necessary and/or appropriate.
- 6.15 As part of this process, a Travel Plan Monitoring and Review report will be prepared and submitted to RBC. Should this review identify a need for amendments to the Travel Plan, the document will subsequently be updated in agreement with RBC.

7 Action Plan

7.1 Based on the measures identified in Section 4, Table 7.1 below sets out an initial action plan for the implementation of the Travel Plan. It should be noted that this is very much the starting point of an implementation programme which must be reviewed as the scheme progresses.

Table 7.1: Initial Action Plan

Action	Purpose	Timescale	Responsibility
The provision of pedestrian footways into the development off Royle Road adjoining the vehicular accesses.	Increase accessibility, encourage walking, cycling and public transport use.	Prior to first occupation / during construction of internal streets	Design team and contractor
The provision of footways around all access routes within the development.	Increase accessibility, encourage walking, cycling and public transport use	During construction of internal streets	Design team and contractor
Appointment of TPC	Effective Travel Plan Implementation	Already in place	Countryside
Completion of residents welcome packs.	Disseminate information to residents	Prior to first occupation	Countryside and TPC
Liaison with RBC and TfGM	Information sharing / approvals	Following RBC sign off of condition and on going	TPC
Implementation of initial 'soft' measures where possible prior to survey	Effective Travel Plan Implementation	0 – 3 months after first occupation	TPC
First Residents Travel Survey	Monitoring	At 50% occupation / one year after occupation / to be agreed with RBC	TPC
Update measures & specific targets (if required)	Effective Travel Plan Implementation / Monitoring	3 months after first survey	TPC
Implementation of new measures (if required)	Effective Travel Plan Implementation	3 – 6 months after first survey	TPC
Updated Travel Survey / Travel Plan Monitoring and Review Report	Monitoring	Survey 2 years after first survey / monitoring report within 3 months of survey	TPC
Updated Travel Survey / Travel Plan Monitoring and Review Report	Monitoring	Survey 2 years after second survey / monitoring report within 3 months of survey	TPC



Appendix A: Development Layout



LEGEND

- EASEMENT
- HATCH DENOTES LANDSCAPING. PLEASE REFER TO SPECIALIST CONTRACTORS DRAWING
- 1800mm HIGH BRICK WALL. SEE RSD 9001 TYPE 1.
- 2100mm HIGH BRICK WALL. SEE RSD 9001 TYPE 1.
- 1800mm HIGH CLOSE BOARD FENCE. SEE RSD 9102 TYPE A (TIMBERS TO COMPLY WITH BS5586 WHERE NOTED).
- 2000mm HIGH CLOSE BOARD FENCE. SEE RSD 9102 TYPE A (TIMBERS TO COMPLY WITH BS5586 WHERE NOTED).
- 1100 - 1500mm HIGH HOOD TOP METAL RAILING. SEE RSD 9202 & NOTE ON LAYOUT.
- 1800mm HIGH CLOSE BOARD GATE. SLAM TO LOCK WITH ACCESS KEY. GATES MARKED WITH AN ★ TO BE SLAM TO LOCK WITH COMMAND ACCESS KEY.
- FRONT ENTRANCE DOOR. ALL DOORS TO HAVE FLUSH THRESHOLD. UNLESS NOTED OTHERWISE PROVIDE 1200 x 1200mm LEVEL PLATFORM AT ENTRANCE TO DWELLING.
- PATIO / FRENCH DOORS
- GARAGE PERSONNEL DOORS
- GARAGE DOORS
- W DENOTES PLOTS WITH GABLE WINDOWS OMITTED

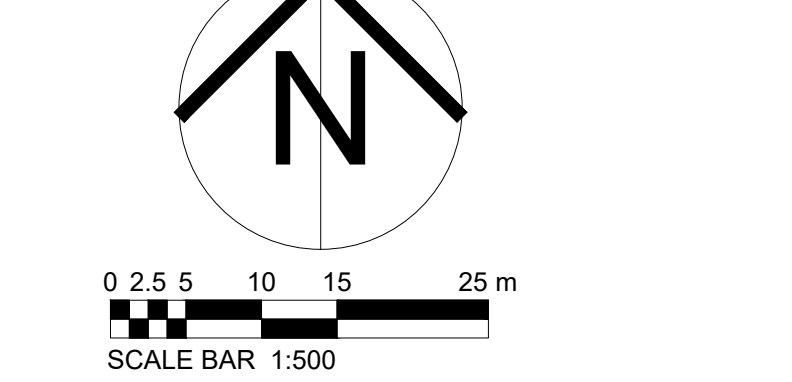
- TREES TO BE RETAINED (REFER TO TREE SURVEY).
- ROOT PROTECTION AREA (REFER TO TREE SURVEY FOR RADIUS).
- TREES TO BE REMOVED (REFER TO TREE SURVEY).
- FOOTPATH AND PATIOS TO BE MARSHALLS TEXTURED UTILITY 450 x 450mm BUFF CONCRETE FLAGS BUTT JOINTED. ON 50mm THICK SAND BED ON 100mm THICK LAYER OF WELL CONSOLIDATED HARDCORE.
- PARKING BAYS / DRIVEWAYS IN TROPICAL BLACK BITUMEN MACADAM WEARING SURFACE TO LOCAL AUTHORITY STANDARDS. REFER TO CIVIL ENGINEERS DRAWINGS.

NOTES

- PATHS GENERALLY TO BE 900mm WIDE.
- PATIOS GENERALLY TO BE 2700 x 1800mm UNLESS INDICATED OTHERWISE.
- PAVING SLABS TO BE OFFSET MIN. 10mm WHERE A FOOTPATH OR PATIO IS ADJACENT TO A DWELLING.
- MOVING STRIP TO BE PROVIDED WHERE TURNED AREA ADJUT HOUSE. TO CONSIST OF 150mm WIDE WHITE STONE CHIPPINGS.
- GROUND LEVEL ADJACENT TO HOUSE TO BE 150mm BELOW F.S.L. UNLESS OTHERWISE NOTED.
- ALL DWELLING FRONT ENTRANCES TO HAVE LEVEL THRESHOLD.

MATERIAL REFERENCE
B.O = BRICK
B.O = BRICK / RENDER
B.O = TILE HANGING
METER REFERENCES
G = GAS METER
E = ELECTRIC METER
W = STOP TAP

HOUSETYPE REFERENCES
COUNTRYSIDE PROPERTIES (CPL) LIMITED
181 BRIDGEMAN PLACE
BRIDGEMAN PARK, BRIDGEMAN
TEL: 01922 248500 FAX: 01922 248501
WWW.COUNTRYSIDE-PROPERTIES.COM



GP ACCOMMODATION SCHEDULE							
HOUSE TYPE	NUMBER	SQFT	BED	TOTAL SQFT	Mid	End	Det
Cork	30	754	2	22020	2	28	0
Elkmore	6	855	3	5130	0	4	2
New Weaver	8	855	3	6820	0	8	0
Brich	30	859	3	25770	0	29	1
Aspen	12	899	3	10788	0	3	9
Larch	16	1046	4	16736	0	16	0
TOTAL =	102			68564			

Nett Area 4.56 Acres
Coverage 19421.5268 SQFT/Acre
Density 22.3684211 UPA

APARTMENT ACCOMMODATION SCHEDULE							
HOUSE TYPE	NUMBER	SQFT	BED	TOTAL SQFT	Mid	End	Det
2 Bed Apartment	24	613	2	14712	0	0	0
TOTAL =	24			14712			

Nett Area 0.47 Acres
Coverage 31302.1277 SQFT/Acre
Density 51.0638268 UPA

OPEN MARKET ACCOMMODATION SCHEDULE							
HOUSE TYPE	NUMBER	SQFT	BED	TOTAL SQFT	Mid	End	Det
New Weaver	12	855	3	10380	0	12	0
Lea	14	932	3	13048	0	14	0
New Stamford	10	1005	3	10050	0	10	0
New Ashbourne	17	991	3	16847	0	0	17
Blyth	10	1002	3	10020	0	0	10
Ashrop	10	1075	3	10750	0	0	10
Coniston	6	1184	4	7104	0	0	6
Dunham	10	1199	4	11990	0	0	10
Lymington	7	1206	4	8442	0	0	7
TOTAL =	96			98631			

Nett Area 6.78 Acres
Coverage 14547.3451 SQFT/Acre
Density 14.159202 UPA

TOTALS
Total Units 222
Total SQFT 201907
Nett Area 11.81 Acres
Coverage 17098.2743 SQFT/Acre
Density 18.7976281 UPA

- AA 19.07.02 SMC Sub-station relocation
- Z 19.12.08 SMC Key signpost
- Y 12.11.09 SMC Site design to be made and house type review
- X 01.11.10 SMC Review of the site plan and the house type review
- W 01.11.10 SMC Review of the site plan and the house type review
- V 01.11.10 SMC Review of the site plan and the house type review
- U 01.11.10 SMC Review of the site plan and the house type review
- T 01.11.10 SMC Review of the site plan and the house type review
- S 01.11.10 SMC Review of the site plan and the house type review
- R 01.11.10 SMC Review of the site plan and the house type review
- Q 01.11.10 SMC Review of the site plan and the house type review
- P 01.11.10 SMC Review of the site plan and the house type review
- O 01.11.10 SMC Review of the site plan and the house type review
- N 01.11.10 SMC Review of the site plan and the house type review
- M 01.11.10 SMC Review of the site plan and the house type review
- L 01.11.10 SMC Review of the site plan and the house type review
- K 01.11.10 SMC Review of the site plan and the house type review
- J 01.11.10 SMC Review of the site plan and the house type review
- I 01.11.10 SMC Review of the site plan and the house type review
- H 01.11.10 SMC Review of the site plan and the house type review
- G 01.11.10 SMC Review of the site plan and the house type review
- F 01.11.10 SMC Review of the site plan and the house type review
- E 01.11.10 SMC Review of the site plan and the house type review
- D 01.11.10 SMC Review of the site plan and the house type review
- C 01.11.10 SMC Review of the site plan and the house type review
- B 01.11.10 SMC Review of the site plan and the house type review
- A 01.11.10 SMC Review of the site plan and the house type review

COUNTRYSIDE
Places People Love
Countryside Properties (CPL) Limited
181 Bridgeman Place
Bridgeman Park, Bridgeman
Tel: 01922 248500 Fax: 01922 248501
www.countryside-properties.com

Royle Road
Rochdale
Planning Layout
(Section 73)

Scale 1:500
Date Sept 18
Drawing No. SK537-PL(S73)-01
Sheet No. 1 of 1
Author AA



Appendix B: Information to be Included in Residents Welcome Pack



TRAVEL PLAN SUMMARY

Welcome

Countryside have prepared a Travel Plan as part of the development on which your home sits. This summary is aimed at providing a useful overview of this Travel Plan.

As well as this summary, your welcome pack includes plans and a list of useful websites that are linked to the Travel Plan, all of which is aimed at making you aware of, and assisting you in using, travel opportunities and modes other than the car.

The aim of the Travel Plan is to reduce car based trips by up to 5% over a 5 year period. Your participation would be welcomed to help achieve this target and could also help you in saving money and improving health.

Full details of the Travel Plan can be provided by the Travel Plan Co-Ordinator who's contact details are:

Kerim Jones, Countryside Properties (UK) Ltd, 301 Bridgewater Place, Birchwood Park, Birchwood, Warrington, WA3 6XG
T: 01925 248 900

What is a Travel Plan?

A Travel Plan is a tool to assist you in making choices about how you travel. Its aim is to make you aware of your travel choices and the benefits of making those choices, which could assist in saving money and improved health.

A Travel Plan is not just aimed at getting you to switch totally from car travel to travel by another mode. It is just as much aimed at making small changes – i.e. cycle during nice weather, use the bus/train one or two days a week etc. In fact these small changes are often more effective at achieving long term change.

Development Accessibility

The below provides a summary of the accessibility of the area in which your home sits, the facilities that are accessible by modes other than the car and the infrastructure to assist in using these modes.

Pedestrian & Cycle Infrastructure

The site accesses include 2 metre wide footways to both sides and link the development to the surrounding pedestrian network off Royle Road. These footways continue throughout the development on both sides of the highway network.

Royle Road, together with Silk Street and Royle Barn Road, include good quality and width footways to both sides.

Heading north via Silk Street, there is a controlled pedestrian crossing on Silk Street itself, whilst the A58 Manchester Road / A58 Bolton Road / A664 Manchester Road junction includes pedestrian crossing facilities on the A664 Manchester Road and A58 Bolton Road arms. There is also a controlled pedestrian crossing on the A58 Manchester Road between this junction and the A58 Manchester Road / A664 Edinburgh Way / B6452 Roch Valley Way junction, which itself includes pedestrian crossing facilities on the Manchester Road (N), Edinburgh Way and Roch Valley Way arms.

Heading south via Royle Barn Road, the footways join footways on the A664 Manchester Road, which then heads south into Castleton and includes a controlled pedestrian crossing just south of Royle Barn Road. In addition and via Gipsy Lane, there is a pedestrian / cycle tunnel under the railway line and a bridge over the Rochdale canal providing access to Gorrels Way and Bow Street.

In terms of cycle infrastructure there are no dedicated cycle provisions on Royle Road. However, the route is within a traffic calmed 20mph area and is therefore considered conducive to cycle use. There are also advanced cycle stoplines provided on all arms of the A58 Manchester Road / A664 Edinburgh Way / B6452 Roch Valley Way traffic signal controlled junction.

To the south, Smalley Street is identified as cycle route by Transport for Greater Manchester [TfGM]. From here, cyclists can pick up National Cycle Route 66, a traffic free route which heads south to the eastern side of Middleton and north around the east side of Rochdale and on to Littleborough.

To the north, there are sections of cycle route identified by TfGM on the A58 Manchester Road. From the A58 Manchester Road / Silk Street junction, the old Manchester Road also includes advisory and traffic free cycle routes which head north towards Rochdale.

The Bee Network is TfGM's vision for a *“transport system which will join together buses, trams, rail as well as cycling and walking”*. In the vicinity of the development, this includes a Castleton-Rochdale Walking and Cycling Corridor scheme.

Accessibility for Pedestrians / Cyclists

Plans A, B and C in the welcome pack show local linkages and the key facilities that fall within walking and cycling distance of the development. The areas, services and facilities most likely to be typically frequented are listed below, together with approximate distances from the development.

Brimrod Primary School – around 1.1km
St. Edwards C of E Primary School – around 1.2km
Marland Hill Community Primary School – around 1.3km
Ashfield Valley Primary School – around 1.6km
Castleton Primary School – around 1.8km
Sandbrook Community Primary School – around 1.8km
St Gabriel's RC Primary School – around 1.9km
Matthew Moss High School – around 1.5km

Tesco Foodstore – within 800m
Local shops (Manchester Road to the north) – within 800m
Local shops (Manchester Road, Castleton area) – within 1.2km
Post Offices – Sudden (circa 750m) and Castleton (circa 1.3km)
Sandbrook Leisure Park – around 1.5km

Castleton Health Centre - around 1.2km

Industrial & commercial area – within 2km

Springfield Park - around 1.2km

Bus stops – A58 Manchester Rd / Bolton Rd (circa 500 to 700m)

Castleton Railway Station - approximately 1.3km

Accessibility by Public Transport

The A58 Manchester Road / Bolton Road bus stops are currently served by the 17, 17A & 471 buses. Latest timetable information for these and other services can be found at:
<https://tfgm.com/public-transport>

With regard to rail travel, Castleton station serves Mill Hills, Moston & Manchester Victoria and provides access to regular services. Latest timetable information can be found at:
www.nationalrail.co.uk

Measures

A number of measures are being implemented and promoted through the Travel Plan. These measures are being implemented under the control of the Travel Plan Co-ordinator referred to earlier. They should be your first point of contact if you have any queries or if you are interested in finding out more about these measures.

Car Share

Car sharing is one of the most effective 'soft' travel planning measures. Not only is it a proven way of reducing the number of car based trips, but it also has a cost saving benefit for participants.

Walking and Cycling Awareness / Schemes

The plan in the welcome pack identifies the areas and facilities within walking and cycling distance, whilst the useful websites list provides details of websites such as TfGM's cycling page. The welcome pack also includes details of general cycling websites which could be useful.

Bus / Train Awareness

It is not always apparent to residents who are new to an area just what their travel options are and the opportunities that exist to travel by bus and train. The Travel Plan therefore aims to make you aware of opportunities to travel by bus and train to help reduce reliance on the car.

Other Potential Measures

Other potential measures are identified in the Travel Plan for investigation following the residents travel survey. More detail on these potential measures can be provided by the Travel Plan Co-ordinator.

USEFUL WEBSITES

General

<https://tfgm.com/>

www.rochdale.gov.uk/

Car share

National websites

<https://liftshare.com/uk>

www.blablacar.co.uk

<http://gocarshare.com/>

Walking and Cycling

General and maps

<https://beeactive.tfgm.com/walking/>

<https://beeactive.tfgm.com/cycling/>

<https://tfgm.pindarcreative.co.uk/>

The Bee Network

<https://beeactive.tfgm.com/bee-network-vision/>

General cycling

www.rochdale.gov.uk/sports-leisure/cycling

www.sustrans.org.uk/national-cycle-network/

www.lovetoride.net

www.britishcycling.org.uk

Journey Planning

<https://tfgm.com/plan-a-journey>

www.rochdale.gov.uk/plan-journey

Public Transport

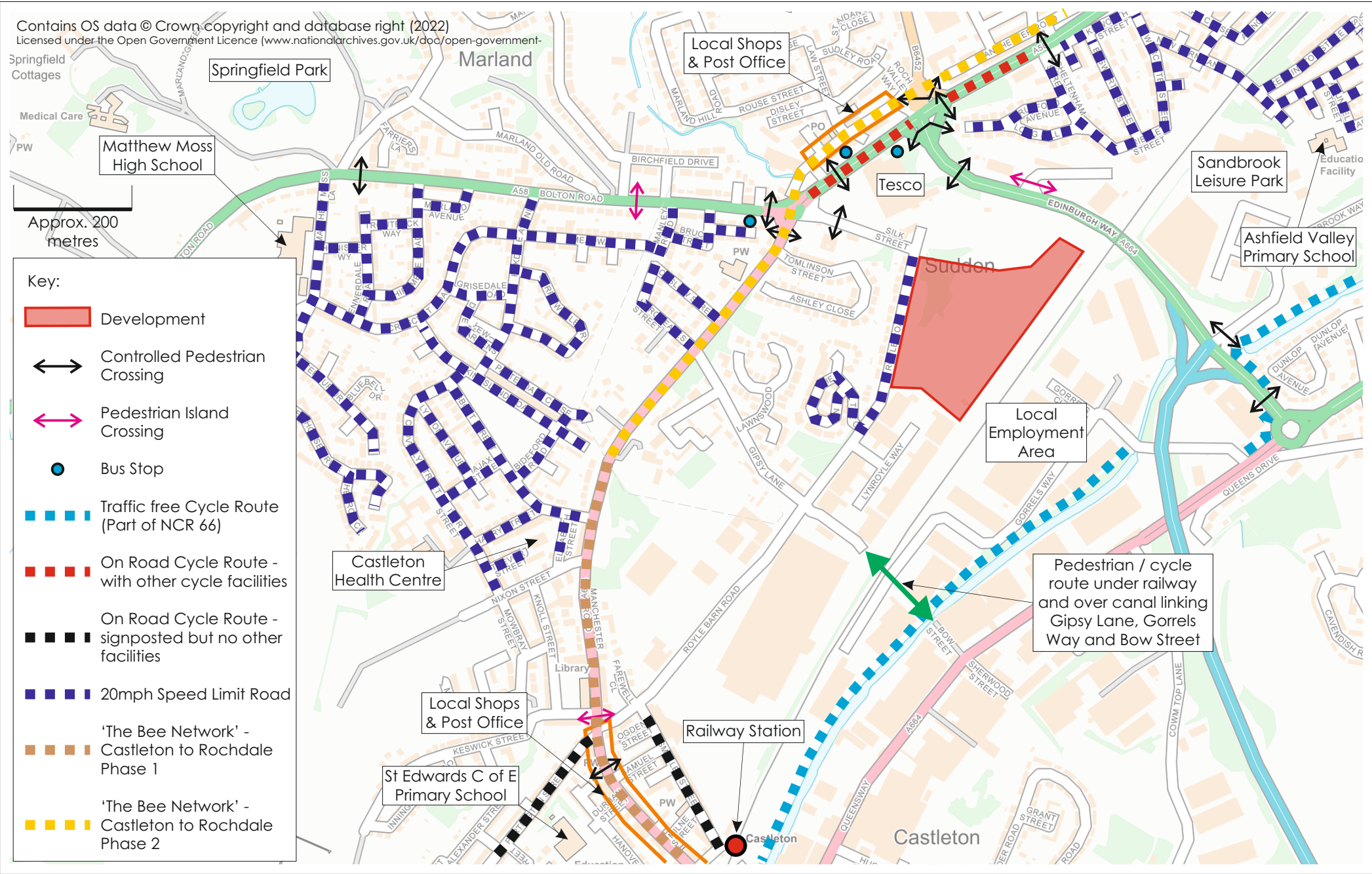
Bus timetables and route maps

<https://tfgm.com/bus/timetables>

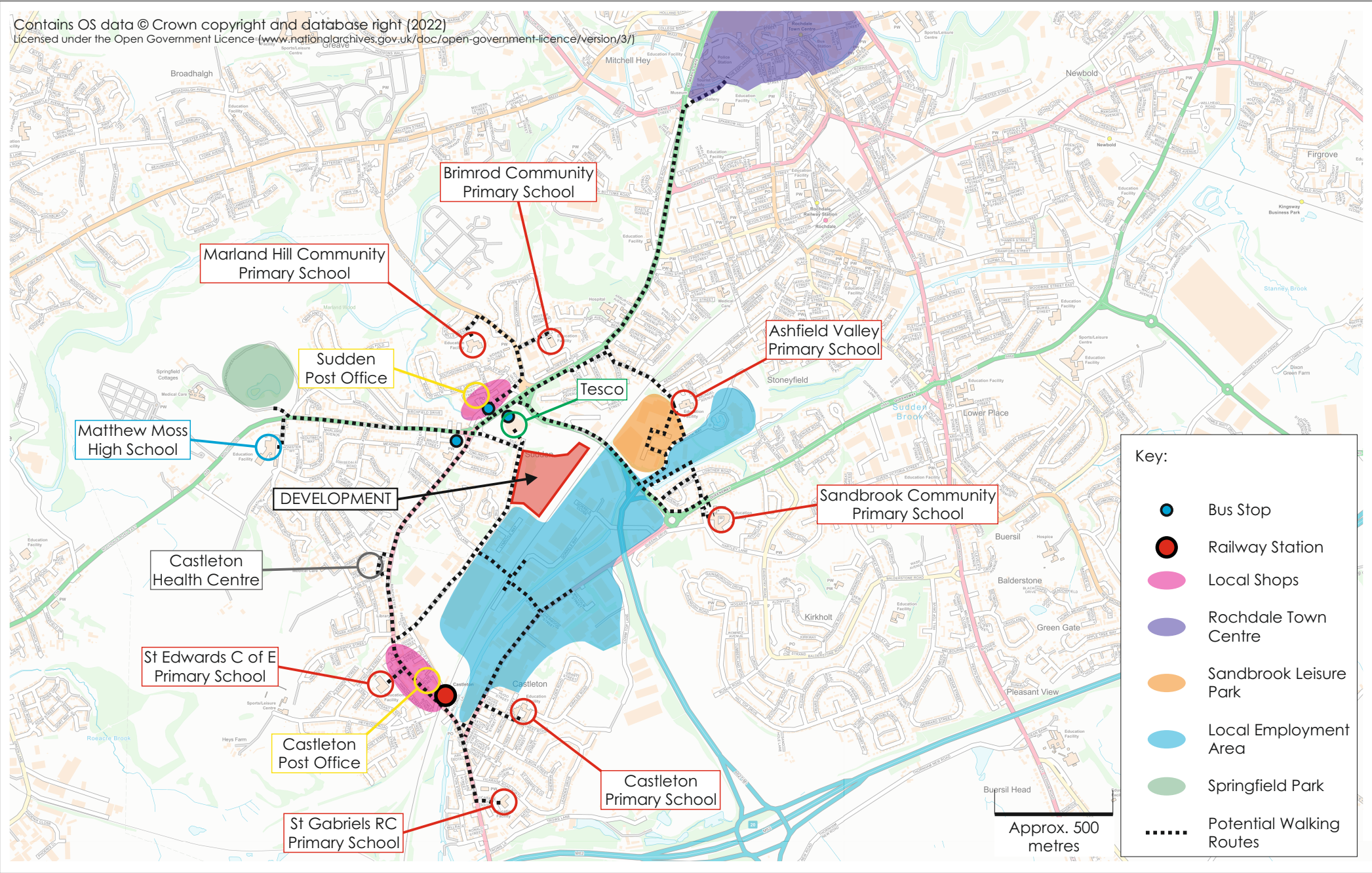
<https://tfgm.com/maps>

Rail

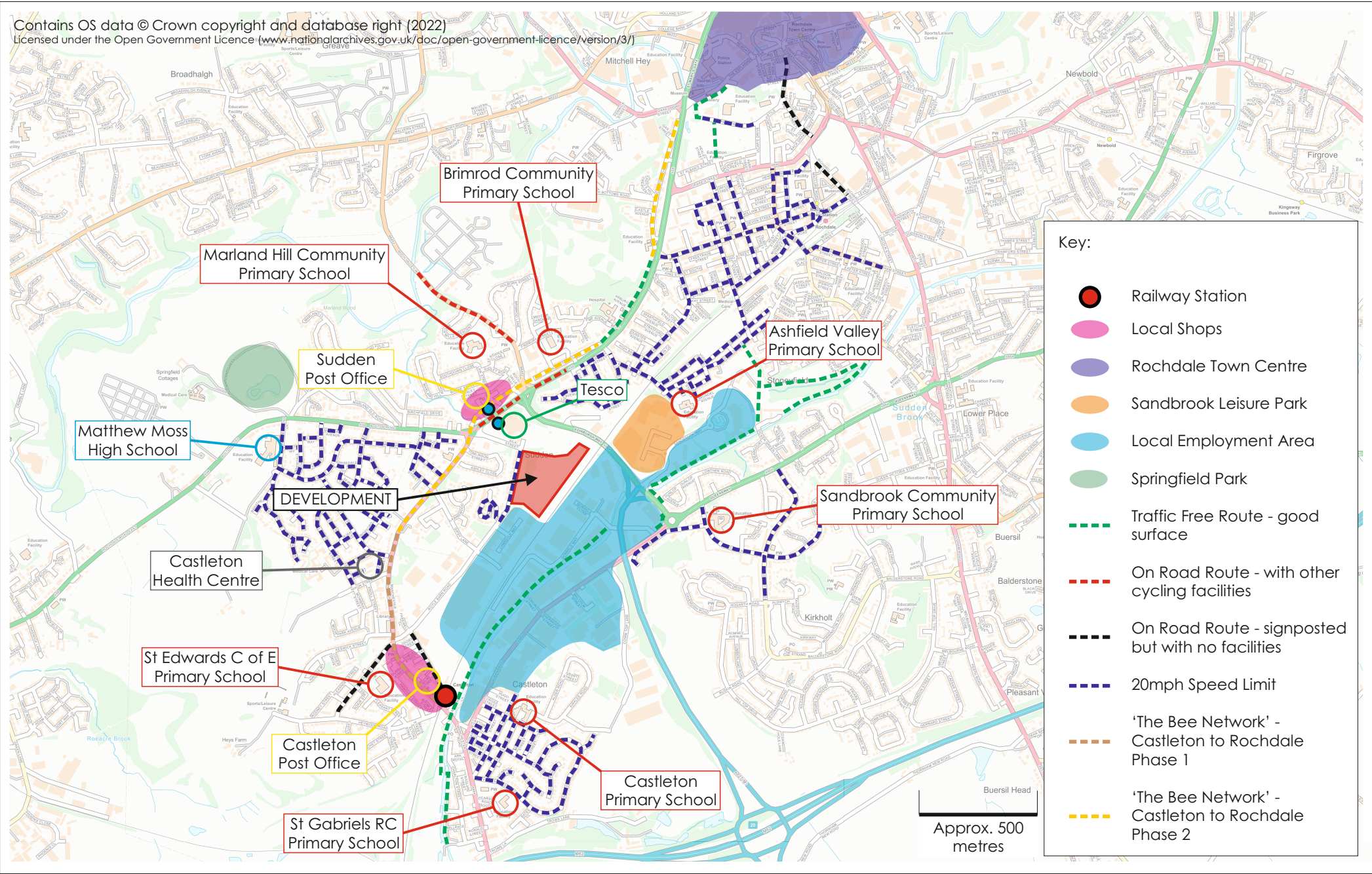
www.nationalrail.co.uk



Plan B Pedestrian Links to Key Facilities



Plan C Cycling Links to Key Facilities





Appendix C: Example Residents Travel Survey



Travel Plan Questionnaire

A Travel Plan is operational at the Former Royle Works, Royle Road development. The aim of the Plan is to help give you the residents of the development a greater choice in the way you travel to and from home.

As part of this process, it would assist us greatly if you could complete this short questionnaire. It will help us target measures which are likely to have the most benefit. We want to hear from everyone who lives in the development even if you don't think the Plan will be a benefit to you.

Name / Address (optional)	
How many people live in your home?	
How many cars are owned by members of your household?	

About your work (each person)		
What is your current employment status?	Unemployed	
	Employed	
	Work from Home	
Can you provide a bit more information about your work patterns? (Tick your typically work pattern)	Work days	
	Work nights	
	Work shifts	
	Work weekends	

How you travel (each person)		
How do you usually travel to work? Tick Bus or Train if these form the main parts of your journey acknowledging that you will undertake parts of the journey on foot or by bike (or possibly get a lift).	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Do you sometimes use another mode of transport to get to work? If so which one? Tick Bus or Train if these form the main parts of your journey acknowledging that you will undertake parts of the journey on foot or by bike (or possibly get a lift).	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	

If applicable, how do you usually travel to school / college?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Do you sometimes use another mode of transport to get to school / college? If so which one?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
How do you usually travel to undertake shopping trips?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Please provide details of where you usually shop		
How do you usually travel to undertake other leisure trips?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Please provide details of the destinations to which the above answer relates		

Sustainable Travel Options

Car sharing is a great way to save money and meet new people. There are a number of car share initiatives operating nationally as set out in the useful website list within your residents welcome pack.

Have you joined either of the identified schemes?	Yes	
	No	
Would you consider joining either of the identified schemes?	Yes	
	No	
If a scheme was set up specifically for the development, would you be more likely to use this than one of the schemes identified in the welcome pack?	Yes	
	No	

Walking. As shown in the plan in your welcome pack, there are a number of key destinations within or around a 2km walk of the development using safe and direct routes.

If you don't usually walk when undertaking work, school, shopping or leisure journeys, will / have the plans included in your welcome pack help / helped encourage you to do so?	Yes	
	No	
If you don't usually walk due to personal safety fears, would you consider walking more regularly if the walk could be made safer? For example through a walking buddy scheme, which put you in touch with other residents of the development who are interested in walking more regularly?	Yes	
	No	
If you don't usually walk to school, would you consider walking more regularly if specific initiatives were explored? For example, walking buses and scoot to school arrangements?	Yes	
	No	

Cycling is a great way to travel (particularly on dry summer days) and get fit. There are also a number of routes available around the development as shown on the plan in your welcome pack.

If you don't already / aren't planning to cycle to work, school, retail or leisure destinations, do you own a bike?	Yes	
	No	
If you do, do you ride your bike more than once a month – for any purpose including recreation?	Yes	
	No	
Would a cycle buddy scheme or a bicycle user group, which put you in touch with other residents of the development who are interested in cycling so you didn't need to cycle alone, encourage you to cycle more regularly?	Yes	
	No	
Would a cycle training scheme, a "try a bike" scheme and/or maintenance checks encourage you to cycle more regularly?	Yes	
	No	

Public Transport. As shown in the plans in your welcome pack, bus stops and Castleton Railway Station are within walking distance (and cycling distance for the station) and provide local services.

If you don't already use public transport would you consider doing so if there was help in planning your journey?	Yes	
	No	
Would you be interested in finding out more about bus / train travel and what help may be available to get you started?	Yes	
	No	

Other incentives. If you currently use the car as your main mode of travel, are there any other measures that would incentivise you to use alternative methods of travel such as car share, walk, cycle or public transport? Please specify.

Thank you for spending the time completing the questionnaire.