

Proposed Residential Development Land off Greenvale, Bamford (Within JPA17 Allocation) 784-B068938

Travel Plan Framework

Revision 02

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Wain Homes Ltd



TETRA TECH

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1.0 Introduction

1.1 Preamble

- 1.1.1 Tetra Tech (TT) has been appointed by Wain Homes (North West) Ltd to provide transport planning advice in relation to a proposed residential development, on land off Greenvale, Bamford, Rochdale.
- 1.1.2 **Plan 1** shows the site location in a wider geographical context, whilst **Plan 2** shows the site location in a local geographical context, along with the local highway network.
- 1.1.3 The proposals are for 43 dwellings, with the proposed site access taken from Greenvale (Application Site). The application for 43 dwellings is a detailed/full application. The proposed site layout is attached in **Appendix A**. Of the 43 dwellings proposed, 7 are affordable homes.
- 1.1.4 The proposals form part of 'JPA17 - Bamford and Norden' (Allocation Site) which is an allocated site within Places for Everyone Joint Development Plan (2022 to 2039) document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan, which was adopted on 21st March 2024. The full JPA17 allocation is for around 450 homes and enhanced sports pitches.
- 1.1.5 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) are Rochdale Metropolitan Borough Council (RMBC). Transport for Greater Manchester (TfGM) is the local government body responsible for co-ordinating transport services throughout the Greater Manchester (GM).
- 1.1.6 The applicant recognises the benefits of maximising sustainable travel to and from the approved development and has commissioned this Framework Travel Plan (FTP) to encourage sustainable travel by future residents. The development location together with its future internal layout will provide a good foundation for providing a sustainable development.
- 1.1.7 The Travel Plan Framework relates to the proposed development (43 dwellings).

1.2 Context of the Proposals within JPA17

- 1.2.1 The proposals in the context of the wider allocation are shown on **Plan 2**.
- Allocation Provision**
- 1.2.2 In addition to the allocated 450 dwellings, JPA17 also includes provision which relates to transport, including the following:
- retaining and enhancing the existing recreational facilities as part of an integrated green and blue infrastructure network on the site.
 - incorporating existing public rights of way along with new routes for active travel into a high quality integrated green infrastructure network that links to existing public rights of way in the countryside to the west and north-west of the site.

- making provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C8., i.e.,
 - Norden Road – new pedestrian crossing
 - Bus stop upgrades at the Norden Road / War Office Road junction
 - Active travel improvements including Furbarn Road improvements and North-South Greenway corridor through the site.

Vision Led

- 1.2.3 In accordance with the Allocation Policy and the National Planning Policy Framework, the proposals are Vision Led. The proposed Travel Plan targets broadly reflect Greater Manchester Transport Strategy 2024 ‘right mix vision’ which is:

“for 50% of trips to be made by sustainable modes, with no net increase in motor vehicle traffic, by 2040.”

1.3 Report Structure

- 1.3.1 Following this introduction, this report is structured as follows:

- **Section 2** introduces Travel Plans (TP);
- **Section 3** provides the aims and targets of the proposed development;
- **Section 4** describes existing sustainable transport provision relevant to the proposed site;
- **Section 5** details the TP measures and describes the monitoring review for the development; and
- **Section 6** sets out the Action Plan for the development.

2.0 Travel Plan Context

2.1 Background

- 2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy car use and encourage travel via more sustainable modes.
- 2.1.2 The Department for Transport's (DfT) 'Making Residential Travel Plans Work' (June 2007) introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1**.

Figure 2.1: TP Pyramid from DfT's 'Making Travel Plans Work'

The travel plan pyramid



- 2.1.3 The use of a pyramid structure to illustrate the 5-tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is the base, which shows the key to making TPs work is the actual location of the development and its proximity to local facilities and services essential to everyday life. In this respect, the site has been allocated for housing and therefore the site has been found to be accessible via sustainable modes.
- 2.1.5 The second layer of the pyramid refers to how the built environment can assist in reducing single occupancy vehicles and increase the usage of sustainable travel.

- 2.1.6 Level 3 of the pyramid relates to the Travel Plan Co-ordinator (TPC). This FTP identifies that a TPC will be appointed to implement and monitor the TP and to develop further measures to maximise sustainable travel at the development, where appropriate. The TPC will coordinate and report on the periodic reviews of the TP for five years, from first occupation. At this juncture it can be seen that the development will achieve the three most important aspects of delivering a successful TP.
- 2.1.7 Level 4 of the pyramid looks at how parking management and public transport can influence travel choices. Car parking provision at the site will be provided in accordance with Appendix 5 of RBC's Adopted Core Strategy.
- 2.1.8 The top layer of the pyramid relates to how the TP will be marketed and how the measures within the TP are to be promoted. These are set out in **Section 5** of this TPF. Future residents at the development will be made aware of the aims of the TP and will be provided with a Travel Pack which sets out the travel choices and alternatives to car travel available.

2.2 Travel Plan Benefits

- 2.2.1 There could be a large number of benefits that will be derived from the successful implementation of the TP at the proposed development for residents and visitors, as well as the wider community. The DfT guidance on 'Making Residential Travel Plans Work' identifies the following benefits:
- Reduced traffic, congestion, air pollution and accidents;
 - Improved accessibility and travel choice for reaching local facilities;
 - Increasing scope for child-friendly housing layouts; and
 - Improving access by the wider community to the development by sustainable modes of transport.
- 2.2.2 The residents and visitors of the approved residential development can expect to enjoy:
- Improved health and fitness through increased levels of walking and cycling;
 - Increased flexibility offered through wider travel choices;
 - The social aspects of sharing transport with others; and
 - A better environment within the site and its immediate environs, as vehicular movements are minimised.
- 2.2.3 In terms of the wider community, the successful implementation of the TP will lead to reduced traffic impacts as a result of the reduction in single occupancy car use.

3.0 Aims, Objectives and Targets

3.1 Aims and Objectives

- 3.1.1 The headline aim of the TP is to promote sustainable travel and to widen travel choices for residents, seeking to encourage modal shifts away from single occupancy vehicle trips.
- 3.1.2 The specific objective of the TP is to set out the motivation and factors that would help achieve the overall aim for the site.
- 3.1.3 Therefore, the key objectives of this TP are to:
- Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car;
 - Highlight the health and environmental benefits of using sustainable travel modes;
 - Reduce the reliance upon the private car;
 - Enable people to make more informed and therefore better choices;
 - Minimise congestion on the local highway network; and
 - Ensure residents are aware of the TP and its purpose.

3.2 Targets

- 3.2.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' (i.e. **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related).
- 3.2.2 Targets come in two forms.
- 'Action' type targets – these are non-quantifiable actions that need to be achieved by a certain time; and
 - 'Aim' type targets – these are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.
- 3.2.3 The 'action' targets include activities such as employing a TPC, producing and issuing the Travel Information Packs (TIPs) to the residents. These are set out in **Sections 5 and 6** of this TPF.
- 3.2.4 The 'aim' targets relate to modal shift and focuses on increasing the use of sustainable travel modes and reducing the use of single occupancy vehicles. To set 'aim' targets of reducing the reliance on private car travel and increasing the use of sustainable modes, an investigation of the travel trends and characteristics of residents at the proposed site will be undertaken once the site reaches 25% occupancy. The TP 'aim' targets should seek to achieve a realistic and feasible reduction in single occupancy vehicle trips over the first 5 years from when the development is occupied, with a full review scheduled after year 5.

3.3 Initial Travel Research – Aim Targets

- 3.3.1 This section sets out the initial mode shift targets based on census data. Site specific mode shift targets will be set following the initial travel survey, to be carried out once the site is 25% occupied.
- 3.3.2 The initial mode shares have been identified using the TRICS average trip rate data from the Transport Assessment and those are set out in **Table 3.1**.

Table 3.1: TRICS Data – Mode Share based on Average Trip Rates

Mode	TRICS Modal Share
Pedestrians	8.3%
Cyclists	3.0%
Public Transport User	10.0%
Vehicle Driver	55.7%
Vehicle Passengers	23.1%
Total	100%

- 3.3.3 **Table 3.1** provides an initial indication of the likely mode share percentages at the site prior to the travel survey being carried out and without the influence of the TP measures. Using the existing mode share percentages identified in **Table 3.1** an example of the approximate indicative mode shift target that could be achieved with an effective residential TP are set out in **Table 3.2**.

Table 3.2 - Indicative Residential TP targets

Mode	Baseline Model Split (census data)	Year 5 target	Model Shift	Target Year
Pedestrians	8.3%	8.3%	0%	Year 5
Cyclists	1.2%	3.0%	+1.8%	Year 5
Public Transport User	3.0%	10.0%	+6%	Year 5
Vehicle Driver	61.9%	55.7%	-5.2%	Year 5
Vehicle Passengers	25.6%	23.1%	-2.5%	Year 5

- 3.3.4 The figures in **Table 3.2** are indicative only and will be finalised following the initial travel survey and these will be set out in an updated TP.

4.0 Accessibility via Sustainable Travel Modes

4.1 Preamble

- 4.1.1 This section provides an assessment of the accessibility of the site by sustainable travel modes.
- 4.1.2 As requested by the TfGM pre-app comments, the existing site has been reviewed against the Greater Manchester Accessibility Level (GMAL). The GMAL postcode data has been reviewed, and the nearby locations score the following Accessibility Levels in GMAL in the existing situation (scores range from Level 1, lowest accessibility to Level 8, highest accessibility):
- Linnell Drive, directly opposite the site to the north (most representative score for the proposed 43 dwellings): **Level 3**
 - The Springs, northeastern corner of the site: **Level 3**
 - Bamford Mews: **Level 4**
- 4.1.3 The TfGM pre-application comments describe how Norford Way is on TfGM's bee network map as a preferred route for active travel, and TfGM also state that it is expected that the nearby section of Bury Road will become a route that would connect the bee network to both Bury and Rochdale town centres. The proposals connect to Norford Way via Greenvale, which is a street lit, quiet street with footways to both sides of the carriageway, therefore providing suitable access to TfGM's bee network.

4.2 Sustainable Transport Improvements – For JPA17

- 4.2.1 The off-site sustainable transport improvement identified within PfE for JPA17 include:
- A signalised pedestrian crossing point on Norden Road.
 - Upgrading of the existing bus stops on Norden Road / War Office Road.
- 4.2.2 Preliminary layout drawings of the off-site sustainable transport improvements have been prepared and are provided in the submitted TA.
- 4.2.3 The preliminary layout drawings provide a layout for costing, such that the applicant can provide proportionate funding (9.56%) towards these improvements within a Section 106 Agreement.

4.3 Accessibility on Foot

- 4.3.1 The Chartered Institution of Highways and Transportation's (CIHT) document 'Guidelines for Providing for Journeys on Foot' states, in paragraph 1.12, that:
- "...walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile."*
- 4.3.2 Whilst superseded by the NPPF, 'Planning Policy Guidance 13 (PPG13) – Transport' sets out useful guidance related to walking catchments, which is still widely accepted. Paragraph 74 states:
- "...walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres."*

- 4.3.3 In respect to this guidance, **Plan 3** has been prepared which shows the local amenities and facilities which are accessible within a 1km and 2km walk from the centre of the site using existing footways and Public Right of Way (PRoW).
- 4.3.4 **Plan 3** shows that within the 1km walking catchment there is Bamford Precinct which includes a dentist, a convenience store, an ATM, a restaurant, a hairdresser, a dry cleaner and a take-away. Additionally, within the 1km catchment there are 5 sports facilities (football, cricket, tennis, bowling and martial arts), a public house with a restaurant, Bamford Academy primary school and a Scouts Hut.
- 4.3.5 In addition to the facilities within the 1km catchment, there are the following further facilities within the 2km walk catchment; six restaurants, five places of worship, three convenience stores. Three primary schools, two sports clubs, two post offices, a butcher, a café and a nursery.
- 4.3.6 To the edge of the 2km catchment, there are further facilities and amenities which are also be accessible on foot to those who choose to walk beyond 2km.
- 4.3.7 In terms of infrastructure, the local highway network has good quality footway provision, mainly around 1.5 to 2m wide and the roads are street lit and overlooked.
- 4.3.8 As set out in Section 4.2, the JPA17 allocation will bring forward a signalised crossing point on Norden Road, which will encourage travel on foot and enhance highway safety.

4.4 Accessibility by Cycle

- 4.4.1 A distance of 5km is widely recognised as being a reasonable cycle distance. **Plan 4** shows a 5km cycling catchment from the centre of the site. Within the 5km catchment the vast majority of Rochdale can be accessed, as well as the town of Heywood. Those destinations include leisure, retail, employment and other facilities which can be accessed by cycle.
- 4.4.2 In recent years, there has been a significant uptake in electric bikes (i.e. e-bikes). An e-bike features a pedal-assist motor which can propel the cyclist at 15.5mph, while the batteries are capable of c.100km on a single charge. Assuming a reasonable commute time of 25mins, a cyclist on an e-bike could travel a distance of 10km.
- 4.4.3 **Plan 4** also shows a 10km e-bike catchment from the centre of the site. Within the 10km catchment Bury, the town of Middleton, as well as the northern sector of Oldham can be accessed. Those destinations include leisure, retail, employment and other facilities which can be accessed by e-bike.
- 4.4.4 The cycle network map for Rochdale is shown in **Appendix J**. This shows that in the vicinity of the site, a traffic free route is provided on Furbank Lane and Edenfield Road features some sections with cycle lane.
- 4.4.5 Furthermore, Bury and Rochdale Old Road in the south features cycle lanes to both sides of the road heading towards Rochdale town centre.

4.5 Accessibility by Bus

- 4.5.1 The location of the nearest bus stops to the site are shown on **Plan 2**.

- 4.5.2 The bus stops located closest to the proposed site are situated on Norden Road (SB stop) / Bagslate Moor Road (NB stop), near Springbank Lane, approximately a 700m walk from the centre of the proposals, which is acceptable to a high frequency bus stop.
- 4.5.3 The walk distance to these bus stops via the PRow network could be 550m from the centre of the site, should a PRow connection on the eastern side of the site be provided by the LHA. That said, the proposals are not reliant on this link being provided.
- 4.5.4 Once the wider JPA17 allocation comes forward, the nearest bus stops will be the Norden Road bus stops near Belgium Street and those bus stops will be a c.450m walk from the centre of the site.
- 4.5.5 A bus stop is also provided on Clay Lane, approximately 850m walk from the centre of the site.
- 4.5.6 The bus services available in the vicinity of the site are outlined in **Table 7.1**.

Table 7.1 – Bus Services Accessible from the Proposed Development

Service	Route	One Way Frequency per Hour					
		AM Peak	Inter Peak	PM Peak	After 7pm	Sat	Sun
Services from Norden Road / Bagslate Road							
17	Norden - Rochdale - Middleton - Blackley - Manchester	3 services operating at 05:56, 06:16 and 06:35				0	
433	Bury-Fern Grove-Fairfield General Hospital-Norden	1	1	1	0.5*	1	0.5*
442	Norden-Bagslate-Bamford-Broadhalgh-Rochdale	1-2	1	1	1	1	1
467	Bury-Jericho-Bamford-Caldershaw-Sotland-Rochdale	2	2	2	2	2	1
468	Bury- Fairfield General Hospital-Bamford- Rochdale	2	2	2	1	2	1
832	Oldham Mumps - Higginshaw - Heyside - Shaw - Norden	1 service during the AM and PM peak hour from running from Blue Coat School to Norden during the weekday					
887	Buersil Head - Bamford - Spotland - Catley Lane Head	1 service during the AM and PM peak hour from running from Bramhall High School to Webb Lane during the weekday					
967	Rochdale - Caldershaw - Bamford - Jericho - Bury - Fishpool	1 service during the AM and PM peak hour from running from Bury CE High School to Rochdale Lane during the weekday					
968	Rochdale - Bamford - Fairfield General Hospital - Bury	1 service during the AM and PM peak hour from running from St Gabriel's RC High School to Rochdale Lane during the weekday					

998	Rochdale – Bamford – Rawtenstall - Waterfoot	1 service during the AM and PM peak hour from running from Bacup Grammar School to Rochdale Lane during the weekday					
Services from Clay Lane							
461	Rochdale- Spotland- Bagslate- Shawfield circular	1	1	1	0	1	0

*0.5 equates to one service every 2 hours.

- 4.5.7 **Table 7.1** shows that between Monday and Saturday, there are typically 6 one-way buses an hour (12 two-way) available during the peak period within a 650m walk of the site. The bus services provide access to Norden, Rochdale, Middleton, Bury, Fairfield General Hospital, Spotland and various other destinations.
- 4.5.8 On Sundays, there is typically 3 to 4 bus services an hour in each direction, providing a convenient link between Norden, Rochdale, Bury, Fairfield General Hospital, Spotland and various other destinations.
- 4.5.9 Bus Services 832, 887, 967 998 and 968 are School bus services running 1 service during the day to the various schools and colleges.
- 4.5.10 The bus stops within a short walk distance from the site provide access to a good range of bus services, with hourly frequencies to number of key local destinations.
- 4.5.11 As set out in Section 4.2, the JPA17 allocation will deliver upgrades to the bus stops at Norden Road / War Office Road and the applicant is willing to proportionally contribute towards those bus stop upgrades.
- 4.5.12 Furthermore, to assist in achieving the GM Vision, the applicant is willing to contribute a towards public transport funding, if justified.

4.6 Summary

- 4.6.1 The proposed development is well located for access on foot. The roads within the vicinity of the site have good quality footway provision and a wide number of facilities and amenities are accessible on foot, including local shopping destinations, eateries, schools and leisure facilities.
- 4.6.2 A wide number of employment destinations can be reach by cycle, including Heywood and areas in the west of Rochdale. The e-bike catchment also includes the whole of Rochdale, Bury town centre and Middleton.
- 4.6.3 The nearest bus stops are about 700m walk from the centre of the proposals, via the existing highway network. The walk distance will be reduced to circa 450m, following the implementation of the wider JPA17 proposals.
- 4.6.4 The bus services on Norden Road provide a high frequency service of 12 buses an hour (two-way), to a wide variety of destinations. This existing high frequency bus provision will assist in promoting sustainable travel at the site.

- 4.6.5 In conclusion, the proposals are accessible via sustainable travel means and is therefore compliant with national and local policies on sustainable transport provisions.
- 4.6.6 Nonetheless, the proposals will provide:
- an east to west pedestrian link through the site, which will allow future tie into the wider allocation greenways.
 - provide a suitable contribution to public transport (per-dwelling) to be agreed with TfGM, if justified.
- 4.6.7 The wider JPA17 allocation will deliver:
- greenways across the allocation site,
 - a signalised pedestrian crossing point on Norden Road.
 - Upgrades to the existing bus stops on Norden Road / War Office Road.
 - provide a suitable contribution to public transport (per-dwelling) to be agreed with TfGM, if justified.
- 4.6.8 Furthermore, the wider allocation will increase bus patronage significantly, resulting in some bus service improvements on a commercial basis.
- 4.6.9 The applicant is willing to proportionately contributed towards the signalised pedestrian cross and the bus stop upgrades.
- 4.6.10 These measures will assist the site in achieving the Transport Vision, which is to work towards the GM Transport Strategy 2040 'Right Mix Vision'.

5.0 Proposed Travel Plan Measures

5.1 Introduction

5.1.1 The TP measures are:

- Appoint a Travel Plan Co-ordinator (TPC);
- Encourage and promote sustainable travel;
- Develop and distribute TIPs to residents;
- Encourage residents to take part in travel surveys; and
- Plan reviews of travel behaviours.

5.2 Travel Plan Co-ordinator

5.2.1 The TPC will be appointed within three months of the initial occupancy of a dwelling and will act as a liaison point for any issues relating to the TP. This will include liaising with the local authorities and public transport operators, if necessary.

5.2.2 In terms of roles and responsibilities, the TPC will be expected to:

- Administer/manage the TP and provide a liaison in implementing the plan with the local authority;
- Produce the TIPs, which will:
 - set out the local walking routes;
 - set out the local cycling routes;
 - describe the health benefits of walking and cycling;
 - contain details of public transport services (i.e. timetables and route information);
 - Encourage car sharing; and
 - Provide their details as a point of contact for travel information.
- Ensure that all residents receive their TIP;
- Follow the timeline for the implementation of the TP measures;
- Coordinate the initial travel surveys upon 25% occupation;
- Establish the TP 'aim' targets following the initial travel survey;
- Ensure the availability of the most up-to-date travel information;
- Market and advertise new initiatives relating to the TP;
- Provide a point of contact with LPA, LHA and transport operators, if necessary;
- Manage the travel surveys in years 2, 4 and 5 of the TP;
- Produce a monitoring report to be submitted to the LHA;
- Evaluate progress towards the TP 'aim' targets; and
- Update the TP, as necessary, following travel surveys.

5.3 Encourage and Promote Sustainable Travel

- 5.3.1 All residents would be made aware of the existence of the TP, its aim and objectives.
- 5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes. The TPC will therefore prepare TIPs, which should contain suitable information concerning local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information. These TIPs should be regularly updated with the newest information available and will be made available for new site residents.
- 5.3.3 The TPC will be fundamental in the implementation and success of the TP. It is vital that the TPC is involved with some aspects of the development so that they can promote and achieve sustainable transport solutions.

5.4 Resident Travel Information Packs

- 5.4.1 Residents TIPs will be prepared and issued upon first occupation. The TIPs will include:
- Site specific public transport information. This will explain what buses can be taken to specific key destinations for shopping, education, employment, etc. Information relating to any discounted travel season tickets, etc., would also be included;
 - Information about the TP and its benefits, as described previously;
 - Summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services, etc.; and
 - Walking and cycling maps showing local walking and cycling routes in relation to local facilities, including sports centres, cinemas, pubs, health centres and shops.
- 5.4.2 Residents TIPs will be made available as part of the handover/ homeowner's pack, as either hard or electronic copies, depending on the housebuilder's preference.

5.5 Travel Survey

- 5.5.1 The first step to developing the operational TP is to establish how the site users make journeys to and from the site. A travel survey will be conducted once 25% of the proposed dwelling have been occupied. The results of the surveys will provide a valuable 'baseline' against which the success of the TP will be measured in reducing car journeys and increasing journeys by walking, cycling and public transport. As part of the monitoring and review process, the travel survey will be carried out in years 2, 4 and 5, following full occupation of the development.
- 5.5.2 The survey will be performed to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP. By conducting the survey once every two years this will give an indication of how travel behaviours are changing at the site and provide an important indication of the success of the TP. A typical TP questionnaire is shown in **Appendix B**.
- 5.5.3 The travel survey will be used to establish how residents at the site travel, what potential there is for change (e.g. the numbers of people who would like to walk, cycle or use public transport, but

are unable to do so), what are the most significant deterrents to walking, cycling and using public transport and what would encourage people to reduce car use.

5.5.4 The following information can be obtained by the survey:

- How residents usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others);
- Where residents are generally travelling to/ from;
- What are the barriers for walking or cycling, and why do these barriers exist;
- What could be done to overcome the barriers to walking and cycling;
- Opinions toward existing bus services and how these may be improved to cater for site specific travel needs; and
- How residents would like to travel if they had the choice and whether they own a bicycle or have a bus pass.

5.6 Plan Review

5.6.1 Following each travel survey the TPC will collect the data, produce a monitoring report, review the measures in the TP, update the measures, if necessary, and include any amended measures in the monitoring report.

5.6.2 The TP reviews will assess the success of the plan to date and identify measures which could potentially be included in the future.

5.6.3 Information gathered as part of the continuous monitoring process would be made available to RBC. Through this medium, future strategies for further delivering TF objectives can be considered in partnership between the residents, RBC and transport providers.

6.0 Action Plan

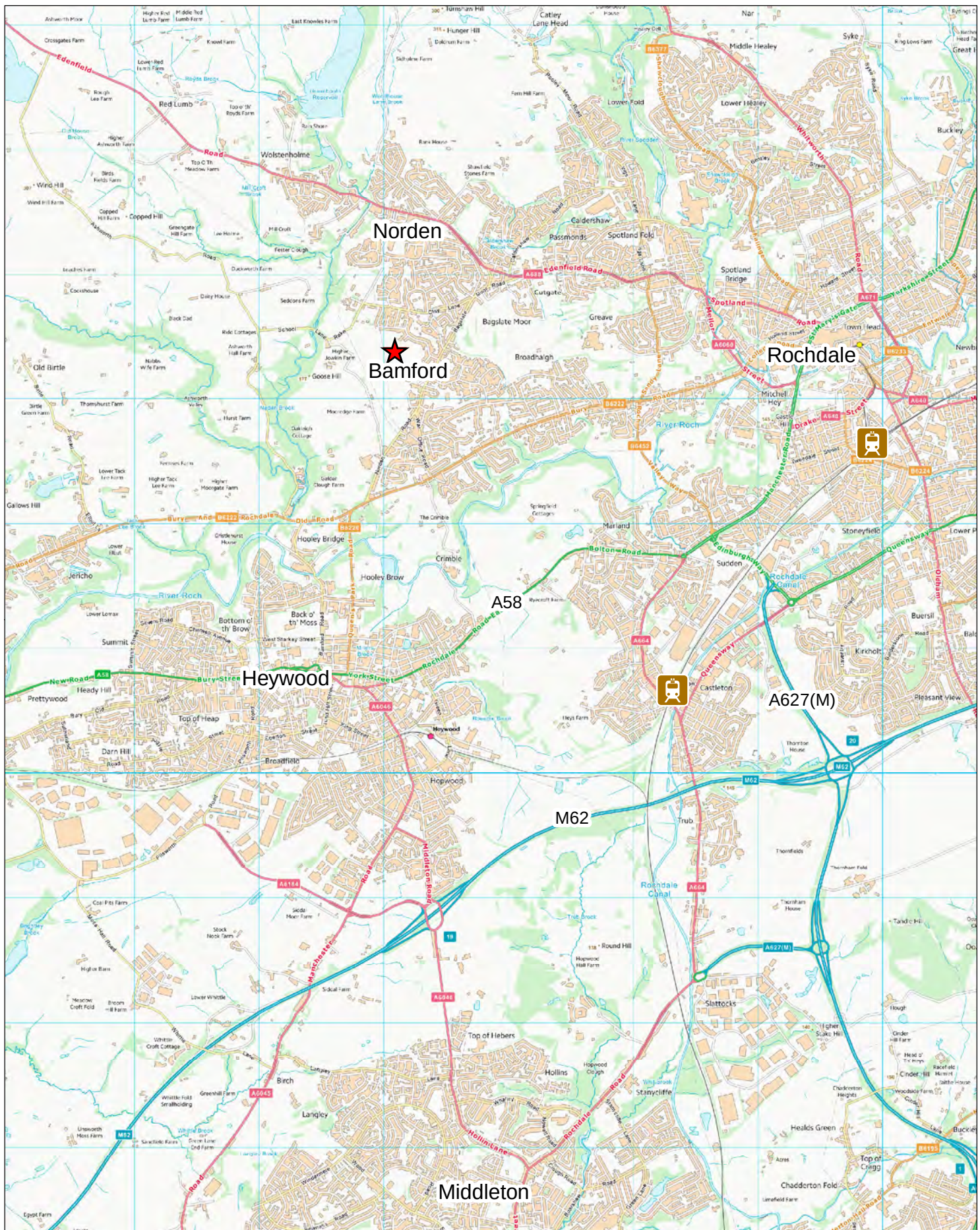
6.1 Measures and Actions

6.1.1 The preliminary action plan for the TP is set out in **Table 6.1**. These will mainly be carried out by the appointed TPC (Travel Plan Co-ordinator).

Table 6.1: Preliminary Action Plan

Action	Target Date	Responsibility
Develop an on-site layout conducive to travel via sustainable modes	Complete – Built into the approved design	Masterplanner / Highway Engineer
Appoint TPC and inform RBC of contact details	3 months of initial occupation	The developer
Prepare TIPs	Between TPC appointment and first occupation	TPC
Provide all residents with TIPs	Issues upon first occupation	TPC
Undertake initial travel survey	Upon 25% occupation	TPC
Produce an initial TP monitoring report to include ‘aim’ targets	Following initial travel survey	TPC
Liaise with RBC to agree ‘aim’ targets	Following initial travel survey	TPC
Update TP – if necessary	Following initial travel survey	TPC
Undertake periodic travel surveys	Year 2, 4 and 5 following full occupation	TPC
Prepare monitoring reports	Following periodic travel surveys	TPC
Liaise with RBC regarding TP monitoring	Following periodic travel surveys	TPC
Update TP – if necessary	Following periodic travel surveys	TPC

Plans



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Plan 1: Site Location
 Proposal: Proposed Residential Development
 Location: Greenvale, Bamford, Rochdale
 TT Job No.: 784-B068938



Legend

-  Site Location
-  Train Stations

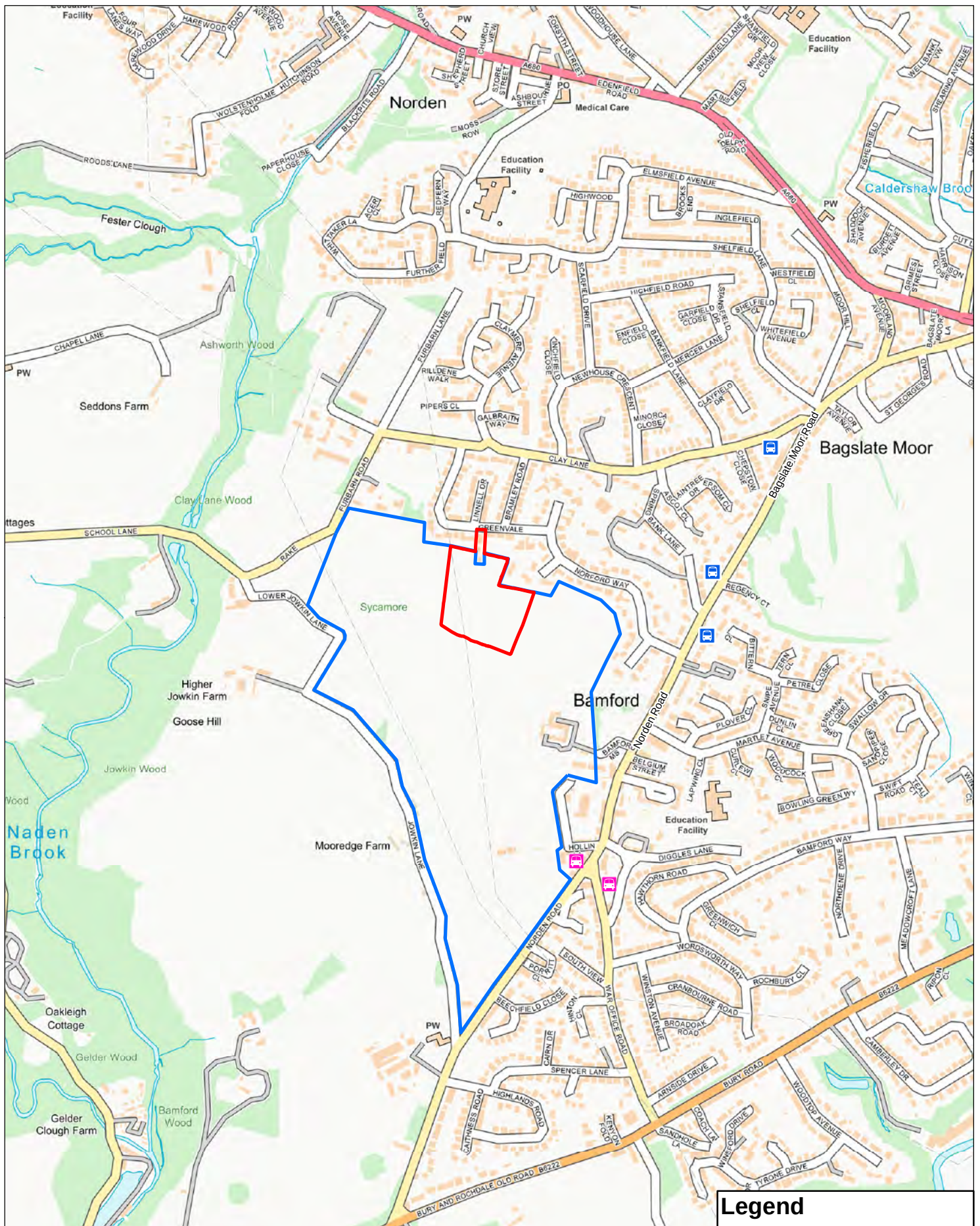
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Scale: 1:40,000 @A4

27 March 2025

NGR: 386,861 E / 411,236 N

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Plan 2: Local Highway Network
 Proposal: Proposed Residential Development
 Location: Greenvale, Bamford, Rochdale
 TT Job No.: 784-B068938



0 125 250 375 500 Meters

Scale: 1:10,000 @A4

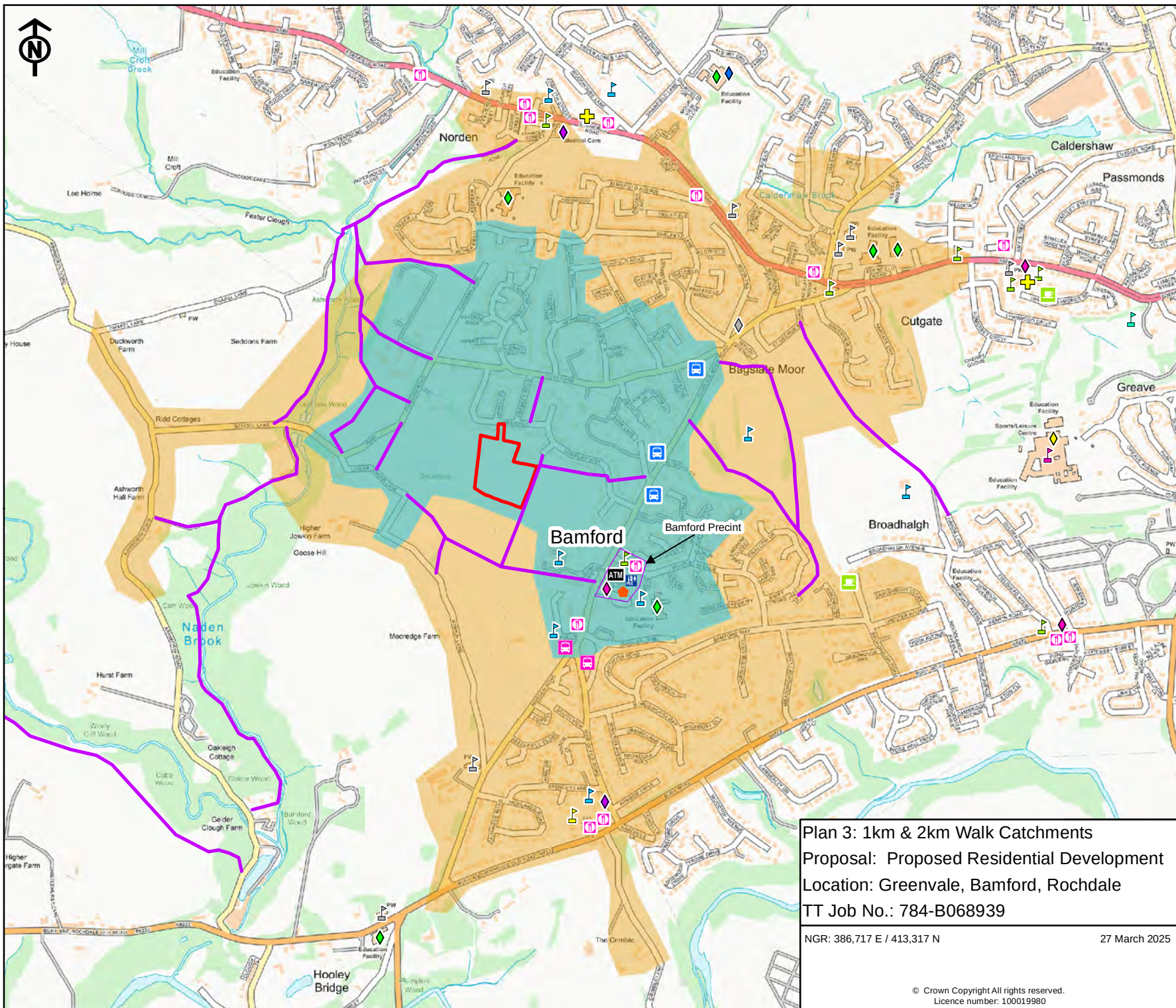
27 March 2025

NGR: 386,052 E / 413,393 N

Legend

-  Existing Bus Stops to be upgraded
-  Approx Site Boundary
-  Approx Allocation Boundary
-  Bus Stop

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Legend

- Dry Cleaner
- ☎ Hairdresser
- PRow
- ✚ Pharmacy
- 🚌 Bus Stop
- 🏠 Existing bus stops to be upgraded
- 🍽 Restaurants
- 🏧 ATM
- ☕ Cafe
- 📖 Library
- 🏰 Nursery
- 📮 Post Office
- 🦷 Dentist
- 🎓 Secondary School
- 🎓 Primary School
- 🏠 Place of Worship
- 🌳 Parks
- 🎡 Leisure Facilities
- 🏪 Convenience Store
- 🏋 Sports Club
- 🥩 Butchers
- 🟦 1km Walk Catchment
- 🟠 2km Walk Catchment

Plan 3: 1km & 2km Walk Catchments
Proposal: Proposed Residential Development
Location: Greenvale, Bamford, Rochdale
TT Job No.: 784-B068939

NGR: 386,717 E / 413,317 N

27 March 2025

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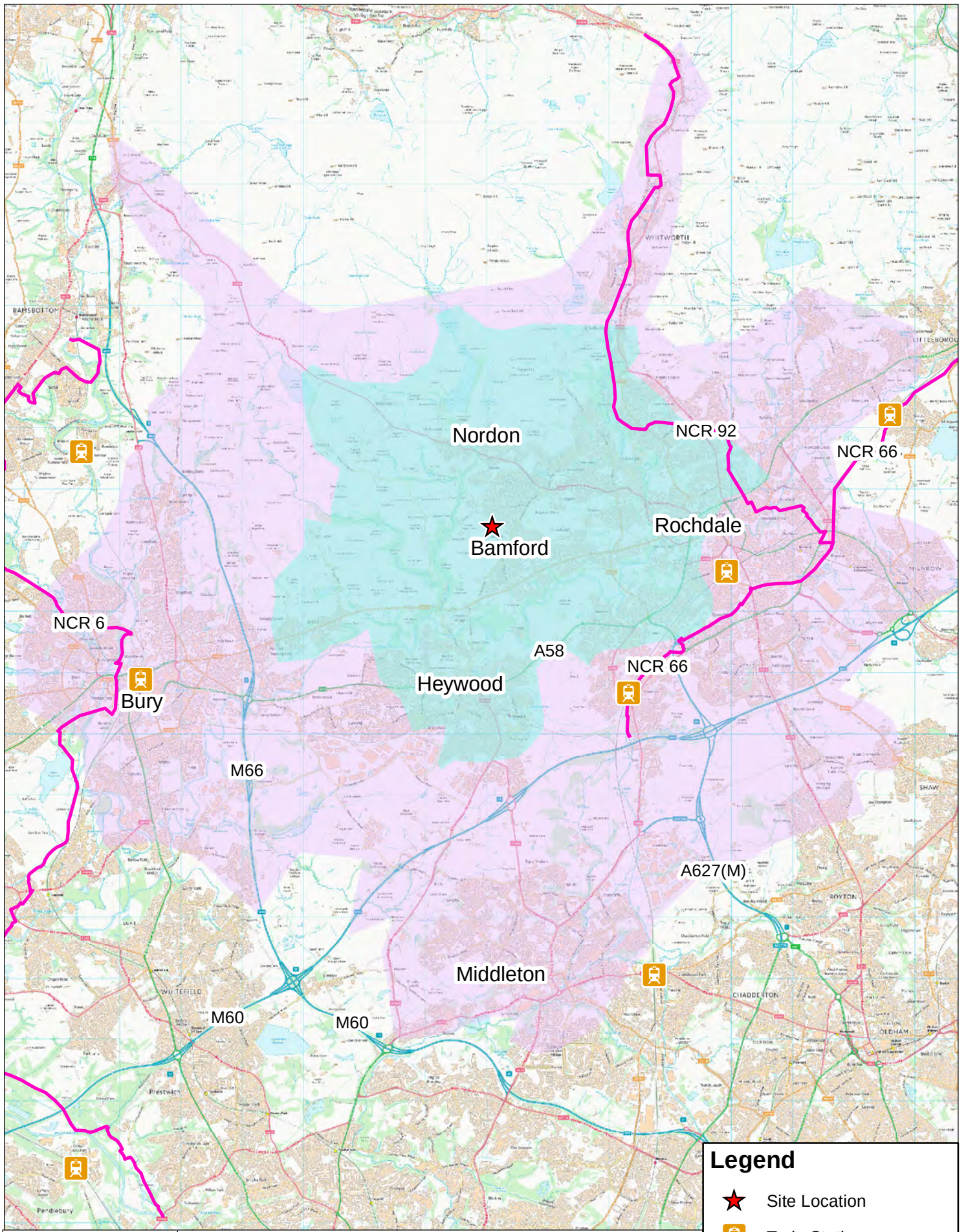


TETRA TECH

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0 125 250 375 500 Meters

Scale @ A4 1:15,000

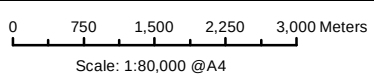


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Plan 4: 5km & 10km Cycle Catchments
Proposal: Proposed Residential Development
Location: Greenvale, Bamford, Rochdale
TT Job No.: 784-B068938



27 March 2025
NGR: 385,910 E / 411,906 N

Legend

-  Site Location
-  Train Stations
-  National Cycle Route
-  5km Cycle Catchment
-  10km eBike Catchment

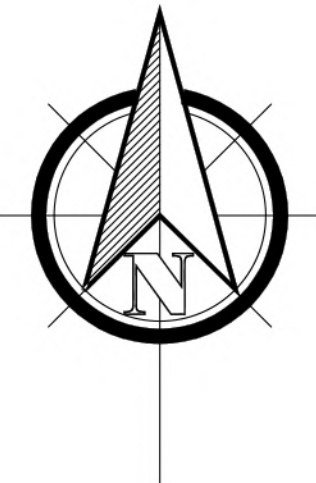
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Appendices

Appendix A: Proposed Site Layout

GREENVALE, BAMFORD

general notes:
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KEY

- Application Boundary
- Denotes 1.8m high feathered edge timber fence (refer to detail FD-004)
- Denotes 1.8m high brick wall (detail tbc)
- Indicative planting
- Denotes timber gate
- Denotes shared drives
- Denotes raised tables
- Denotes affordable housing units
- Existing trees to be retained



D	19/03/2025	ELC	Blocks updated to issue 02. Minor amendments following production of planning pack.
C	04/03/2025	ELC	Overhead cable swing lines updated. Plots along swing line adjusted accordingly. Indicative frontage links, SuDS & pump station noted.
B	04/03/2025	ELC	Plot 2 changed to HD. Plot 23 & 24 changed to STA & PEA respectively.
A	04/03/2025	ELC	Sub-station moved & access road adjusted to accommodate. Plot 41 swapped to HD. Plot 6 swapped to PEA. Plots 9-12 revised. 23-25 noted.
Rev.	Date	By	Description

Client:

Wain
HOMES

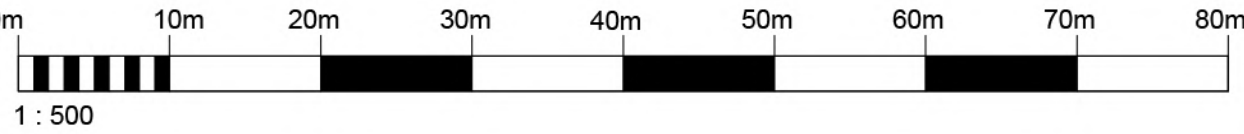
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Project:
GREENVALE
BAMFORD
ROCHDALE

Drawing Title:
COLOURED SITE LAYOUT

Drawn: ELC	Checked: PGM	Scale: 1:500	Date: 19/02/2025
Job No: 23-025	Drawing No: 401C	Rev: D	



1 : 500

GREENVALE, BAMFORD, ROCHDALE							
Code	House Type	Bed & Type	Storey	Parking	Unit No.	Build Sq/Ft	Total Build Sq/Ft
Affordable							
BEC	Beckfold	2B-3P Mews / Semi	2	2PS	7	771	5397
Sub-Total					7	771	5397
Open Market							
PAR	Parkland	3B-4P Semi	2	2PS	5	1012	5060
MEA	Meadowdale	3B-4P Detached	2	2PS	7	1093	7651
HIG	Hillstone	4B-7P Detached	2	2PS + SIG	8	1396	11168
PEA	Peakridge	5B-8P Detached	2	2PS + SIG	6	1679	10074
STA	Standish	5B-8P Detached	2	2PS + SIG	4	1907	7628
CAP	Capstone	5B-8P Detached	2	2PS + SDG	6	2240	13440
Sub-Total					36	9327	55021
TOTAL					43	10098	60418
Gross Site Area			6.66 Acres				
Nett Site Area			4.23 Acres				
Net Density			10 Units / Acre				
Sqft / Net Developable Acre			14283 SqFt / Acre				

Appendix B: Example Travel Survey

3. Age ☐ Under 25 ☐ 25-34
☐ 35-44 ☐ 45-54 ☐ 55+

☐ 0 ☐ 2 ☐ 4+

☐ 1 ☐ 3

☐ 0 ☐ 2 ☐ 4+

☐ 1 ☐ 3

Cars	Bicycles	Motorcycles/Scooter

☐ Food Store ☐ Schools ☐ University
☐ Bank ☐ Doctors ☐ Restaurant

	Resident 1	Resident 2	Resident 3
Work from home			
Less than 2 miles			
2-5 miles			
5-10 miles			
10-20 miles			
Over 20 miles			
N/A			

- ☐ Never
- ☐ Occasionally – less than once a month
- ☐ Quite Often – more than once a month
- ☐ Very Often – more than once a week

[illegible][illegible]

Residential Travel Plan Questionnaire

12. What is your main reason for using the mode of transport you use most each week?

- ☐ Dropping off/collecting passenger(s)
 ☐ Convenience
 ☐ Lack of alternative
- ☐ Health reasons
 ☐ Time Saving
 ☐ Other (please specify) _____
- ☐ Cost

13. Which of the following would encourage you to walk/cycle to key services more? (e.g. to the shops)

	Mode of transport					
	Walking			Cycling		
	Very Likely	Possibly	Not Likely	Very Likely	Possibly	Not Likely
Safer, better lit footways						
More attractive routes						
Improved paths in the local area						
Other (please specify)						

14. Which of the following would encourage you to use public transport more to key services?

	Very Likely	Possibly	Not Likely
Subsidised or discounted fares			
More direct routes			
Better waiting environment			
Improved links to/from train station			
More frequent bus service			
More timetable information			
Increased difficulty in parking at the destination			
Other (please specify)			

15. Which of the following would encourage you to car share more? (e.g. to get to work)

	Very Likely	Possibly	Not Likely
Help in finding car share partners with similar work patterns			
Reserved parking for car-sharers			
Free taxi home if let down by driver			
Reduced parking charges for car sharers			
Other (please specify)			

16. Would you be interested in joining a car sharing club?

- ☐ Yes
 ☐ No

17. Please make any other suggestions or comments regarding travel below:
