

**Former Akzo Nobel Site, Littleborough, Rochdale
Proposed Residential Development
Travel Plan**

June 2025 (Rev 2)

**Prepared on behalf of
Vistry Partnerships Yorkshire**

Quality Management

Former Akzo Nobel Site, Littleborough, Rochdale - Travel Plan Project No: 21031-P1				
File reference	O:\Littleborough, Rochdale\TEXT\REPORTS\250630 Littleborough, Rochdale TP rev 2.docx			
Issue/revision	Initial Issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Submission	Updates per Council comments	
Date	26 th April 2021	21 st June 2021	30 th June 2025	
Prepared by	J Stackhouse	J Stackhouse	K Peel	
Signature			Kate Peel	
Checked by	M Whittaker	M Whittaker		
Signature				
Authorised by	M Whittaker	M Whittaker		
Signature				

This document has been prepared for the exclusive use of the Client and unless otherwise agreed in writing by them or by Optima Highways and Transportation Ltd, no other party may use, make use of or rely on the contents of this document. This document cannot be assigned or transferred to any third party without the express written agreement of both Optima Highways and Transportation Ltd and the Client.



Contents

1. Introduction	2
2. Existing Site and Development Proposals	4
3. Objectives and Targets	6
4. Roles and Responsibilities	8
5. Monitoring and Review	9
6. Walking	11
7. Cycling	15
8. Public Transport.....	18
9. Other Measures	21
10. Action Plan	23

IMAGES

Image 1.1 Site Location Plan – Strategic	2
Image 2.1 Illustrative Site Boundary	4
Image 3.1 Rochdale 003 Super Output Area.....	7
Image 6.1 Pedestrian Accessibility	12
Image 7.1 Cycle Accessibility	16

TABLES

Table 3.1 Summary of Census Mode Splits	7
Table 4.1 Travel Plan Measure 1 – Appoint TPC	8
Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys	9
Table 5.2 Travel Plan Measure 3 – Monitoring and Review	10
Table 6.1 Travel Plan Measure 4 – Pedestrian Connections	13
Table 6.2 Travel Plan Measure 5a – Towpath Connection (Pedestrians)	13
Table 6.3 Travel Plan Measure 6a – Travel Leaflet (Pedestrians)	13
Table 6.4 Useful Links – Walking	14
Table 7.1 Travel Plan Measure 5b – Towpath Connection (Cycling).....	17
Table 7.2 Travel Plan Measure 6b – Travel Leaflet (Cycling).....	17
Table 7.3 Useful Links – Cycling.....	17
Table 8.1 Bus Stop Provision	18
Table 8.2 Existing Bus Services – Hollingworth Road	18
Table 8.3 Littleborough Rail Service Summery	19
Table 8.4 Main Destinations Served.....	19
Table 8.5 Travel Plan Measure 6c – Travel Leaflet (Public Transport)	20
Table 8.6 Useful Links – Public Transport	20
Table 9.1 Travel Plan Measure 7 – Car Club/ Sharing	21
Table 9.2 Travel Plan Measure 8 – EV Charging	21
Table 9.3 Travel Plan Measure 9 – School Travel.....	21
Table 9.4 Travel Plan Measure 10 – Home Delivery	21
Table 9.5 Travel Plan Measure 11 – Flexible/Home Working	21
Table 9.6 Travel Plan Measure 12 – Personalised Travel Planning	22
Table 10.1 Action Plan.....	23



FIGURES

Figure 1 Site Location – Strategic

Figure 2 Site Location – Local

Figure 3 Pedestrian Accessibility

Figure 4 Cycle Accessibility

APPENDICES

Appendix A Proposed Site Layout

Appendix B Travel Survey



1. Introduction

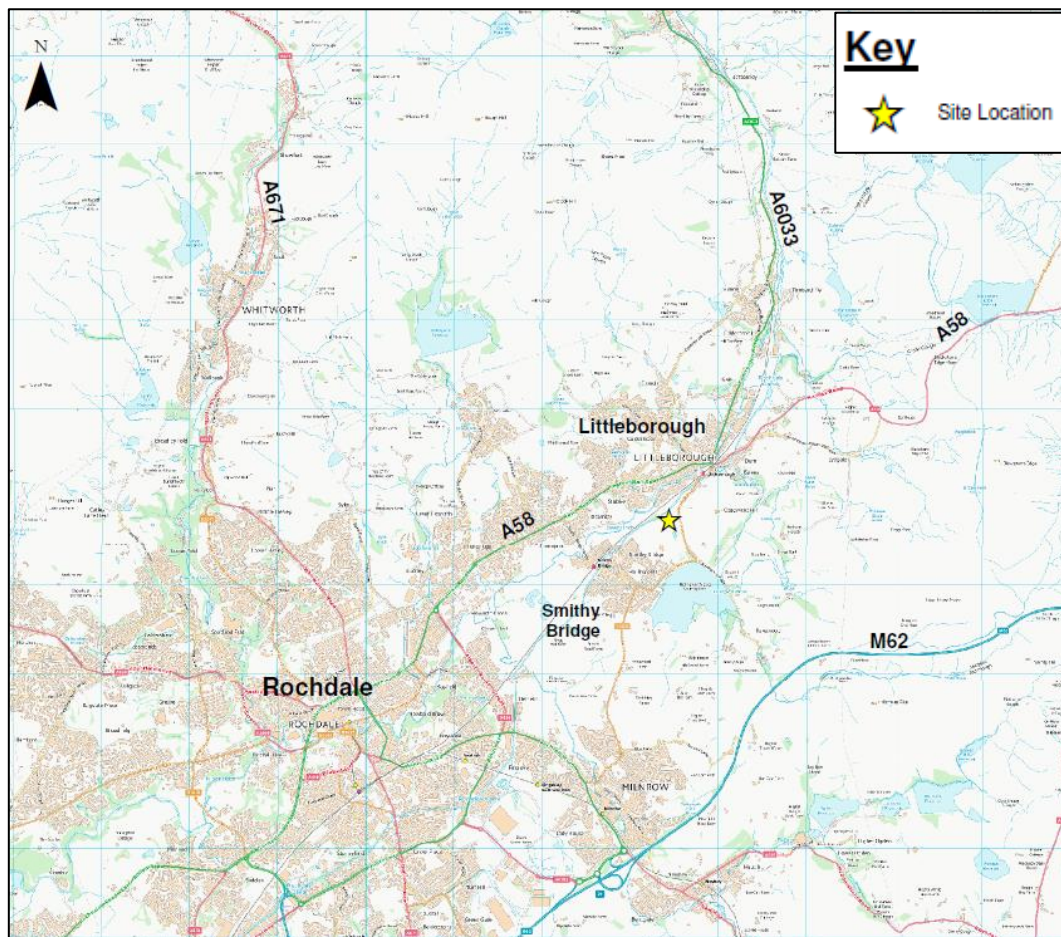
1.1 BACKGROUND

1.1.1 A Travel Plan (TP) is a package of measures tailored to the needs of individual sites, aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for residents.

1.1.2 This TP has been produced on behalf of Vistry Partnerships Yorkshire to support a full planning application for 169 residential dwellings at the former Akzo Nobel Site, on land to the west of the B6225 Hollingworth Road, Littleborough.

1.1.3 The location of the Site is identified at Image 1.1.

Image 1.1 Site Location Plan – Strategic



1.2 REPORT STRUCTURE

1.2.1 This document provides details of the measures to be incorporated into the overall design of the development and outlines the obligations on Vistry Partnerships Yorkshire/their management company to encourage residents to use sustainable transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.



1.2.2 Following the introduction, this TP contains the following:

- Chapter 2 – summarises the development and describes the Site;
- Chapter 3 – defines the Travel Plan objectives and targets;
- Chapter 4 – describes the Travel Plan Coordinator role;
- Chapter 5 – sets out the monitoring and review process;
- Chapter 6 – describes the walking facilities, accessibility and measures;
- Chapter 7 – describes the cycling facilities, accessibility and measures;
- Chapter 8 – describes the public Transport facilities, accessibility and measures;
- Chapter 9 – details all other Travel Plan measures; and
- Chapter 10 – includes the Action Plan.



2. Existing Site and Development Proposals

2.1 EXISTING SITE

2.1.1 The application Site has an overall area of some 6.21 hectares and is located on land to the west of the B6225 Hollingworth Lane.

2.1.2 The Site is located 1km south-west of Littleborough, which lies within the administrative boundary of Rochdale Metropolitan Borough Council (RMBC).

2.1.3 The Site in relation to the strategic and local transport networks is shown on Figures 1 and 2 respectively. Image 2.1 below illustrates the indicative Site boundary.

Image 2.1 Illustrative Site Boundary



2.1.4 The Site was formerly occupied by Akzo Nobel Chemical Factory, which ceased operations in September 2004. The chemical works accommodated a number of office, warehouses/storage buildings and chemical fuel storage tanks, which have since been demolished and the Site has been cleared.

2.1.5 The Site is bound by Rochdale Canal to the north, Hollingworth Road to the east, with further areas of undeveloped land to the south and west.

2.1.6 National Cycle Network Route 66 runs along the northern bank of the Rochdale Canal, which bounds the Site to the north, and can be accessed via an existing footbridge located at the north-western corner of the Site.

2.1.7 An existing public right of way, which is to be retained, runs along the Sites southern boundary between Hollingworth Road and Higher Bank Road.



2.1.8 In March 2015, the Site was granted outline planning permission for up to 174 residential dwellings under planning reference number 11/D55085. Although the Site was not brought forward, the principle of residential development was agreed along with the proposed means of access along the Sites eastern frontage onto Hollingworth Road via two separate access points.

2.2 PROPOSED DEVELOPMENT

2.2.1 The development proposals, which are shown on Watson Batty Architects Proposed Site Plan contained at Appendix A, can be summarised as follows:

- Construction of 169 residential dwellings with a mix of 2-5 bedrooms; and
- Associated access, parking, landscaping and infrastructure.

2.2.2 The development incorporates a loop road via two points of access onto Hollingworth Road to the east.

2.2.3 2m wide footway connections are provided at both access points, connecting with existing pedestrian infrastructure along Hollingworth Road.

2.2.4 A shared footway/cycle connection is proposed along the Sites northern boundary, providing a connection between Hollingworth Road and National Cycle Network Route 66, which runs along the northern towpath of Rochdale Canal, and is accessed via an existing foot bridge located at the north-western corner of the Site.



3. Objectives and Targets

3.1 TRAVEL PLAN OBJECTIVES

3.1.1 This Travel Plan shall, by containing appropriate measures, help to improve the environment by seeking to reduce the number of trips made to and from the development by the private car. All residents shall be made aware of the measures included within the Travel Plan in order that positive benefits can be delivered, and the number of trips undertaken by car sharing, public transport, walking or cycling are increased.

3.1.2 The overall objectives for the development are:

- Promoting walking, cycling and public transport as the primary modes of travel;
- To deliver mode shift from car journeys to alternative modes including multi-occupancy vehicle trips;
- To reduce vehicle emissions through the take up of alternative transport modes; and
- To deliver education and promotion of walking and cycling as options for a healthier lifestyle.

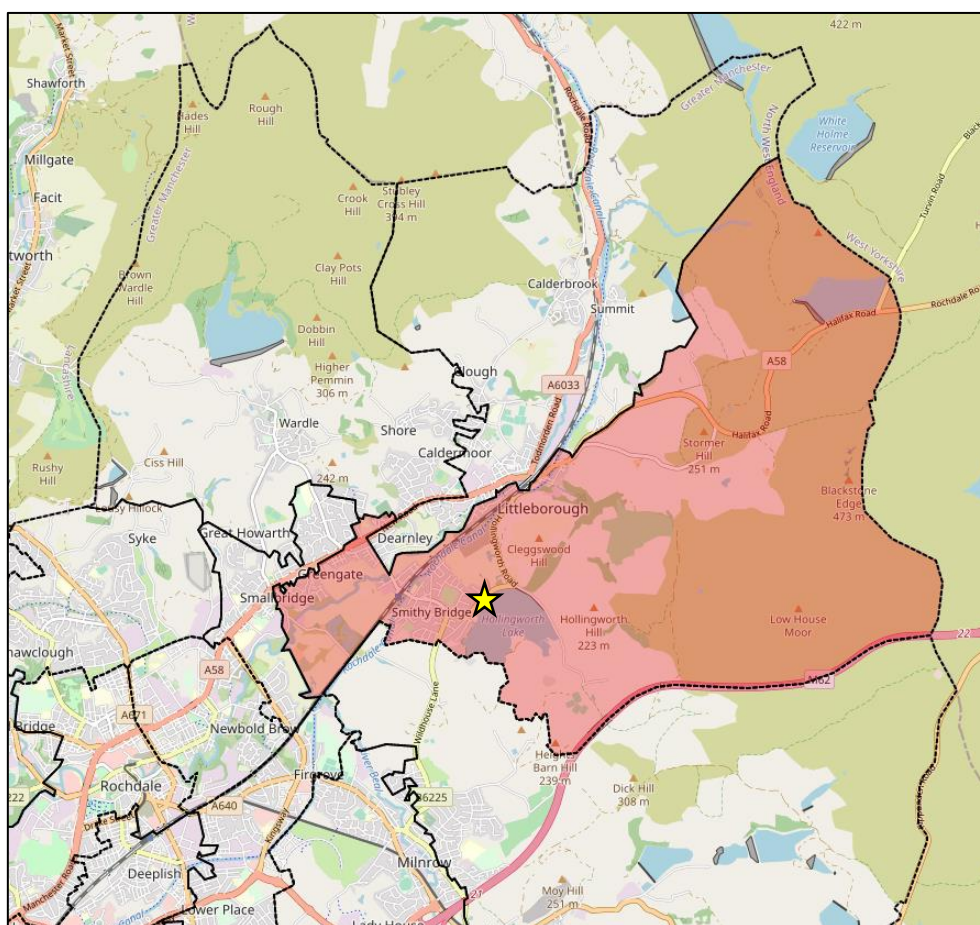
3.2 TRAVEL PLAN TARGETS

3.2.1 Overarching targets are to be set once baseline travel surveys have been undertaken (as described within Chapter 5). Targets set for the Travel Plan will need to be 'SMART' i.e. they must be:

- **S**ite-specific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**ime related.

3.2.2 In order to provide initial Site specific targets, modal split information has been obtained from National Statistics census data (2011) which provides an indication of existing residential journey to work mode split data for the local area. The proposed development is located within the boundary of super output area (mid layer) Rochdale 003 as illustrated in Image 3.1.



Image 3.1 Rochdale 003 Super Output Area

Source – Office for National Statistics www.nomisweb.co.uk

3.2.3 Journey to work mode split data for Rochdale 003 super output area (middle layer) is summarised in Table 3.1.

Table 3.1 Summary of Census Mode Splits

Mode	No. of People	Percentage
Train	166	6%
Bus, minibus or coach	95	4%
Taxi	17	1%
Motorcycle, scooter or moped	20	1%
Driving a car or van	2007	76%
Passenger in a car or van	148	6%
Bicycle	23	1%
On foot	161	6%
Other method of travel to work	4	0%
Total	2641	100%

3.2.4 The residential development single occupancy car or van target is a 5% reduction in 76% Driving a car or van = 72.2% (76×0.95) within 5 years from first occupation.

3.2.5 The above interim target will be reviewed and confirmed within 3 months following the initial travel surveys.



4. Roles and Responsibilities

4.1 INTRODUCTION

4.1.1 An important aspect of a successful TP is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved.

4.2 TRAVEL PLAN CO-ORDINATOR

4.2.1 A developer Travel Plan Coordinator (TPC) will be appointed 6 months prior to first occupation and will be funded by the developer for a period of 5 years from first occupation. The appointed TPC will oversee and manage the implementation of the Travel Plan.

4.2.2 Once appointed the TPC will inform RMBC of the date that this work commenced and provide a contact name and details. Optima will act as TPC and the contact details are as shown in Table 4.1.

Table 4.1 TPC Contact Details

Travel Plan Coordinator	
Name	Kate Peel
Address	Suite 1, 3 rd Floor, Goodbard House, Infirmary Street, Leeds, LS1 2JP
Email	Kate.peel@optimahighways.com
Phone	0113 245 1679

4.2.3 The duties of the Travel Plan Co-ordinator will include:

- Implementation of the Travel Plan;
- Acting as a single point of contact for all transport, access and travel related issues for the development;
- Obtaining and providing residents with up to date details of information relating to access to the site via sustainable modes; and
- Liaison with RMBC and other key stakeholders.

4.2.4 Following completion of the developer TPC, the role will be offered to residents.

Table 4.2 Travel Plan Measure 1 – Appoint TPC

TPM1	
Summary	Appoint a Travel Plan Coordinator.
Guideline Timescale	6 months prior to 1 st occupation and retained for 5 years from 1 st occupation.
Notes	To implement, oversee and manage the Travel Plan.
Responsibility	Vistry Partnerships Yorkshire.



5. Monitoring and Review

5.1.1 A successful Travel Plan must have an appropriate monitoring and review programme that measures success (and failure) and reinvigorates the process where necessary.

5.2 QUESTIONNAIRE SURVEY

5.2.1 A critical element of the information gathering exercise for the Travel Plan is to undertake a questionnaire survey of the residents. This will provide details of individual circumstances, travel patterns and preferences etc. The survey also increases the resident awareness of travel issues.

5.2.2 A full travel survey of all residents will take place when 50% of the dwellings are occupied. The results of the survey will be provided to RMBC within 3 months of the surveys taking place and compared against the interim targets set out within Chapter 3.

5.2.3 The survey will be undertaken based upon the questionnaire contained at Appendix B. If possible the survey will be undertaken using an online questionnaire software such as 'SurveyMonkey'.

Table 5.1 Travel Plan Measure 2 – Undertake Travel Surveys

TPM2	
Summary	Undertake travel surveys.
Guideline Timescale	50% occupation.
Notes	To record travel patterns and inform Targets.
Responsibility	Travel Plan Coordinator.

5.3 MONITORING AND ANNUAL REVIEW

5.3.1 Following the initial travel survey, the Travel Plan will be monitored on an annual basis during the appointment of the developer TPC, which will include a full survey of all residents.

5.3.2 Within 3 months of each annual review the co-ordinator shall agree the following Travel Plan items with RMBC:

- Any revised site specific measures to reduce the numbers of car-borne trips; and
- Any revisions to the modal split targets for the residents as a result of undertaking the surveys.

5.3.3 The annual monitoring report will also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period. Any progress made will be reported by the TPC to the relevant external organisations including RMBC and public transport operators, where appropriate.

5.3.4 Following the annual review report, the Travel Plan will be reviewed as appropriate and any further actions/measures will be identified and implemented to progress and if necessary improve the Travel Plan to meet objectives and targets. This review should be undertaken in consultation with RMBC and any other relevant stakeholders. Potential secondary measures/actions could include the following for which the TPC would be responsible:

- Arrange for a local cycle store to provide a troubleshooting/maintenance day on selected weekends through the year. Promotion of this through marketing would be coordinated by the TPC;



- Seek to arrange a discount for residents at a local cycle store. Promotion of this through marketing would be coordinated by the TPC; or
- Seek to arrange a discount for residents at a local running/sportswear store to try and increase the number of people walking/running to local services/employment.

Table 5.2 Travel Plan Measure 3 – Monitoring and Review

TPM3	
Summary	Monitoring and Review.
Guideline Timescale	Annually during Developer TPC appointment.
Notes	To monitor Travel Plan performance.
Responsibility	Travel Plan Coordinator.

5.4 MAINTAINING INTEREST

5.4.1 In order for the TPC to maintain interest in the Travel Plan there are a few key points that will help assist in ensuring that people are not discouraged. These are as follows:

- Ensure that measures implemented work, this will maintain confidence in the Travel Plan;
- Ensure that there is regular communication to keep the Travel Plan issues in people's minds;
- Easily contactable assistance will be available to seek to solve any problems they have in changing mode;
- Make sure information provided to staff is always up to date; and
- Develop a successful feedback mechanism.



6. Walking

6.1 EXISTING PEDESTRIAN FACILITIES

6.1.1 The full extent Hollingworth Road is flanked by lit footways to both sides of the carriageway.

6.1.2 The closest bus stops are located along Hollingworth Road, some 300m south east of the Site.

6.1.3 To the north of the Site, Hollingworth Road becomes the B6225 Canal Street and lit footway provision continues along both sides of the carriageway, providing safe and convenient pedestrian access to public transport facilities, including Littleborough Railway Station, in addition to other amenities available within Littleborough Town Centre to the north.

6.1.4 South of the Site, Hollingworth Road meets Rakewood Road in the form of a priority junction where it continues as Lake Bank. A footway of circa 2m width continues along the northern side of Lake Bank, with a segregated footway along its southern flank. Footway provision along Hollingworth Road/Lake Bank can be used to access additional local amenities to the south of the Site within Smithy Bridge.

6.1.5 Rochdale Canal runs along the northern boundary of the Site and the towpath can be accessed via an existing footbridge located at the north-western corner of the Site. The pedestrian/cycle route along Rochdale Canal provides a convenient and safe traffic free route, which can be used for leisure purposes, or to access either Littleborough or Smithy Bridge Railway Stations, which are located to the north-east and south-west of the Site, respectively.

6.1.6 An existing public right of way, which is to be retained, runs along the Sites southern boundary between B6225 Hollingworth Road and Higher Bank Road.

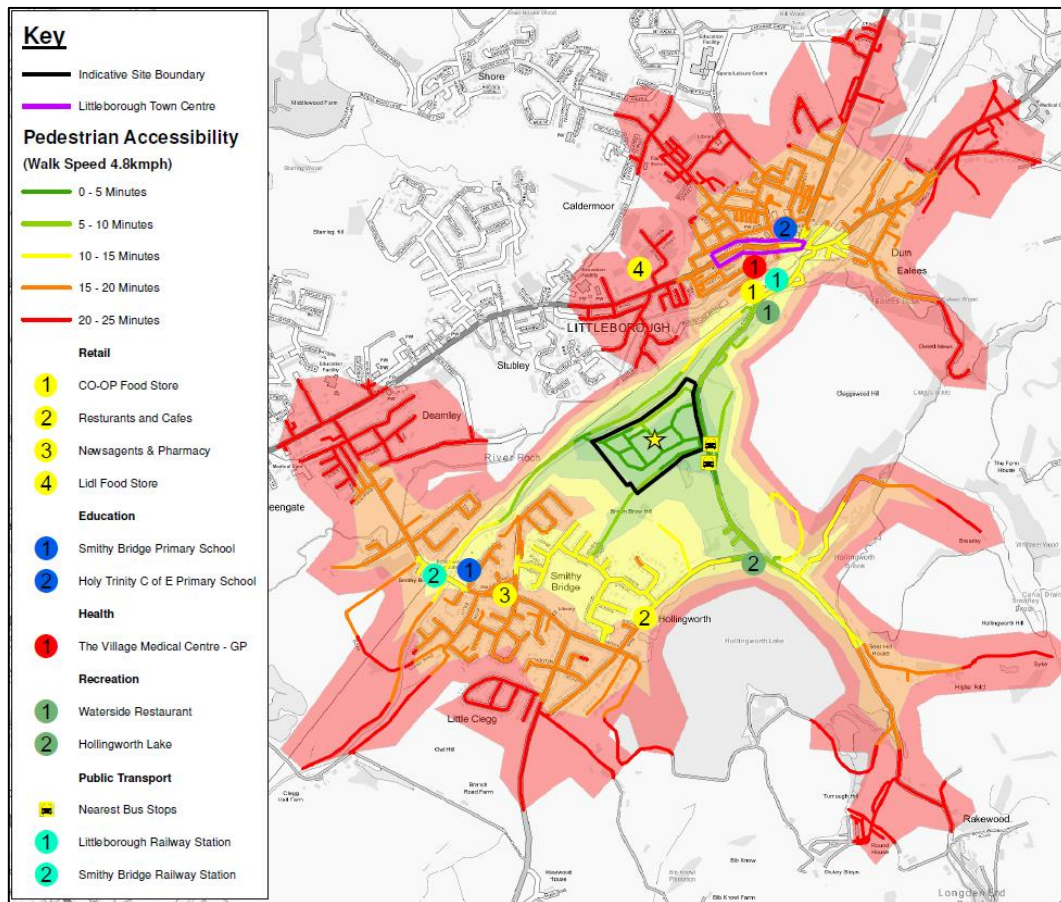
6.2 ACCESSIBILITY ON FOOT

6.2.1 The residential design guide “Manual for Streets” (MfS) advises that *“walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...”* (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering *“the greatest potential to replace short car trips, particularly those under 2km”*. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document ‘Providing for Journeys on Foot’.

6.2.2 Using GIS Network Analyst software typical walk times (up to 25 mins) to specific local facilities situated in close proximity to the Site are shown on Figure 3 and within Image 6.1.



Image 6.1 Pedestrian Accessibility



6.2.3 Figure 3 (Image 6.1) demonstrates that:

Retail

- CO-OP Food Store can be accessed in just under a 10-minute walk;
- A number of restaurants and cafes can be accessed along the bank of Hollingworth Lake to the south of the Site, and can be reached within a 15-minute walk;
- A Newsagents & Pharmacy can be reached within a 15-20 minute walk within Smithy Bridge;
- Littleborough Town Centre can be reached within a 15-20 minute walk; and
- Lidl supermarket can be reached within a 20-25 minute walk.

Education

- Smithy Bridge Primary School can be reached within a 15-20 minute walk; and
- Holy Trinity C of E Primary School can also be reached within a 15-20 minute walk.

Health

- The Village Medical Centre is located within Littleborough and can be reached within a 15-20 minute walk.



Recreation

- Waterside Restaurant is within a 10-minute walk; and
- A range of recreational activities are available at Hollingworth Lake, which can be reached within a 10-minute walk.

Public Transport

- The nearest bus stops are located along Hollingworth Road and can be reached within a 5 minute walk;
- The closest Railway Station is Littleborough, which can be reached in just over a 10-minute walk; and
- Alternatively, Smithy Bridge Railway Station can be reached within a 10-15 minute walk.

6.3 WALKING MEASURES

Table 6.1 Travel Plan Measure 4 – Pedestrian Connections

TPM4	
Summary	Pedestrian connections will be formed onto Hollingworth Road at both access points.
Guideline Timescale	Prior to first occupation.
Responsibility	Vistry Partnerships Yorkshire.

Table 6.2 Travel Plan Measure 5a – Towpath Connection (Pedestrians)

TPM5a	
Summary	Provision of pedestrian/cycle connection through the site between Hollingsworth Road and the Canal towpath.
Guideline Timescale	Provided as part of construction.
Responsibility	Vistry Partnerships Yorkshire.

Table 6.3 Travel Plan Measure 6a – Travel Leaflet (Pedestrians)

TPM6a	
Summary	Production and distribution of a Travel Information leaflet including key pedestrian routes and destinations.
Guideline Timescale	Upon occupation.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.



6.4 USEFUL LINKS

Table 6.4 Useful Links – Walking

Walking Weblinks	
Useful information on walking including links to other sources	www.rochdale.gov.uk/parking-roads-and-transport/rights-of-way www.rochdale.gov.uk/health-and-wellbeing/be-active/Pages/walking-for-health www.visitrochdale.com/things-to-do/guided-walks-in-rochdale-borough-p461771
Walking journey planners	www.google.com/maps www.walkit.com
Walk 4 Life	https://walk4life.info
Ramblers	www.ramblers.org.uk



7. Cycling

7.1 EXISTING CYCLING FACILITIES

7.1.1 National Cycle Network Route 66 runs along the northern bank of Rochdale Canal which bounds the Site to the north. The route offers a traffic free cycle route and can be accessed via an existing footbridge located to at the north-western corner of the Site.

7.1.2 Within a local context, Route 66 can be utilised to access public transport facilities and wide range of amenities within Littleborough and Smithy Bridge, which are located to the north-east and south-west of the Site respectively.

7.1.3 Within a wider, recreational context, Route 66 can be utilised to access Manchester City Centre, Bradford, Leeds, York, Beverley and Kingston upon Hull, amongst others.

7.2 CYCLE ACCESSIBILITY

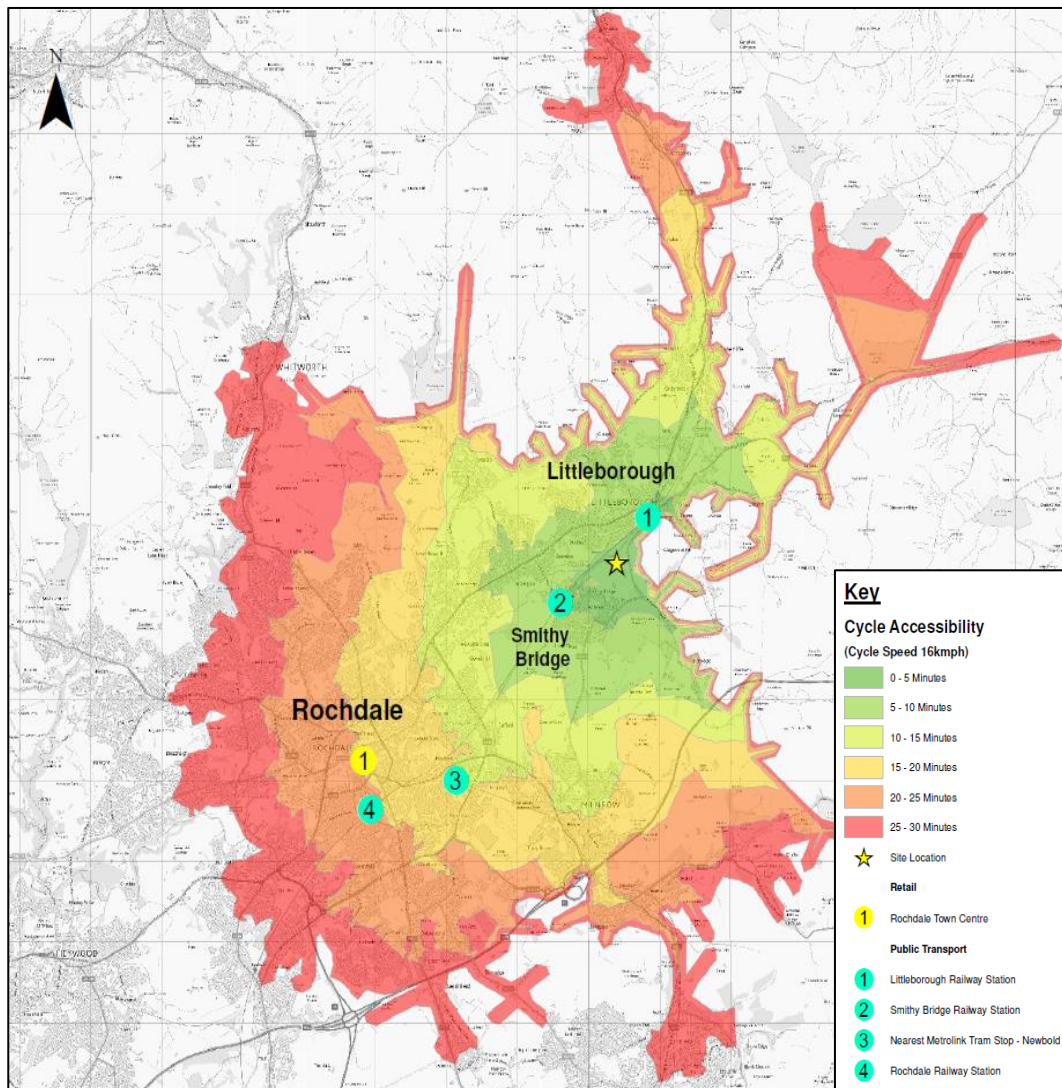
7.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5km as referred to in Local Transport Note 2/08 (published by the Department for Transport). However, the same guidance also refers to commuting cycle trips up to 8km.

7.2.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

7.2.3 Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 4, an extract of which is provided within Image 7.1.



Image 7.1 Cycle Accessibility



7.2.4 Figure 4 (Image 7.1) shows that:

- The whole of Littleborough and Smithy Bridge can be reached in under a 10-minute cycle journey;
- Metrolink offers regular tram services to Manchester City Centre - the closest tram stop to the Site is Newbold, which is located along the Pink Line and can be reached in around a 15-minute cycle journey to the south-west of the Site;
- A wide range of retail, educational, recreational and employment opportunities can be accessed within Rochdale Town Centre, which can be reached within a 20-minute cycle journey; and
- Rochdale Railway Station can be reached in just over a 20-minute cycle journey.



7.3 CYCLE MEASURES

Table 7.1 Travel Plan Measure 5b – Towpath Connection (Cycling)

TPM5b	
Summary	Provision of pedestrian/cycle connection through the site between Hollingsworth Road and the Canal towpath.
Guideline Timescale	Provided as part of construction.
Responsibility	Vistry Partnerships Yorkshire.

Table 7.2 Travel Plan Measure 6b – Travel Leaflet (Cycling)

TPM6b	
Summary	Production and distribution of a Travel Information leaflet including key cycle routes and destinations.
Guideline Timescale	Upon occupation.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

7.4 USEFUL LINKS

Table 7.3 Useful Links – Cycling

Cycle Weblinks	
Useful information on cycling including links to other sources	www.rochdale.gov.uk/cycling www.activetravel.tfgm.com www.rochdalectc.org.uk
Sustrans On-line Mapping	www.sustrans.org.uk/national-cycle-network click on link to the National Cycle Network map which is based on OS mapping.
Tax Free Bike Scheme	www.gov.uk search 'cycle to work'
Fix Your Bike Voucher	www.gov.uk/guidance/fix-your-bike-voucher-scheme-apply-for-a-voucher
Bike and Go	www.bikeandgo.co.uk
Cycle Streets	www.cyclestreets.net
National cycle events	www.bikeweek.org.uk



8. Public Transport

8.1 EXISTING PUBLIC TRANSPORT FACILITIES

Bus Services

8.1.1 The nearest bus stops to the Site are located along Hollingworth Road, which are within 300m of the centre of the Site.

8.1.2 The locations of the bus stops are illustrated on Figure 3 and a summary of the bus stop provision closest to the Site is provide within table 8.1 below.

Table 8.1 Bus Stop Provision

Bus Stop Reference	Location	Direction	Distance from Site centre	Facilities	Services
MANDWAWT	O/S Chemical Works	Northbound	250m	Flag & Pole.	458
MANGJDPD	Opp. Chemical Works	Southbound	300m	Flag & Pole.	458

8.1.3 Table 8.2 provides a summary of the bus services operating along Hollingworth Road.

Table 8.2 Existing Bus Services – Hollingworth Road

Service	Route	Days of Operation	Frequency	Times of Operation
458	Rochdale - Littleborough <i>Stop ID: northbound</i>	Monday to Friday	1 per hour	08:24 – 22:13
		Saturday	1 per hour	09:43 – 22:13
		Sunday	1 per hour	10:23 – 21:23
	Littleborough - Rochdale <i>Stop ID: southbound</i>	Monday to Friday	1 per hour	06:55 – 22:38
		Saturday	1 per hour	07:50 – 22:38
		Sunday	1 per hour	10:48 – 21:48

Rail Services

8.1.4 Littleborough Railway Station (LTL) is located some 650m to the northeast of the Site and can be accessed via continuous, lit footway provision along Hollingworth Road/Canal Street in under a 10-minute walk.

8.1.5 Littleborough is a PlusBike station which has a total of 4 cycle storages spaces, car parking is also available with up to 36 parking spaces provided.

8.1.6 The station is the last station on the Caldervale Line, with regular services provided between Todmorden, Rochdale & Manchester. A summary of the services provided at Littleborough Railway Station is provided in Table 8.3 below.



Table 8.3 Littleborough Rail Service Summery

Destination	Day of Operation	Service Frequency (one way)	Operating times
Littleborough – Todmorden	Monday – Friday	2 per hour	06:11 – 22:43
	Saturday	1 per hour	06:11 – 22:43
	Sunday	1 per hour	09:01 – 23:11
Littleborough – Rochdale	Monday – Friday	2 per hour	06:30 – 23:04
	Saturday	1 per hour	06:30 – 23:04
	Sunday	1 per hour	08:31 – 00:15 (ND)
Littleborough – Manchester Victoria	Monday – Friday	1 per hour	06:30 – 23:04
	Saturday	1 per hour	06:30 – 23:04
	Sunday	1 per hour	08:31 – 00:15 (ND)

8.2 PUBLIC TRANSPORT ACCESSIBILITY

8.2.1 A summary of the main destinations served from public transport facilities within the vicinity of the Site, and indicative journey times can be found in Table 8.4.

Table 8.4 Main Destinations Served

Destination	Mode of Transport (Service/Station)	Estimated Journey Time
Littleborough	Bus (458)	4 mins (plus 2 min walk time)
Rochdale	Rail (Littleborough)	7 mins (plus 10 min walk time)
Todmorden	Rail (Littleborough)	9 mins (plus 10 min walk time)
Rochdale	Bus (458)	19 mins (Plus 2 mins walk time)
Manchester	Rail (Littleborough)	22 mins (plus 10 min walk time)

8.2.2 The 458 bus provides an hourly service, at both the northbound and southbound stops along Hollingworth Road, between Littleborough and Rochdale. Alternatively, Rochdale can be accessed via regular rail services from Littleborough, where services to Todmorden and Manchester Victoria can also be accessed.



8.3 PUBLIC TRANSPORT MEASURES

Table 8.5 Travel Plan Measure 6c – Travel Leaflet (Public Transport)

TPM6c	
Summary	Production and distribution of a residents Sustainable Travel Leaflet including public transport information.
Guideline Timescale	Upon occupation.
Responsibility	TPC to produce, distribute and update the leaflet at each annual review.

8.4 USEFUL LINKS

Table 8.6 Useful Links – Public Transport

Cycle Weblinks	
Useful journey planning information	www.traveline.info www.rochdale.gov.uk/parking-roads-and-transport/Pages/plan-your-journey tfgm.com/public-transport/bus tfgm.com/plan-a-journey#/timetables/



9. Other Measures

9.1 CAR SHARING

Table 9.1 Travel Plan Measure 7 – Car Club/ Sharing

TPM7	
Summary	The Liftshare website will be promoted by the TPC www.liftshare.com
Guideline Timescale	Upon occupation.
Responsibility	TPC to include in Travel Leaflet at each annual review.

9.2 ELECTRIC VEHICLES

Table 9.2 Travel Plan Measure 8 – EV Charging

TPM8	
Summary	Provision of EV charging points for each dwelling with curtilage parking.
Guideline Timescale	Upon occupation.
Responsibility	Vistry Partnerships Yorkshire.

9.3 SCHOOL TRAVEL

Table 9.3 Travel Plan Measure 9 – School Travel

TPM9	
Summary	Promote a walking bus to nearby schools.
Guideline Timescale	Upon occupation.
Responsibility	Travel Plan Coordinator.

9.4 HOME DELIVERY SERVICES

Table 9.4 Travel Plan Measure 10 – Home Delivery

TPM10	
Summary	Promote the use of home delivery services.
Guideline Timescale	Upon occupation.
Responsibility	Travel Plan Coordinator.

9.5 FLEXIBLE WORKING PRACTICES

Table 9.5 Travel Plan Measure 11 – Flexible/Home Working

TPM11	
Summary	Where possible provide infrastructure/cabling for broadband to enable home working
Guideline Timescale	Upon occupation.
Responsibility	Vistry Partnerships Yorkshire.



9.6 PERSONALISED TRAVEL PLANNING

Table 9.6 Travel Plan Measure 12 – Personalised Travel Planning

TPM12	
Summary	Personalised Travel Planning will be offered to all new residents on request and advertised within the Travel Information leaflet.
Guideline Timescale	Upon occupation.
Responsibility	Travel Plan Coordinator.

9.7 COMMUNICATION

9.7.1 When raising awareness of the Travel Plan, consideration should be given to different groups that should be targeted i.e. school run parents, those driving to a rail station, those commuting by car to the same work area.

9.7.2 Publicity material could include the following:

- Details of the site's accessibility by sustainable modes on the development website;
- Providing details of the site's accessibility by sustainable modes within any newsletters;
- Ensuring that a copy of the Travel Plan is available to all residents on request;
- Sustainable travel leaflet to be displayed in the sales office / show home/ development website; and
- A travel plan email/newsletter – for example a leaflet detailing the launch of a new measure, the advantages of this and who to contact to find out more.

9.7.3 When developing the marketing strategy, it is often useful to identify which of the above media would be most effective at different stages of implementation and identify the timescale and who will be responsible for developing each.

9.7.4 The TPC should consider membership of any Local Authority Travel Plan Network which may be established during the lifetime of the TP. Liaison with the local Travel Plan Officer will enable the co-ordinator to consider membership as appropriate organisations are formed.



10. Action Plan

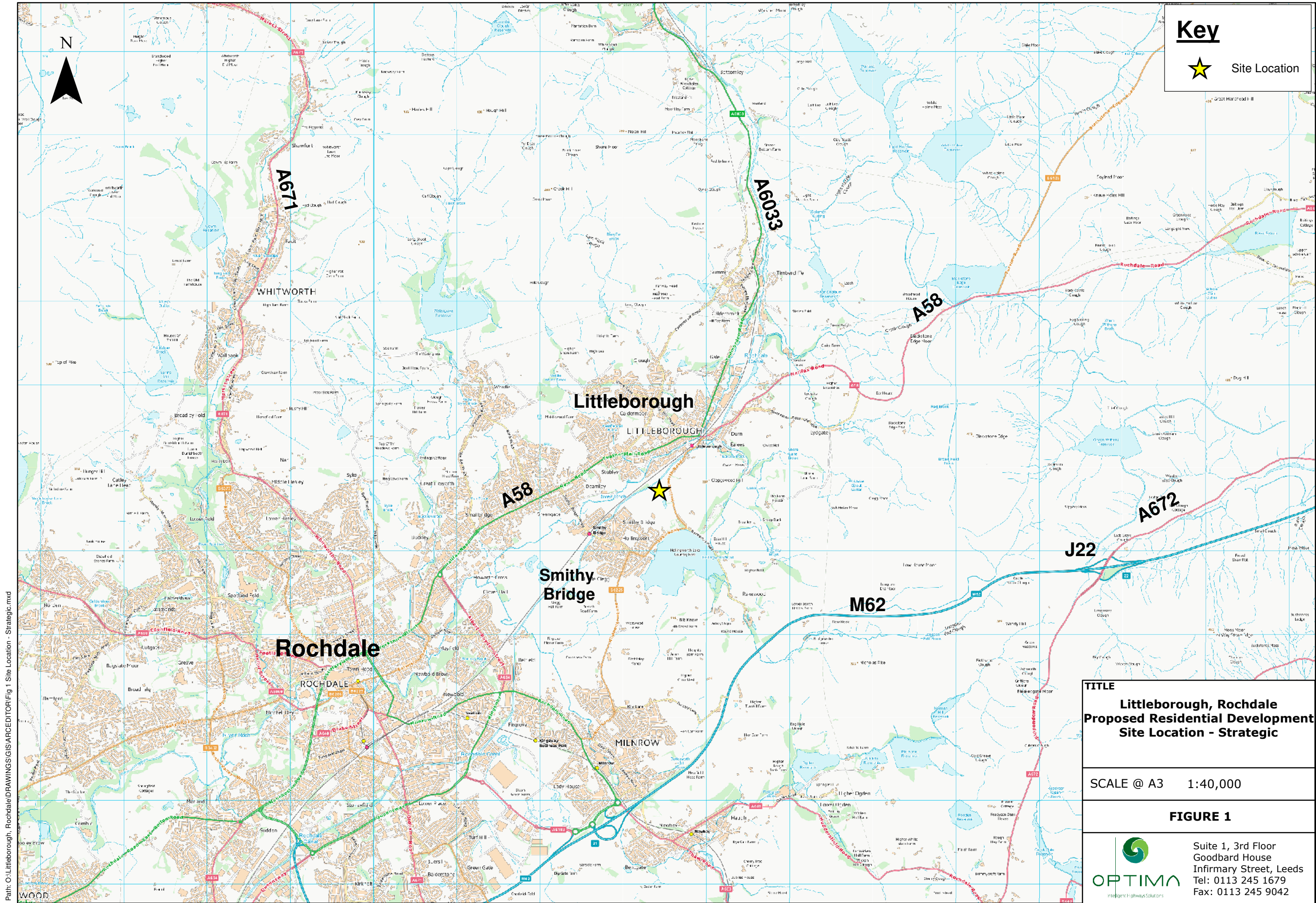
Table 10.1 Action Plan

Reference	Measures	Objective	Guideline Timescale	Responsibility
TPM1	Appoint a Travel Plan Coordinator	To implement, monitor and review the Travel Plan	6 months prior to occupation	Vistry Partnerships Yorkshire
TPM2	Undertake travel surveys	To gather baseline travel information and inform measures	50% occupation	Travel Plan Coordinator
TPM3	Monitor and Review	To monitor Travel Plan performance	Annually during developer TPC role	Travel Plan Coordinator
TPM4	Pedestrian connections to external road network	To encourage walking	Provided as part of construction	Vistry Partnerships Yorkshire
TPM5a/5b	Provision of pedestrian and cycle connection to Canal towpath	To encourage walking and cycling	Provided as part of construction	Vistry Partnerships Yorkshire
TPM6a/6b/6c	Provide travel information leaflets for residents and visitors	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator
TPM7	Promote car club/sharing	To encourage car sharing and reduce single occupancy trips	Upon occupation	Travel Plan Coordinator
TPM8	Provide EV charging	To encourage the use of zero/low emission vehicles	Upon occupation	Vistry Partnerships Yorkshire
TPM9	Setup a walking bus	To encourage walking to school	Upon occupation	Travel Plan Coordinator
TPM10	Promote home delivery services	To reduce trips by car	Upon occupation	Travel Plan Coordinator
TPM11	Enable home/flexible work practices	To reduce the need to travel	Upon occupation	Travel Plan Coordinator
TPM12	Provide personalised journey planning	To encourage sustainable travel	Upon occupation	Travel Plan Coordinator



Figures



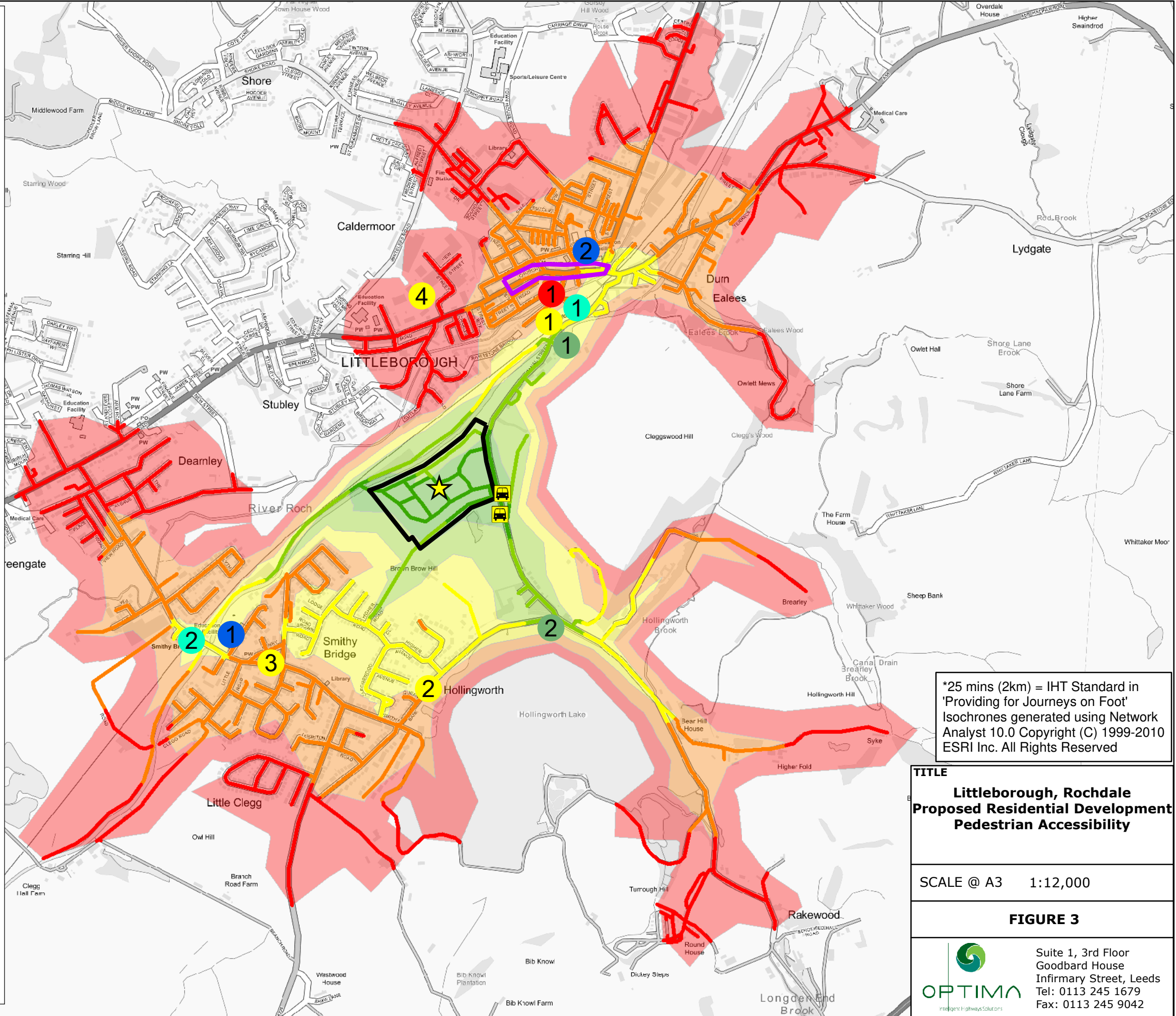




Path: O:\Littleborough, Rochdale\DRAWINGS\GIS\ARCEDITOR\Fig 3 Pedestrian Accessibility.mxd

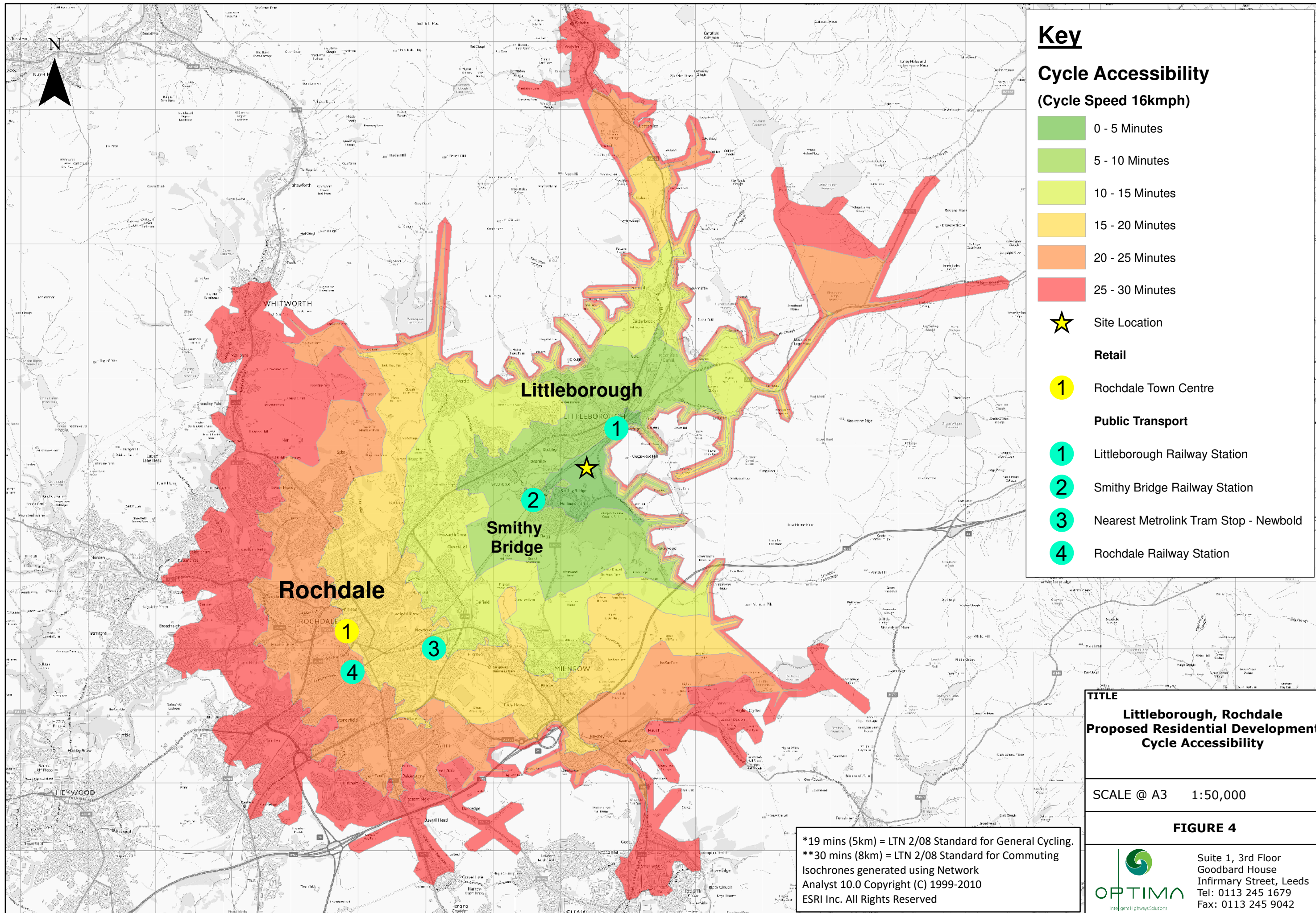
Key

- Indicative Site Boundary
- Littleborough Town Centre
- Pedestrian Accessibility**
(Walk Speed 4.8kmph)
 - 0 - 5 Minutes
 - 5 - 10 Minutes
 - 10 - 15 Minutes
 - 15 - 20 Minutes
 - 20 - 25 Minutes
- Retail**
 - 1 CO-OP Food Store
 - 2 Resturants and Cafes
 - 3 Newsagents & Pharmacy
 - 4 Lidl Food Store
- Education**
 - 1 Smithy Bridge Primary School
 - 2 Holy Trinity C of E Primary School
- Health**
 - 1 The Village Medical Centre - GP
- Recreation**
 - 1 Waterside Restaurant
 - 2 Hollingworth Lake
- Public Transport**
 - Nearest Bus Stops
 - 1 Littleborough Railway Station
 - 2 Smithy Bridge Railway Station



*25 mins (2km) = IHT Standard in 'Providing for Journeys on Foot' Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2010 ESRI Inc. All Rights Reserved

TITLE Littleborough, Rochdale Proposed Residential Development Pedestrian Accessibility	
SCALE @ A3	1:12,000
FIGURE 3	
	Suite 1, 3rd Floor Goodbard House Infirmary Street, Leeds Tel: 0113 245 1679 Fax: 0113 245 9042

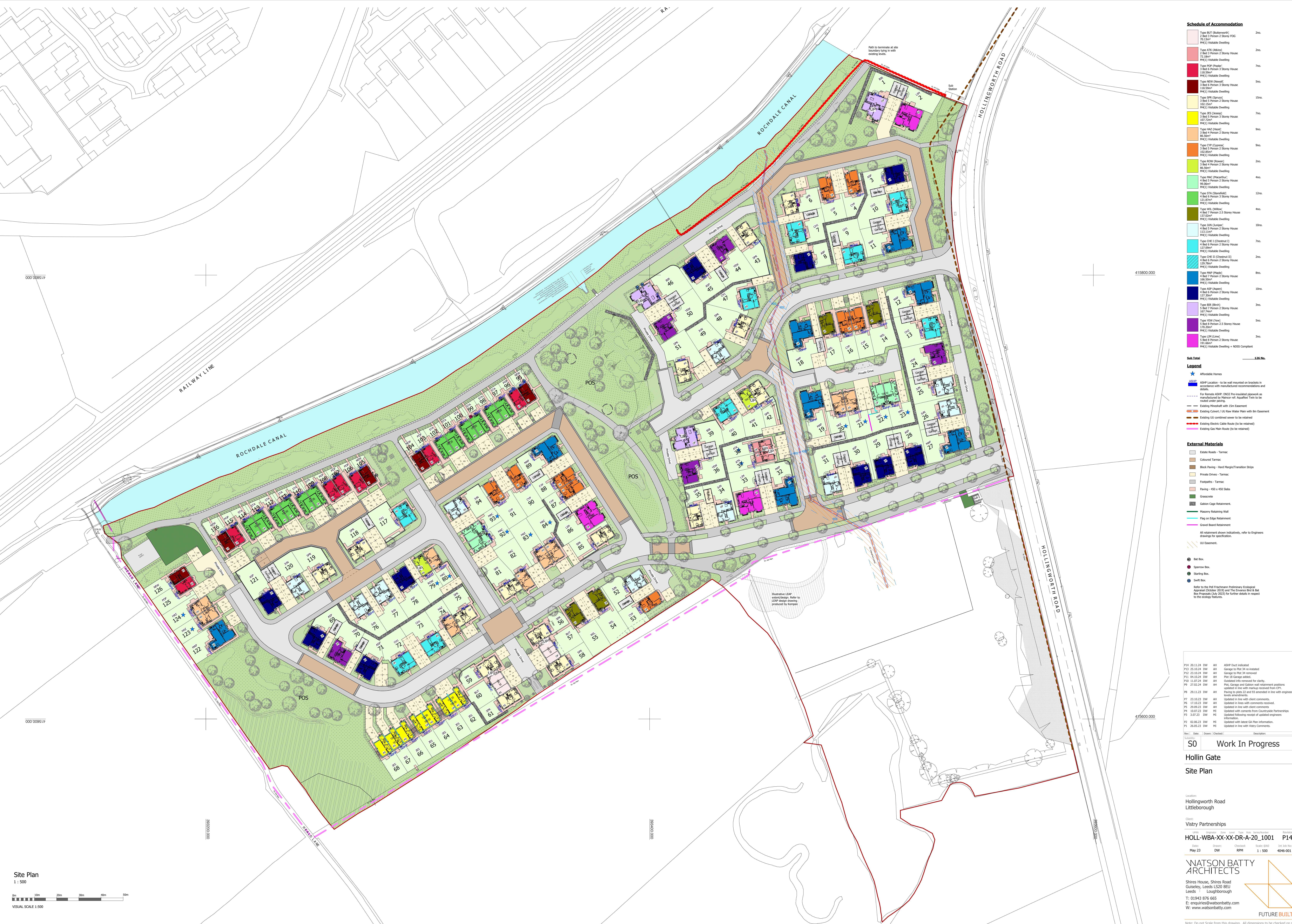


Appendices



Appendix A Proposed Site Layout





Schedule of Accommodation		
Type BJT (Butterworth) 2 Bed 3 Person 2 Storey FHG 78.5sqm M1(1) Viable Dwelling	2no.	
Type ATN (Atkins) 2 Bed 3 Person 2 Storey House 72.8sqm M1(1) Viable Dwelling	2no.	
Type PCP (Phipps) 3 Bed 4 Person 2 Storey House 118.5sqm M1(1) Viable Dwelling	7no.	
Type NEW (Newell) 3 Bed 4 Person 2 Storey House 118.5sqm M1(1) Viable Dwelling	5no.	
Type SPR (Spence) 3 Bed 5 Person 2 Storey House 102.5sqm M1(1) Viable Dwelling	15no.	
Type RS (Rising) 3 Bed 5 Person 2 Storey House 107.5sqm M1(1) Viable Dwelling	7no.	
Type HAZ (Hazel) 3 Bed 4 Person 2 Storey House 86.5sqm M1(1) Viable Dwelling	9no.	
Type CYP (Cypress) 3 Bed 4 Person 2 Storey House 102.5sqm M1(1) Viable Dwelling	9no.	
Type ROW (Rowan) 3 Bed 4 Person 2 Storey House 86.5sqm M1(1) Viable Dwelling	2no.	
Type HMC (Hemphill) 4 Bed 5 Person 2 Storey House 99.5sqm M1(1) Viable Dwelling	4no.	
Type STA (Stanfield) 4 Bed 6 Person 2 Storey House 121.5sqm M1(1) Viable Dwelling	12no.	
Type WIL (Willow) 4 Bed 7 Person 2.5 Storey House 137.5sqm M1(1) Viable Dwelling	4no.	
Type JUM (Juniper) 4 Bed 6 Person 2 Storey House 113.5sqm M1(1) Viable Dwelling	13no.	
Type CHE (Chester I) 4 Bed 6 Person 2 Storey House 127.5sqm M1(1) Viable Dwelling	7no.	
Type CHE (Chester II) 4 Bed 6 Person 2 Storey House 120.7sqm M1(1) Viable Dwelling	2no.	
Type MAP (Maple) 4 Bed 7 Person 2.5 Storey House 166.5sqm M1(1) Viable Dwelling	8no.	
Type ASP (Aspen) 4 Bed 6 Person 2 Storey House 127.5sqm M1(1) Viable Dwelling	13no.	
Type BRD (Birch) 5 Bed 7 Person 2 Storey House 167.5sqm M1(1) Viable Dwelling	3no.	
Type VEW (Vine) 5 Bed 8 Person 2.5 Storey House 170.5sqm M1(1) Viable Dwelling	5no.	
Type LIM (Lime) 5 Bed 8 Person 2 Storey House 191.6sqm M1(1) Viable Dwelling + NCOS Compliant	3no.	

Sub Total 128 No.

- Legend**
- ★ Affordable Homes
 - ASHP Location - to be installed on grounds in accordance with manufacturer recommendations and details.
 - For Remote ASHP: DN32 Pre-insulated pipework as manufactured by Halcrow ref: Aquaflex Twin to be installed under paving.
 - Existing Mine Shaft with 15m Easement
 - Existing Cables / All Raw Water Main with 1m Easement
 - Existing UO continued power to be retained
 - Existing Electric Cable Route (to be retained)
 - Existing Gas Main Route (to be retained)

- External Materials**
- Estimate Roads - Tarmac
 - Coloured Tarmac
 - Block Paving - Hard Margins/Transition Strips
 - Private Drives - Tarmac
 - Footpaths - Tarmac
 - Paving - 450 x 450 Slabs
 - Grasscrete
 - Gabion Cage Retainment
 - Masonry Retaining Wall
 - Flag on Edge Retainment
 - Gravel Board Retainment
- All retainment shown inductively, refer to Engineers drawings for specification.
- U/I Easement.

- Bed Box.
 - Sparrow Box.
 - Swift Box.
 - Starting Box.
- Refer to the Pre-Construction Preliminary Ecological Appraisal (October 2019) and The Entrance Bird & Bat Box Proposals (May 2022) for further details in respect to the ecology features.

P14 18.11.24	DW	AH	ASHP Duct indicated
P13 25.10.24	DW	AH	Garage to Plot 34 re-instated
P12 23.10.24	DW	AH	Plot 18 Garage added
P11 04.10.24	DW	AH	Plot 18 Garage added
P10 11.07.24	DW	AH	Updated info removed for clarity
P9 27.02.24	DW	AH	Plot 34 Garage and Gabion wall reinstatement positions updated in line with mark-up received from CPV
P8 29.11.23	DW	AH	Paving to plots 22 and 53 amended in line with engineers levels amendments
P7 23.10.23	DW	AH	Updated in line with client comments
P6 17.10.23	DW	AH	Updated in line with comments received
P5 26.09.23	DW	AH	Updated in line with client comments
P4 10.07.23	DW	HE	Updated with comments from Countryside Partnerships
P3 3.07.23	DW	HE	Updated following receipt of updated engineers information
P2 02.06.23	DW	HE	Updated in line with Vets Comments
P1 26.05.23	DW	HE	Updated in line with Vets Comments

Rev: 1 Date: 26/05/23 Drawn: DW Checked: RPH Description: S0 Work In Progress

Hollin Gate
Site Plan

Location:
Hollingworth Road
Littleborough

Client:
Vistry Partnerships

UPLN	Originator	Date	Level	Type	Role	Series/Number	Revision
HOLL-WBA-XX-XX-DR-A-20_1001							P14

Date: May 23 Drawn: DW Checked: RPH Scale: 1:500 Int Job No: 4046-001

NATSON BATTY ARCHITECTS
Shires House, Shires Road
Gusely, Leeds LS20 8EU
Leeds Loughborough
T: 01943 876 665
E: enquiries@natsonbatty.com
W: www.natsonbatty.com

FUTURE BUILT

Note: Do not Scale from this drawing. All dimensions to be checked on site

Site Plan
1: 500
0m 10m 20m 30m 40m 50m
VISUAL SCALE 1:500

Appendix B Travel Survey



Former Akzo Nobel Site, Littleborough, Rochdale

Residents Travel Questionnaire

A Travel Plan has been produced for this development in order to promote greener, cleaner travel choices and reduce the reliance on the private car.

Your answers will provide us with an accurate basis on which to proceed towards our aims and also gives you the opportunity to make any comments that you feel are important in relation to the way you choose to travel to work.

Minimum personal information is required and confidentiality will be maintained.

1. About You:

1.1 Gender: Male ☐ Female ☐

1.2 Work postcode

1.3 Full-time ☐ Part-time ☐ Other ☐ (please specify).....

1.4 Age: 20 yrs and below ☐ 21 - 30 yrs ☐ 31 - 40 yrs ☐ 41 - 50 yrs ☐ 51 yrs and above ☐

1.5 Do you have a disability which affects your travel arrangement? Yes ☐ No ☐

1.6 Do you own a bicycle? Yes ☐ No ☐

1.7 Do you own a motorcycle/scooter? Yes ☐ No ☐

1.8 Do you think people should be encouraged to use forms of transport other than the car: Yes ☐ No ☐

2. About your travel to work:

2.1 What are your normal hours of work? Arrival Departure.....

2.2 How do you normally travel to work? Please only tick your main form of transport.

Car (driver).....☐ 1

Car (passenger).....☐ 2

Car share☐ 3

Bus / coach☐ 4

Train.....☐ 5

Motor cycle / moped.....☐ 6

Cycle.....☐ 7

On foot☐ 8

Other.....☐ 9

Please state.....

2.3 How far do you travel to work?

Up to 1 mile☐ 1 Over 1 mile and up to 2 miles.....☐ 2

Over 2 miles and up to 5 miles.....☐ 3 Over 5 miles and up to 10 miles.....☐ 4

Over 10 miles☐ 5 Don't know.....☐ 6

2.4 How long does it take you to get to work (on average)?

0 – 15 minutes☐ 1

16 - 30 minutes.....☐ 2

31 – 60 minutes☐ 3

Longer than 60 minutes.....☐ 4

2.5 If you use a car (driver) to travel to work, what are your main reasons for using this method of travel? (Tick as many as applicable)

- | | | |
|--|---|--|
| Time Savings..... ☐ 1 | Cheaper..... ☐ 2 | Get a lift..... ☐ 3 |
| Car essential to perform job... ☐ 4 | Dropping/collecting children.... ☐ 5 | Reliability..... ☐ 6 |
| Health Reasons..... ☐ 7 | Free parking..... ☐ 8 | Preference..... ☐ 9 |
| Distance..... ☐ 10 | Lack of an alternative..... ☐ 11 | Lease car user ... ☐ 12 |
| Personal security..... ☐ 13 | Essential car user..... ☐ 14 | Irregular hours..... ☐ 15 |
| Other (please specify)..... | | |

2.6 Where do you usually park?

- Free parking in a company car park..... ☐ 1 Paid parking in a company car park.....☐ 2
- Free parking in a local street.....☐ 3 Paid parking in a commercial car park☐ 4
- If you do pay for parking, approximately how much does it cost you per week?

2.7 Which of the following do you occasionally use instead of your usual form of transport? (please tick one)

- | | | |
|---|--|--|
| Car (driver) ☐ 1 | Car (passenger) ☐ 2 | Car share..... ☐ 3 |
| Bus / coach..... ☐ 4 | Train..... ☐ 5 | Motor cycle / moped ☐ 6 |
| Cycle..... ☐ 7 | On foot..... ☐ 8 | No alternative used ☐ 9 |

2.8 If an alternative is occasionally used, why do you occasionally use the alternative?

.....

2.9 How often do you use this alternative?

- | | | |
|---|--|--|
| More than once a week..... ☐ 1 | Once a week..... ☐ 2 | Less than once a month..... ☐ 5 |
| 2 or 3 times a month..... ☐ 3 | Once a month..... ☐ 4 | |

2.10 Which of the following forms of transport might you consider using? (Tick all that apply)

- | | | |
|---|--|--|
| Bus..... ☐ 1 | Rail ☐ 2 | Taxi ☐ 3 |
| Motor Cycle / moped..... ☐ 4 | Cycling..... ☐ 5 | Walking..... ☐ 6 |
| Car share ☐ 7 | Car (passenger) ☐ 8 | Car Driver..... ☐ 9 |

If you have not ticked any, why would you not consider using an alternative?.....

.....

2.11 Please specify what improvements would be required in order to encourage you to use your choice of alternative: (tick all that apply)

- | | |
|---|----------------------------|
| Help in finding car share partners with similar work patterns | ☐ 1 |
| Improved bus routes..... | ☐ 2 |
| Financial assistance to acquire discounted tickets | ☐ 3 |
| Improved facilities at work e.g. showers/lockers | ☐ 4 |
| Improved cycling routes..... | ☐ 5 |
| Improved cycle parking at work..... | ☐ 6 |
| Financial assistance to acquire a cycle | ☐ 7 |
| Adult cycle training/refresher course on site | ☐ 8 |
| Improved walking routes..... | ☐ 9 |

Free transport home in case of an emergency ☐ 10

None - would not consider any alternative ☐ 11

2.12 Would you be prepared to car share even one day a week? Yes ☐ No ☐

Do you have any additional comments you would like to make?

3. At work:

3.1 Do you regularly use your car for business purposes? Yes ☐ No ☐

3.2 How many business miles on average per month do you travel?.....miles.

Thank you for your co-operation. Please return to the sales office or email a copy to info@optimahighways.com