



Manchester Road, Rochdale

Travel Plan

Client: Cityside

i-Transport Ref: JM/DM/ITM1929-002

Date: 03 July 2025

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Quality Management

Report No.	Comments	Date	Author	Authorised
1ITM19292-002	Draft	11/06/2025	Dayon Miller / Jayne Meyrick	Jayne Meyrick
1ITM19292-002	Issue	3/7/2025	Dayon Miller / Jayne Meyrick	Jayne Meyrick

File Ref: M:\Projects\19292ITM - Manchester Road Rochdale\Admin\Report and Tech Notes\ITM19292-002 - Travel Plan [v2].docx

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SECTION 1 Introduction

1.1 Background

1.1.1 Cityside is seeking planning consent for a care scheme on land at 185 Manchester Road, Rochdale, OL11 3QY. The proposed development includes demolition of the existing residential property and the erection of a care scheme (Land Use C2) comprising 74-bedrooms, as follows:

- 21 dementia care beds;
- 48 nursing bedrooms; and
- 5 respite bedrooms.

1.1.2 The Travel Plan has been prepared as part of the planning application and it should be read in conjunction with the Transport Statement (report ref: ITM19292-001). It applies to employees and visitors. This is an initial Travel Plan, which will be refined following occupation of the site.

1.2 Structure

1.2.1 The remaining sections of this Travel Plan are structured as follows:

- Section 2 – Policy Context
- Section 3 – Aims, Objectives and Benefits
- Section 4 – Existing Conditions
- Section 5 – Travel Plan Targets
- Section 6 – Implementation and Measures
- Section 7 – Monitoring and Review
- Section 8 – Action Plan

SECTION 2 Policy Context

2.1 National Policy

- 2.1.1 The need to reduce car dependency, increase travel choices and encourage sustainable development is supported by the National Planning Policy Framework (NPPF, December 2024), which recognises that a travel plan is a key tool to protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. NPPF Paragraph 118 states that:

‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed.’

- 2.1.2 Planning Practice Guidance states that travel plans should be considered in parallel with development proposals and readily integrated into the design and occupation of a new site.
- 2.1.3 A travel plan can bring a number of benefits to a new development for the applicant, occupier, the local authority and the users of the site. The key benefits of this Travel Plan are summarised in **Table 2.1**.

Table 2.1: Benefits of a Travel Plan

Benefits to:	Applicant	Occupiers	Suppliers	Local residents	Local Authority
Improved travel choice (including opportunity for financial savings)	✓	✓		✓	✓
Help to meet an organisation’s environmental objectives, for example reduced emissions contribute towards carbon dioxide reduction targets	✓		✓		✓
Local environmental improvements from reduced congestion, pollution and noise				✓	✓

Source: i-Transport

2.2 Regional Policy

- 2.2.1 The Greater Manchester Transport Strategy 2040 has a 'Right Mix' vision for 50% of trips to be made by sustainable modes, with no net increase in motor vehicle traffic, by 2040. The Right Mix Technical Note explains GM's current pathway to achieving the 'Right Mix' transport vision – to reduce car's share of trips to no more than 50% and with the remaining 50% made by public Transport, walking and cycling.

2.3 Local Policy

- 2.3.1 The Rochdale Borough Council (RBC) Core Strategy was adopted in October 2016 and covers the period until 2028. Policy T1 'Delivering Sustainable Transport' refers to the need to prioritise low and non-carbon modes of travel in line with the council's Accessibility Hierarchy as well as enhancing connections to Manchester City Centre and other strategic destinations.

SECTION 3 **Aims, Objectives and Benefits**

3.1 **Aims**

- 3.1.1 The purpose of the Travel Plan is to influence behaviour change towards sustainable modes of transport and active travel. In this context, the primary aim is to encourage, support and promote the use of active modes of travel such as walking and cycling and maximise use of public transport, and achieve a reduction in the number of single occupancy vehicle trips to/from the site.

3.2 **Objectives**

- 3.2.1 The following objectives are identified, to support the primary aim:
- To encourage employees and visitors to travel to the site by non-car modes;
 - To inform employees and visitors about the local public transport available;
 - To promote the sustainability of the site by using a range of measures, including a travel information pack which is provided to the employees during the induction process; and
 - To monitor the effectiveness of the Travel Plan through surveys.

3.3 **Benefits**

- 3.3.1 The Travel Plan will bring many benefits, including the following:
- Improving the health of employees and visitors through active travel;
 - Less congestion on local roads;
 - Local environmental improvements from reduced congestion, pollution and noise; and
 - A more accessible site.

SECTION 4 Existing Conditions

4.1 Active Travel

- 4.1.1 For pedestrians, there is continuous footway provision on both sides of the A58 Manchester Road that extends to the town centre, providing safe and direct walking routes for employees of the site. There are signal controlled pedestrian crossings to the north and south of the site, at the junctions with Tweedale Street and New Barn Lane.
- 4.1.2 For cyclists, there is a shared footway and cycleway located on the western side of the A58 Manchester Road, opposite the site, that runs between the Polish Catholic Centre and Beech House School. Works have commenced to upgrade the cycle provision on Manchester Road, between Castleton and Rochdale town centre, including new crossings and a segregated cycle lane.
- 4.1.3 There are cycle routes through Mandale Park, opposite the site, as well as routes directly into Rochdale town centre. The National Cycle Network Route 66 runs alongside the Rochdale Canal, just to the south of the site – this is a long distance route that connects Central Manchester to Spurn Head via Leeds, York and Kingston Upon Hull.
- 4.1.4 The combination of existing and planned infrastructure will provide a good environment for employees and visitors (and residents where appropriate) to use active travel for their journeys to/from the site.

4.2 Public Transport

- 4.2.1 The closest bus stops to the site are located on the A58 Manchester Road, adjacent to the development site and within a short walking distance. The closest southbound bus stop is approximately 100m north of the site (a 1-minute walk). The northbound bus stop is located approximately 350m north of the site (a 5-minute walk) and can be accessed using the pedestrian crossings at the Tweedale Street signalised junction.

4.2.2 The nearest bus stops include a shelter with seating and timetable information. The bus services that can be accessed from these stops are summarised in **Table 3.1**. There are regular services that start early and run past midnight, which could be useful to employees and visitors travelling to/from the site. The bus timetables are available on the TfGM journey planner¹; an extract is provided in **Appendix A**.

Table 3.1: Local Bus Services

Bus No.	Route	Service times (approximate)	Typical Headway (approximate)		
			Mon-Fri	Sat	Sun
17	Rochdale – Castleton – Middleton – Manchester	Mon-Sat: 5am-midnight Sun: 6am-midnight	Every 10 mins	Every 10 mins	Every 15 mins
471	Rochdale – Bury – Bolton	Mon-Fri: 5am-midnight Sat: 6am-midnight Sun: 8am-midnight	Every 15 mins	Every 15 mins	Every 30 mins
880 / 881	Greave – Rochdale – Castleton	Mon-Fri: Just two services	Two services a day	No service	No service

Source: Bee Network: Transport for Greater Manchester

4.2.3 Rochdale Railway Station and Rochdale Railway Station Metrolink stop are located approximately 1km to the northwest of the site, and are accessible on foot (a 14-minute walk), by bike (a 4-minute cycle), or by the 471 bus service. There is a hub for secure cycle parking.

4.2.4 Trams run between 6am and midnight Monday-Thurs (to 1am on Fridays and Saturdays, and from 7am on Sundays), with a typical headway of 12 minutes Monday-Saturday and 15 minutes on Sundays. The trams are on the Pink Line, which provides connections to Newton Heath and Central Manchester and Chorlton and terminates at East Didsbury. The Railway Station is open between 6am and midnight and there are regular train services to several commuter and major destinations such as Manchester, Leeds, Wigan and Blackburn.

4.2.5 Accordingly, the tram and railway network could be a suitable travel option for some employees and visitors travelling to/from the site.

¹ <https://tfgm.com/plan-a-journey/schedules/bus-timetables>

SECTION 5 Travel Plan Targets

5.1 Introduction

- 5.1.1 Targets are set as measurable goals which the progress of the Travel Plan can be assessed against. The best practice guidance recommends that all targets should be classified as 'SMART', that means it can be Specific, Measurable, Achievable, Realistic and Time Bound. Targets should be linked the objectives outlined in Section 3.2.

5.2 Estimated Mode Split

- 5.2.1 Most travel to and from the site will be by employees. The baseline mode split for the development has been estimated with reference to the 2011 Census 'Method of Travel to Work' dataset for the local area using the MSOA Rochdale 010. This is summarised in **Table 5.1**.

Table 5.1: Estimated Baseline Mode Split

Method of Travel to Work	Proportion by Mode
Driving a car or van	49%
On foot	21%
Bus, minibus or coach	13%
Passenger in a car or van	8%
Taxi	4%
Train	3%
Underground, metro, light rail, tram	1%
Bicycle	1%
Motorcycle, scooter or moped	0%
Totals	100%

Source: Census 2011 (the Census 2021 data is not reliable due to Covid)

5.3 Targets

- 5.3.1 The primary aim of the travel plan is to reduce the amount of single occupancy car journeys.
- 5.3.2 The initial target of this Travel Plan is to reduce the number of single occupancy car trips generated by the development by 20% from the baseline. This is equivalent to a reduction the single occupancy car trip mode share from 49% to 39%. The target is for this to be achieved within five years of occupation of the site. This reduction will be achieved by an increase in travel to the site by active and sustainable modes.
- 5.3.3 The target might need to be refined following the baseline survey to ensure that it is appropriate.

SECTION 6 Implementation and Measures

6.1 Travel Plan Co-ordinator

6.1.1 A Travel Plan Co-ordinator (TPC) will be appointed by the operator three months prior to the occupation of the development. The TPC will be responsible for overseeing the implementation of the Travel Plan.

6.1.2 The TPC will be responsible for the following:

- Being the main point of contact in queries related to the Travel Plan;
- Preparing and distributing a travel information welcome pack to all employees;
- Developing the action plan to manage the day-to-day delivery of the measures contained in the Travel Plan;
- Promoting the Travel Plan to encourage interest and involvement of all employees;
- Providing monitoring feedback to employees as necessary; and
- Liaising with RBC where required.

6.2 Measures

Cycle Storage and Changing

6.2.1 Within the site, there will be cycle parking for 24 bicycles. RBC parking standards require a minimum of one cycle parking space per 40 beds – i.e. two spaces. The proposed provision significantly exceeds this and will enable all employees to cycle to work. Changing rooms, showers and lockers will be available for employees. This meets the requirements of RBC policy.

6.2.2 Showers, lockers and changing facilities will be available to employees who cycle to the site.

6.2.3 The TPC will be the point of contact with respect to the cycle parking and showering and changing facilities. The TPC will monitor the usage of the cycle parking spaces to ensure enough has been provided.

Promoting Cycling

6.2.4 Cycling is comparatively cheap, offers reliable journey times and is environmentally friendly. Each unit has dedicated cycle parking and changing facilities for employees. Cycling will be encouraged, supported and facilitated through the provision of cycle route maps covering the local area information (through the TP information leaflet and noticeboard).

6.2.5 In addition, it will be recommended that the operator signs up to the Government's 'Cycle to Work' scheme which is a salary sacrifice scheme for the purchase of bicycles and cycling equipment. The TPC will promote the scheme amongst staff.

6.2.6 The TPC will promote the health, fitness and time saving benefits of cycling, through specific events such as [National Bike Week](#), and awareness of cycling campaigns such as [Walk Ride GM](#) and [Sustrans](#).

Promoting Walking

6.2.7 Walking is the most sustainable method of travel, has a number of proven health benefits, and is an important source of personal freedom. Walking is important for the vast majority of people, including those who use public transport or those without access to a car. It potentially has an important role to play in journeys to work, particularly for those living within two kilometres of their workplace. Walking is free and offers a predictable journey time. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc.). Walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.

6.2.8 Walking be encouraged, supported and facilitated through the provision of route maps covering the local area information (through the TP information leaflet and noticeboard).

6.2.9 In addition the TPC will promote the health and fitness benefits and cost saving benefits of walking, and awareness of walking campaigns such as [Walk Ride GM](#) and [Living Streets](#).

Electric Vehicle Charging

6.2.10 Electric vehicle charging points (EVCP) will be provided in with the requirements of Building Regulations 2010, Infrastructure for the Charging of Electric Vehicles, Approved Document S. This requires that a minimum of one car parking space has active provision, and that cable routes for EVCPs should be installed in a minimum of one fifth of the total number of remaining parking spaces.

6.2.11 The TPC will monitor the use of the EV charging points and will be the point of contact for employees regarding this.

Car Park Management

6.2.12 The operator of the care facility will implement a car park management strategy prior to occupation of the development. Strategies could include:

- Car Share only bays – guaranteed parking for those who car share

- Managing spaces by employee's residence – with priority for those who live in areas with fewer options for active and sustainable travel; dispensation can be made for those with mobility issues
- Compulsory car free days – employees could be required to have one car free day every five days; this would effectively reduce the car park demand by 20%

6.2.13 The TPC will monitor the use of the car parking and log and conflicts/contraventions.

Promoting Car-Sharing

6.2.14 Car sharing involves two or more people sharing a car for their journey. Promoting and facilitating car sharing is effective at reducing peak congestion times and managing car parking demand. The benefits of car sharing also include cost savings for the sharing employees. Car sharers can be rewarded with dedicated priority parking spaces close to a building entrance.

6.2.15 The operator will offer employees who travel by car share a 'Guaranteed Ride Home', such as a free taxi ride, if their car share falls through.

6.2.16 The TPC will also encourage employees to sign up to [Liftshare](#).

Travel Information Pack

6.2.17 A travel information pack will be prepared and distributed to all new employees at the site upon their induction. An electronic copy will also be made available on the central company IT system. The travel information pack will contain information including:

- Local walking and cycling routes, the nearby bus stops, Metrolink stop, and Railway station
- Useful links, including:
 - [Bee Network journey Planner](#)
 - [Walk Ride GM](#)
 - [Living Streets](#) (for walking)
 - [Sustrans](#) (for cycling)
 - [Liftshare](#) (for car sharing)
- A summary of the benefits of walking cycling and public transport
- Details on cycle parking and changing facilities
- Details of the 'Cycle to work' scheme'
- Details of public transport season ticket discount and loan schemes

- Practical advice and tips
- Contact details for TP enquiries

Website Information

6.2.18 Travel information for visitors will be provide on the associated website. This will be designed to provide as much information as possible to give potential visitors plenty of options other than a privately owned car to reach the site.

Employee Noticeboard

6.2.19 The employee noticeboard (either physical or online, such as on SharePoint) will be used to provide up to date travel information, including bus service changes, and details of local and national walking and cycling events. It will also provide any details of any car sharing schemes and bicycle and walking groups. The responsibility of updating this information will be with the TPC.

SECTION 7 **Monitoring and Review**

7.1 **Introduction**

- 7.1.1 To measure the success of the Travel Plan it is important to monitor the travel patterns associated with the development. This includes both the level of sustainable travel (active travel modes and public transport) as well as single occupancy car use.

7.2 **Monitoring**

- 7.2.1 The Travel Plan monitoring will be based on an initial travel survey undertaken within six months of operation of the site commences (Year 1). Following the Year 1 'baseline' travel survey, the TPC will be responsible for preparing an action plan to identify measures to meet the objectives.
- 7.2.2 Follow-up travel surveys will be undertaken in Year 3 and Year 5, and the results will be compared against the data collected in the baseline survey. The TPC will be responsible for the collection and distribution of results with the TPC also being reasonable for publishing an annual monitoring report.
- 7.2.3 The TPC will act as a primary point of contact for employees and visitors to raise any issues they have in relation to travel to the site. The TPC will keep abreast of transport issues and liaise with the site managers, for example, if cycle parking is continually full, they will liaise with the site manager regarding additional provision.

7.3 **Review**

- 7.3.1 The TPC will monitor and review the progress and success of the Travel Plan and provide annual updates to the employees via the noticeboard.
- 7.3.2 The TPC will be the point of contact for RBC.

SECTION 8 Action Plan

8.1.1 An initial framework for implementation of the Travel Plan is set out in **Table 8.1**. This will be refined upon occupation of the site and completion of the baseline travel survey.

Table 8.1: Action Plan of Measures

Measures	Timescale
Provide cycle parking, showers, lockers and changing, EV charging	To be implemented prior to occupation
Nominate a Travel Plan Co-ordinator	Three months prior to first occupation
Sign up to the Government's 'Cycle to Work' scheme	Prior to first occupation
Prepare a Travel Information Pack for employees	Prior to first occupation
Provision of Electric Vehicle Charging	Prior to first occupation
Implement a car park management strategy	Prior to first occupation
Promoting Cycling	From commencement of employment and on-going thereafter
Promoting Walking	From commencement of employment and on-going thereafter
Promoting Car Sharing	From commencement of employment and on-going thereafter
Provision of travel information for the site on the website	Prior to first occupation
Set up an employee noticeboard	Prior to first occupation (plus regular updates)
Promotion of national and local travel events	Introduced within six months of first occupation and updated regularly
Travel Plan monitoring and review	The baseline employee travel survey will be undertaken within six months of first occupation (Year 1) with follow up surveys in Years 3 and 5. Annual monitoring reports will be sent to RBC

SECTION 9 BREEAM Review

9.1 Introduction

9.1.1 The Transport Statement (report ref: ITM1929-001) and this Travel Plan have been prepared in accordance with the BREEAM requirements, as follows:

- The BREEAM credit Tra 01 – ‘Transport Assessment and Travel Plan’ requires that, no later than concept design stage, a site-specific transport assessment (or travel statement) and draft travel plan is undertaken, which can be used to influence the site layout and built form.
- The BREEAM credit Tra 02 – ‘Sustainable Transport Measures’ follows the work undertaken for Tra 01 and requires the identification of specific sustainable transport measures to be included within the development proposal.

9.1.2 A review of this is set out within this section.

9.2 BREEAM Review – Tra 01

9.2.1 A site specific travel assessment has been carried. A review of the criteria is set out in Table 9.1.

Table 9.1: BREEAM Tra 01 Review

BREEAM Requirement	Review
2a If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.	N/a – the existing residential property will be demolished and the proposed land use is different.
2b Predicted travel patterns and transport impact of the future building or site users	This is set out in section 5.2 of the Travel Plan.
2.c Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.	This is set out in section 3 of the Transport Statement and Section 4 of the Travel Plan.

BREEAM Requirement	Review
2d Reporting of the number and type of existing accessible amenities within 500m of the site	The following amenities are located within 500m of the site: • Convenience store – Spar on Manchester Road • Food outlet - café (Starbucks), food takeaway (Subway) on Manchester Road • Outdoor open space at Mandale Park • Leisure facility – Castleton Bowling Club in Ashton Street • Community facilities – Castlemere Community Centre on Tweedale Street, Polish Catholic Centre on Manchester Road; Darul Ilm Masjid Mosque on Merefield Street • Childcare facility – Little Wonders Nursery on Tweedale Street
2e Disabled access accounting for varying levels and types of disability, including visual impairment.	The new building has been designed to accommodate all users – see the Design and Access Statement for further details.
2f Calculation of the existing public transport Accessibility Index (AI)	Using the Accessibility Index Calculator, the existing public transport Accessibility Index score is 7.62; the calculation is attached as Appendix A .
2g Current facilities for cyclists.	This is set out in section 3 of the Transport Statement and Section 4 of the Travel Plan.
3 Develop a site specific Travel Plan	This document is the Travel Plan.
4 If the occupier is known, involve them in the Travel Plan	The occupier is not yet confirmed; the Travel Plan will be updated by the occupier.
5 Demonstrate that the Travel Plan will be implemented	The Travel Plan forms part of the planning application submission and will be adhered to post-consent.

9.3 BREEAM Review – Tra 02

9.3.1 A summary of sustainable transport measures from Tra 02 is set out in Table 9.2.

Table 9.2: BREEAM Tra 02 Review

BREEAM Requirement	Review
Public transport measures (1-5)	The AI is calculated as 7.62. The available public transport is good - there are regular bus, tram and rail services. The scale of development does not justify an increase in provision or a dedicated bus service. Employees and visitors will be given links to the Bee Network journey planner, which has real time public transport information. The bus stops have seating and shelter and the footways are wide with street lighting – no changes are required.
Private transport measures (6-10)	Electric vehicle charging points will be provided in accordance with Building Regulations. The operator will promote car sharing and will consider the feasibility of providing priority spaces for car sharers. A taxi drop-off/waiting area has been considered, but this is not necessary as the external area provides sufficient space for this purpose.
Active travel measures (11-18)	Consultation with the local authority on the state of the local cycling network and on improvements is not necessary. The existing situation has been considered and the area is currently undergoing a series of improvements to the cycle network, including on Manchester Road. No additional changes are required. The development includes the provision of dedicated and convenient cycle storage. Shower facilities are provided for employees.

APPENDIX A. Details for BREEAM Assessment



> Plan a journey > Schedules

Search for bus times

Service

17: Shudehill - Middleton - Trub - Rochdale - Bamford - Norden

Stop

Manchester Road / outside Highfield Hospital

Date

Friday 4th July

Time

8

50

See earlier

Friday, 4th July

08:55	Rochdale		
17	Bee Network		
09:02	Rochdale		
17	Bee Network		
09:12	Rochdale		
17	Bee Network		
09:20	Rochdale		
17	Bee Network		
09:28	Rochdale		
17	Bee Network		
09:38	Rochdale		

09:47 Rochdale

17 Bee Network



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> Plan a journey > Schedules

Search for bus times

Service

471: Bolton - Brightmet - Elton - Bury - Heywood - Rochdale

Stop

Manchester Road / outside Highfield Hospital

Date

Friday 4th July

Time

8

00

See earlier

Friday, 4th July

08:07	Rochdale		
471	Bee Network		
08:28	Rochdale		
471	Bee Network		
08:40	Rochdale		
471	Bee Network		
08:52	Rochdale		
471	Bee Network		
09:04	Rochdale		
471	Bee Network		
09:16	Rochdale		

09:28 Rochdale

471 Bee Network



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> Plan a journey > Schedules

Search for bus times

Service

880: Buersil Head - Castleton - Sudden - Rochdale - Norden

Stop

Manchester Road / outside Highfield Hospital

Date

Friday 4th July

Time

8

00

See earlier

Friday, 4th July

15:27 Norden

880 Bee Network

Monday, 7th July

15:27 Norden

880 Bee Network

Tuesday, 8th July

15:27 Norden

880 Bee Network

Wednesday, 9th July

15:27 Norden

880 Bee Network



Thursday, 10th July

15:27 Norden

880 Bee Network



Friday, 11th July

15:27 Norden

880 Bee Network



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Search for bus times

Service

881: Greave - Spotland - Rochdale - Sudden - Castleton - Trub

Stop

Manchester Road / opposite Highfield Hospital

Date

Friday 4th July

Time

800

See earlier

Friday, 4th July

15:30 Castleton

881 Bee Network

Monday, 7th July

15:30 Castleton

881 Bee Network

Tuesday, 8th July

15:30 Castleton

881 Bee Network

Wednesday, 9th July

15:30 Castleton

881 Bee Network



Thursday, 10th July

15:30 Castleton

881 Bee Network



Friday, 11th July

15:30 Castleton

881 Bee Network



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Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

Multi-residential

No. nodes required

2

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	110									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	6	4								

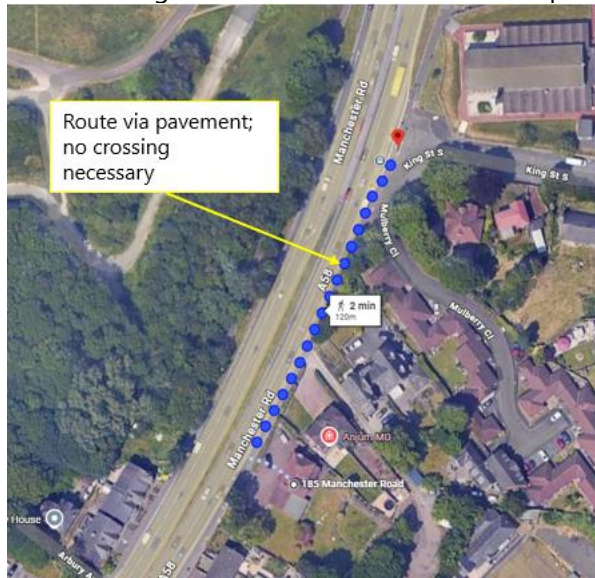
NODE 2

Public transport type	Rail									
Distance to node (m)	1000									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	5	11								

Accessibility Index	7.62
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Routes to public transport nodes

120m walking distance to southbound bus stop:



350m walking distance to northbound bus stop:



900m walking distance to Rochdale Railway Station:

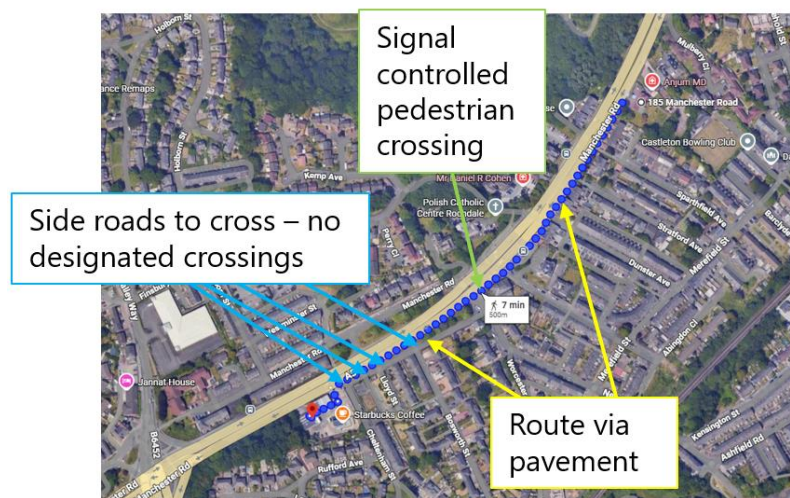


950m walking distance to Rochdale Station Metrolink:

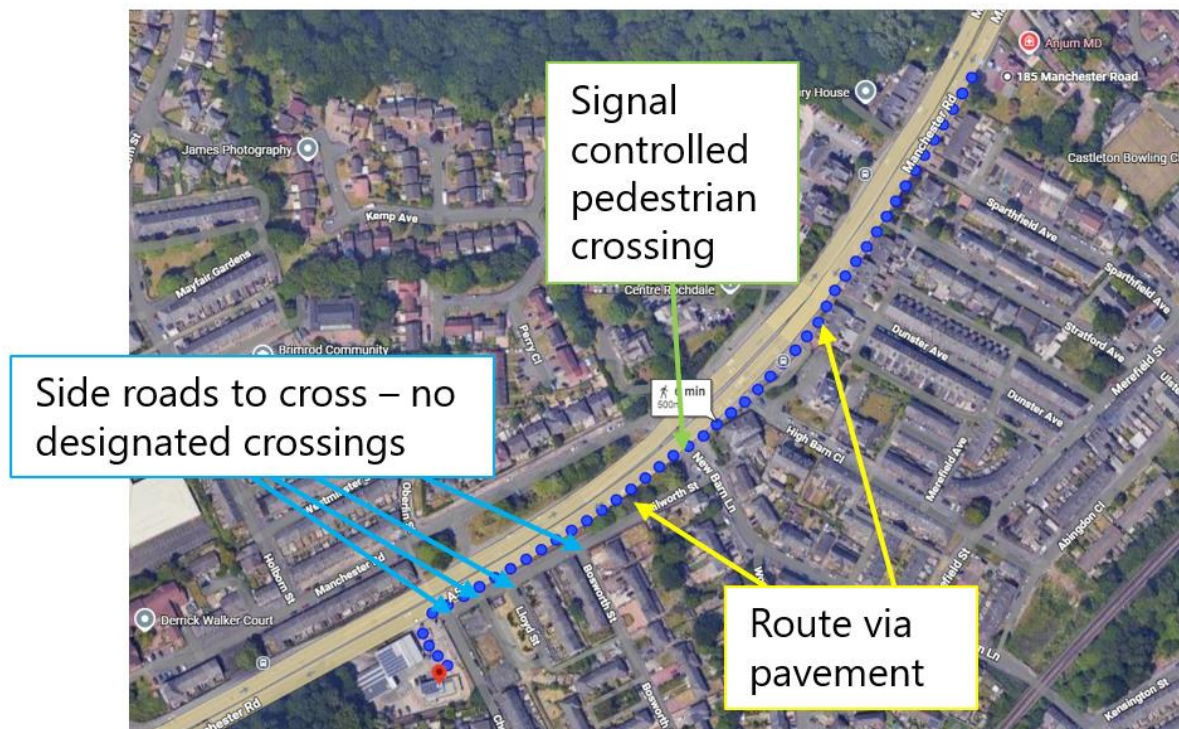


Walking routes to three amenities

500m walking distance to Spar convenience store



500m walking distance to Starbucks café



500m walking distance to Mandale Park (outdoor space)

