



CGG MLI (REIT) PropCO1 Limited

Birch Business Park, Heywood

BREEAM Framework Travel Plan

February 2026



CGG MLI (REIT) PropCO1 Limited

Birch Business Park, Heywood

BREEAM Framework Travel Plan

OFFICE ADDRESS:
106 Albert Mill,
10 Hulme Hall Road,
Manchester,
M15 4LY

PROJECT NO:
329220

DATE:
February 2026

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	260202 329220 FTP v1.2.docx	RW	02 February 2026	Final	LJ	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	16 January 2026	LJ	Final version
1.1	23 January 2026	RW	Updates based on updated layout
1.2	02 February 2026	RW	Updates based on updated layout

CONTENTS

1.	Introduction	4
1.1	Preamble	4
1.2	Overview of the Travel Planning Process	4
2.	Existing Conditions	6
2.1	Site Location	6
2.2	Local Highway Network	6
2.3	Disabled Accessibility	8
2.4	Public Rights of Way	8
2.5	Modal Split	8
3.	Development Proposals	10
3.1	Proposed Use	10
3.2	Site Access Arrangement	10
3.3	Parking Provision	11
4.	Sustainable Accessibility and Active Travel	12
4.1	Introduction	12
4.2	Pedestrian Accessibility	12
4.3	Cycle Accessibility	12
4.4	BREEAM Accessibility Index	13
5.	Overarching Aim, Objectives and Benefits	14
5.1	Overarching Aim	14
5.2	Objectives	14
5.3	Travel Plan Benefits	14
6.	Targets	19
6.1	Purpose of Target Setting	19
6.2	Mode Share Targets	19
7.	Travel Plan Strategy	20
7.1	Overview	20
7.2	Travel Plan Coordinator	20
7.3	Marketing	20
8.	Travel Plan Measures	21
8.1	Overview	21
8.2	Promotion and Marketing	21

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

8.3	Travel Information	21
8.4	Travel Database	22
8.5	Encouraging Walking	23
8.6	Encouraging Cycling	23
8.7	Promoting Car Sharing and Car Hire	24
8.8	Car Alternatives	24
9.	BREEAM Compliance Checklist	25
9.1	Introduction	25
9.2	BREEAM Compliance Checklist	25
9.3	BREEAM Travel Plan Measures	27
10.	Monitoring and Review	29
10.1	Overview	29
10.2	Monitoring Strategy	29
10.3	Reporting	29
11.	Action Plan	30

APPENDICES

APPENDIX A Example Travel Survey

1. Introduction

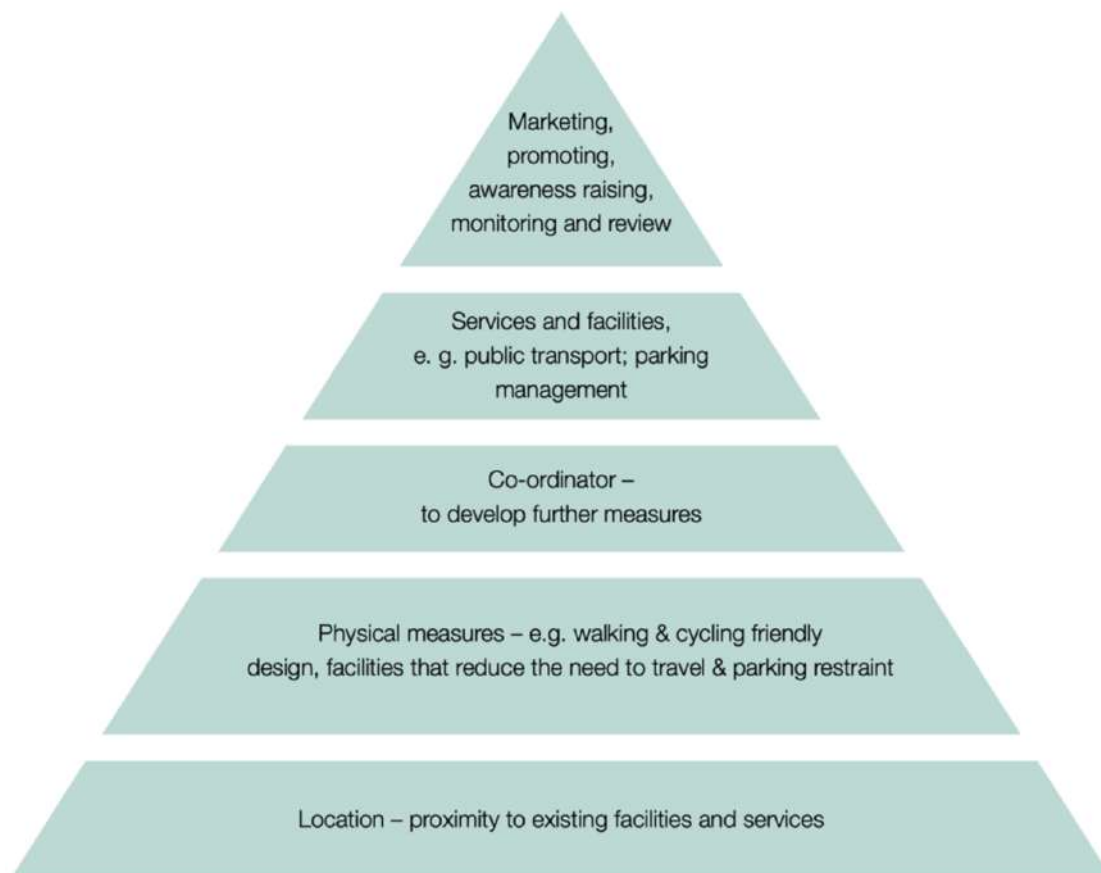
1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by CGG MLI (REIT) PropCO1 Limited (the 'Applicant') to provide transport planning and highway advice in relation to a s.73 application for an industrial development at Birch Business Park on Whittle Lane in Heywood, Rochdale.
- 1.1.2 The site has planning consent (with conditions) for an 8,153 sqm unit (Use Class B2 / B8) under App Ref: 22/01148/FUL, which was varied by App Ref: 24/00453/VRCON. A Transport Assessment, dated September 2021, was produced by Axis in support of the consented scheme.
- 1.1.3 The revised scheme will result in an increase in floor area to 9,348 sqm (+1,195 sqm). There will also be amendments to the proposed level of on-site car parking provision, dock levellers and level access doors. Access to the site will continue to be served as consented from the wider Birch Business Park from Moss Hall Road.
- 1.1.4 This BREEAM-compliant Framework Travel Plan (FTP) has been prepared as part of the planning application documentation and should be read in conjunction with the Transport Assessment (TA) also produced by Mode.

1.2 Overview of the Travel Planning Process

- 1.2.1 A Travel Plan (TP) is a long-term management strategy for integrating proposals for sustainable travel into the planning process. The TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term.
- 1.2.2 The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, and as a result mitigating the impact of travel.
- 1.2.3 A successful TP can be established by the Travel Plan Pyramid shown in [Figure 1.1](#).

Figure 1.1 : Travel Plan Pyramid (source : Department for Transport)



1.2.4 This TP forms the starting point in providing the following:

- Details of the provision for cyclists, pedestrians and public transport users;
- An example toolkit of sustainable transport measures;
- Potential milestone targets that could be developed for on-going implementation; and
- A strategy for ongoing monitoring and review would be developed and this would include the appointment of a designated Travel Plan Co-ordinator (TPC) who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.2.5 The key objectives of the TP will be taken forward by a TPC who will seek to:

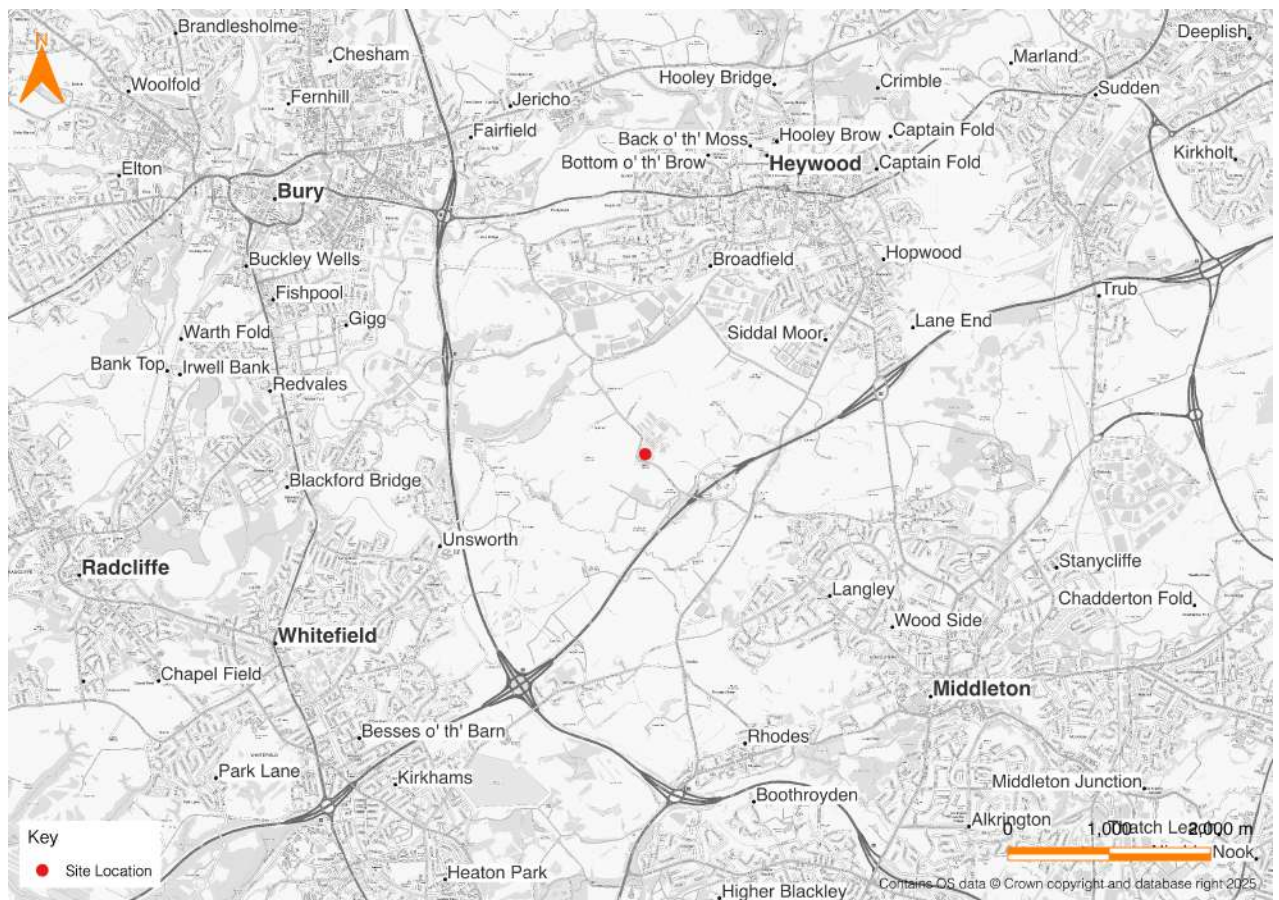
- Reduce the need to travel by car to and from the site;
- Promote the health and cost benefits of cycling, walking and using public transport;
- Promote the cost benefits of car sharing;
- Provide clear information to staff on sustainable modes of travel to and from the site; and
- Provide information to staff on the alternative sustainable modes of transport.

2. Existing Conditions

2.1 Site Location

- 2.1.1 The site is located within Birch Business Park on Moss Hall Road, c.2.7km southwest of Heywood, c.4.5km southeast of Bury and c.5.5km east of Radcliffe. The strategic site location is shown in Figure 2.1.

Figure 2.1 : Site Location Plan



2.2 Local Highway Network

- 2.2.1 The development site is bound by Moss Hall Road / Whittle Lane to the south and west, and by existing areas of Birch Business Park to the north and east.
- 2.2.2 The location of the development site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Local Highway Network



- 2.2.3 Access to the site will be taken from Moss Hall Lane, which currently provides access to the wider Birch Business Park. Moss Hall Lane continues south as Whittle Lane, where is provided access between Pilsworth Road to the north and Heywood Old Road (A6045) to the south.
- 2.2.4 Heading north from the existing access to Birch Business Park, footways are available on both sides of the carriageway. parking restrictions are not in place, except for the provision of double yellow lines on the Birch Business Park access radii to restrict inappropriate on-street parking.
- 2.2.5 Heading south from the access, towards Whittle Lane, vehicles over 18t are not permitted via this route, except for access to off-street premises.
- 2.2.6 The existing conditions along Moss Hall Lane in the vicinity of the site are summarised in [Table 2.1](#).

Table 2.1 : Moss Hall Lane / Whittle Lane – Existing Conditions

Road Classification	C-road	Footway Width	c.1.5m to north of access
Road Type	Two-way single carriageway	Pedestrian Facilities	Footways to north of access
Speed Limit	40 mph	Cycle Facilities	No
Carriageway Width	c.7.1m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

2.3 Disabled Accessibility

- 2.3.1 A review of the local highway network in the context of disabled users has been undertaken for pedestrian infrastructure in the vicinity of the site.
- 2.3.2 Birch Business Park features an internal network of footways, Zebra crossings and pedestrian crossings with dropped kerbs and tactile paving. This network connects with evenly surfaced footways to the north of the Birch Business Park site access, which continues northbound to both the east and west of the carriageway. This pedestrian network aids safe pedestrian movement throughout Birch Business Park and onto the local highway network.

2.4 Public Rights of Way

- 2.4.1 There are no Public Rights of Way (PRoW) along or within the site boundary.

2.5 Modal Split

- 2.5.1 To provide an accurate representation of the forecast modal split anticipated at the proposed development, the journey to work data from the 2011 Census has been reviewed for the population working in the site area.
- 2.5.2 The modal split for people living in the 'Rochdale 020' Middle Super Output Area (MSOA) has been examined and is summarised in [Table 2.2](#).

Table 2.2 : 2011 Census Travel to Work Data – Modal Split (MSOA: 'Rochdale 020')

Mode of Travel	Modal Share
Driving a car or van	75%
On foot	9%
Passenger in a car or van	7%
Bus, minibus or coach	5%
Taxi	2%
Bicycle	1%
Motorcycle	1%
Total	100%

2.5.3 As shown in [Table 2.2](#), the modal split data for 'Rochdale 020' MSOA shows that 84% of people travel by car to get to work, including 75% who drive, 7% who are passengers and 2% who use taxis. The Census data also shows that 15% of work trips are made using sustainable modes, including 9% on foot, 5% by bus and 1% by cycle.

3. Development Proposals

3.1 Proposed Use

- 3.1.1 The site has planning consent (with conditions) for an 8,153 sqm unit (Use Class B2 / B8) under App Ref: 22/01148/FUL, which was varied by App Ref: 24/00453/VRCON.
- 3.1.2 The revised scheme will result in an increase in floor area to 9,348 sqm (+1,195 sqm). There will also be amendments to the proposed level of on-site car parking provision, dock levellers and level access doors.
- 3.1.3 The proposed site layout is shown in [Figure 3.1](#).

Figure 3.1 : Proposed Development Site Layout (source : Fletcher Rae Architects)



3.2 Site Access Arrangement

- 3.2.1 Access to the site will continue to be taken as consented from within Birch Business Park on to Moss Hall Road.

3.3 Parking Provision

Parking Provision

- 3.3.1 Across the site, 110no. parking bays are proposed, inclusive of 7no. accessible bays (c.6%), 5no. car sharing spaces (c.5%) and 16no. EV bays (c.15%).
- 3.3.2 3no. cycle shelters are also proposed, providing a total of 60no. cycle parking spaces. This comprises 15no. Sheffield loops providing 2no. cycle parking spaces each, as well as 30no. tiered spaces. They will be located adjacent to the main car parking area.

BREEAM Requirements & Credits

- 3.3.3 10% EVCP bays are required as per BREEAM requirements. EVCP provision therefore meets the minimum BREEAM requirement which achieves **1 BREEAM Credit**.
- 3.3.4 As 5% car sharing bays are proposed, the site therefore achieves **1 BREEAM Credit**.
- 3.3.5 As the number of employees is unknown to determine the number of cycle parking spaces required, an occupancy density of 0.050 has been assumed based on Table 7.7 of the '*BREEAM New Version 6.1*' document. Based on Table 7.5 of the document, 1 cycle parking space is required per 10no. employees. This therefore means 47no. cycle parking spaces are required and therefore the site therefore achieves **1 BREEAM Credit**.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 4.1.3 Paragraph 110 states that: *"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making."*
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

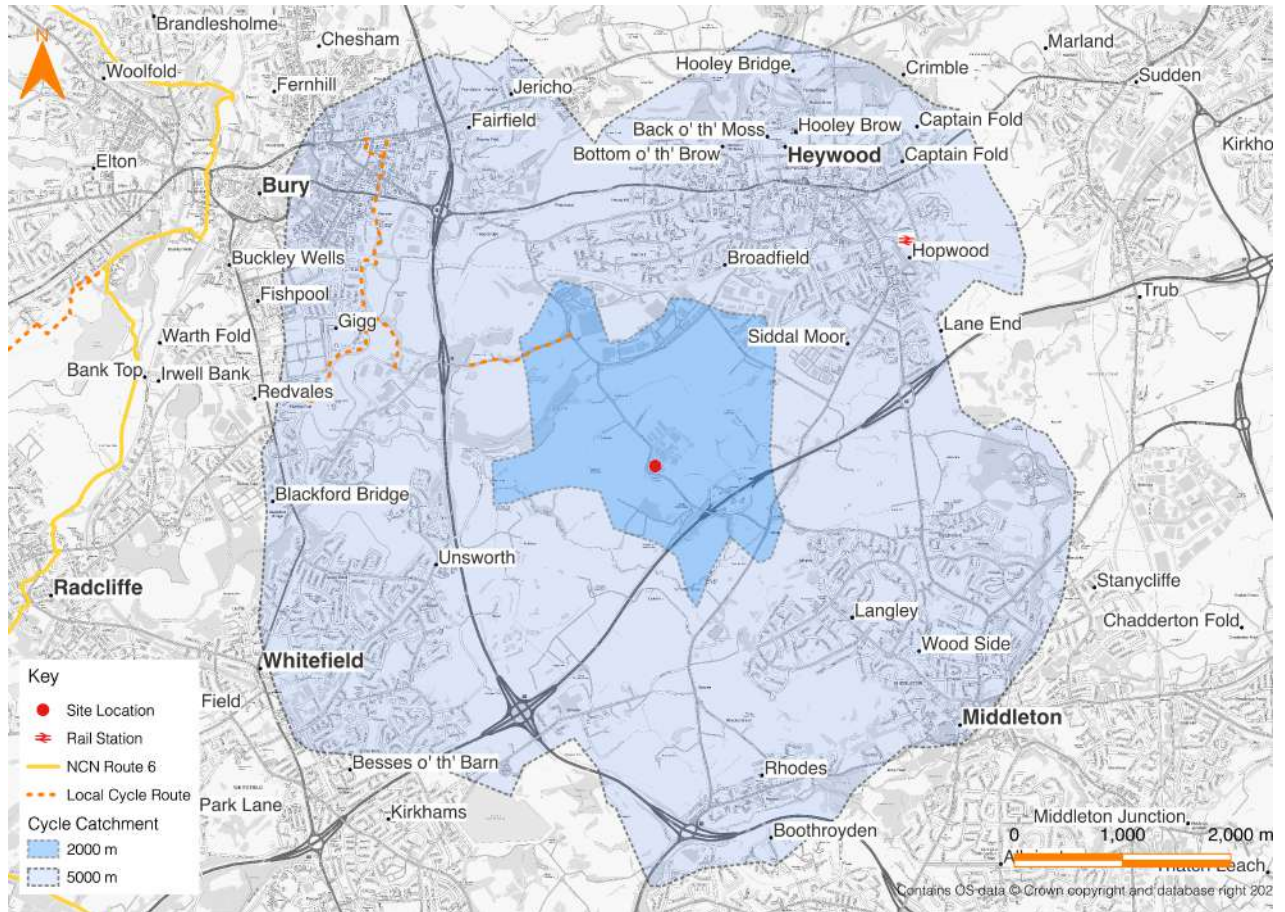
4.2 Pedestrian Accessibility

- 4.2.1 The development site is located within the existing Birch Business Park. As stated previously, an internal pedestrian network links to footways heading north from the site to / from Pilsworth Road.
- 4.2.2 The footway to the west of Moss Hall Road provides a continuous pedestrian route from the site access to the Moss Hall Road / Pilsworth Road priority junction.

4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.
- 4.3.3 **Figure 4.2** indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.1 : Cycle Catchment Plan



4.3.4 As shown in Figure 4.2, Heywood, Bury and Whitfield are accessible within the 5km cycle catchment.

4.3.5 A shared footway/cycleway is available to the south of Pilsworth Road, towards Junction 3 of the M66.

4.4 BREEAM Accessibility Index

4.4.1 There are no compliant nodes (any bus service with a stop within 650m and any railway / tram station within 1000m of the assessed building's main entrance, measured via a safe pedestrian route).

4.4.2 Therefore, the 'AI' calculator tool provides local bus, rail and tram services in the local area with an 'AI' of 0.00.

5. Overarching Aim, Objectives and Benefits

5.1 Overarching Aim

- 5.1.1 The overarching aim of this TP is to put in the place the management tools deemed necessary to enable employees to make informed decisions about how they travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This aim is achieved by setting out a strategy for eliminating barriers that keep staff from making use of sustainable modes.
- 5.1.2 Improving transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development. It will also provide travel options for all the site users, regardless of whether they own a car or not.

5.2 Objectives

- 5.2.1 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:
- Individual occupiers working together to promote sustainable and active travel to the site for all staff members working on the site;
 - Promoting accessibility by walking, cycling, public transport and car sharing; and
 - Increasing the awareness of the environmental and social benefits of using alternative modes of transport.
- 5.2.2 It is intended that the objectives of this TP will be met by identifying and implementing initiatives that provide future employees and visitors a variety of travel choices and, in doing so, reduce the need to travel by private car.

5.3 Travel Plan Benefits

- 5.3.1 The overall TP strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the TP.
- 5.3.2 The proposed monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out later in this report.
- 5.3.3 The TP will incur different benefits, to different groups / individuals:

Occupier Benefits

- 5.3.4 By meeting the objectives, the TP will bring about the following benefits to the Occupiers:

- An improved compliance with the planning context;
- A demonstration of any environmental credentials;
- An incentive to recruiting and retaining employees; and
- A healthier and more productive work force.

Employee Benefits

- By meeting the objectives, the TP will bring about the following benefits to employees:
- Health benefits associated with walking and cycling, including reduced levels of stress;
- The opportunity to save money using alternative modes of travel to the car;
- Improved quality and reliability of employee journeys to and from work; and
- Create a pedestrian / cyclist friendly environment.

5.3.5 Figure 5.1 shows the benefits of increases active travel across Greater Manchester.

Figure 5.1 : Benefits of Active Travel in Greater Manchester (source : Sustrans)



Wider Community Benefits

- By meeting the objectives, the TP will bring about the following wider community benefits:
- On-going reductions in vehicular generated traffic on the local highway network;

- Increasing patronage on existing public transport modes;
- Health benefits associated with walking and cycling;
- A contribution to reduced traffic, congestion, air pollution and accidents; and
- Improving accessibility and travel choice for reaching local facilities.

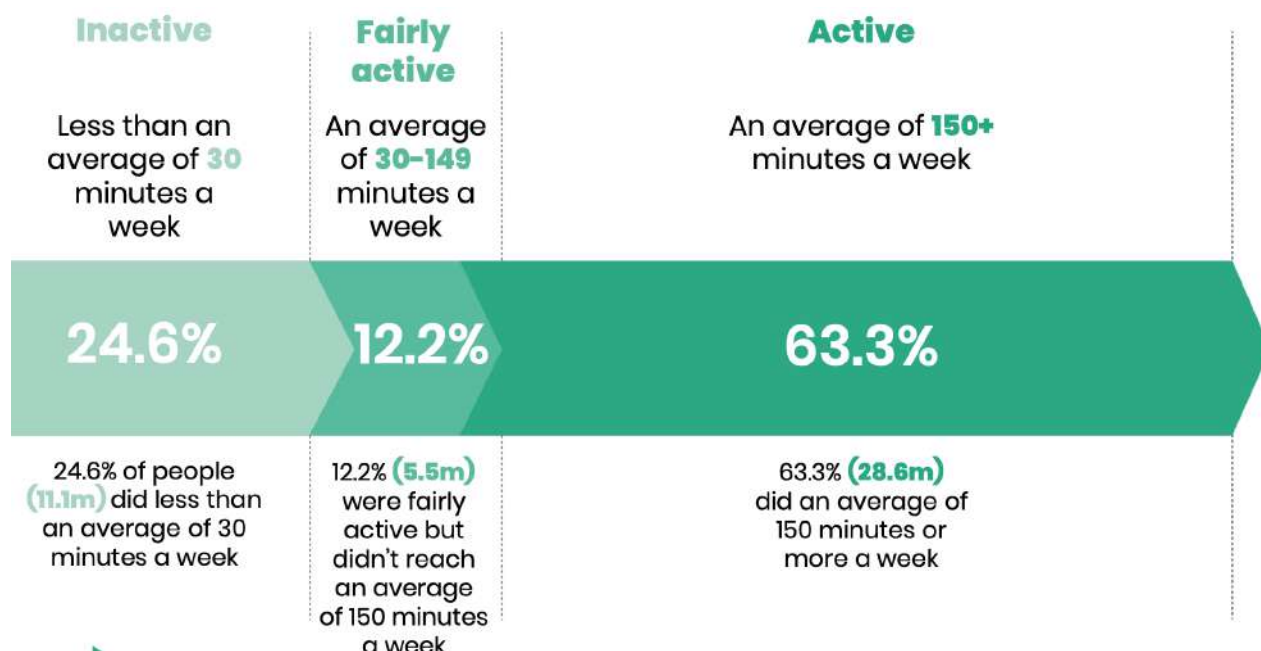
Environmental Benefits

- 5.3.6 Data from the Department for Business, Energy and Industrial Strategy shows that domestic transport is the greatest-emitting sector in the UK (27% in 2019). The main source is the use of petrol and diesel, particularly for passenger cars. How people travel will therefore play a large role in the UKs, and Greater Manchester's, journey to net zero.
- 5.3.7 A Clean Air Plan is being developed by the 10no. Greater Manchester local authorities to tackle air pollution. Several measures have been proposed, including the provision of a Clean Air Zone (CAZ) to charge non-compliant vehicles. At the time of writing, the scheme has not been finalised.
- 5.3.8 In 2021, TfGM published the 2040 Vision for Transport, to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.
- 5.3.9 The 2040 Vision for Transport is aiming for 90% of morning peak trips into the City Centre to be made by sustainable modes by 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.
- 5.3.10 Therefore, encouraging people to make sustainable choices in the way they travel will considerably reduce the impact that a development has on the environment.

Health Benefits

- 5.3.11 A reduction in car use will contribute to improved air quality, which in turn will propose health benefits. There are also numerous direct health benefits associated with active travel (walking and cycling).
- 5.3.12 The NHS advise that adults undertake at least 150 minutes of moderate intensity activity a week, or 75 minutes of intense activity. [Figure 5.2](#) shows that whilst most adults meet this recommendation, a large amount do not. Active travel therefore presents an easy and convenient way to incorporate more activity in the adult daily life.

Figure 5.2 : Activity Levels Amongst Adults (source : Active Lives Adult Survey Nov 2018/19)

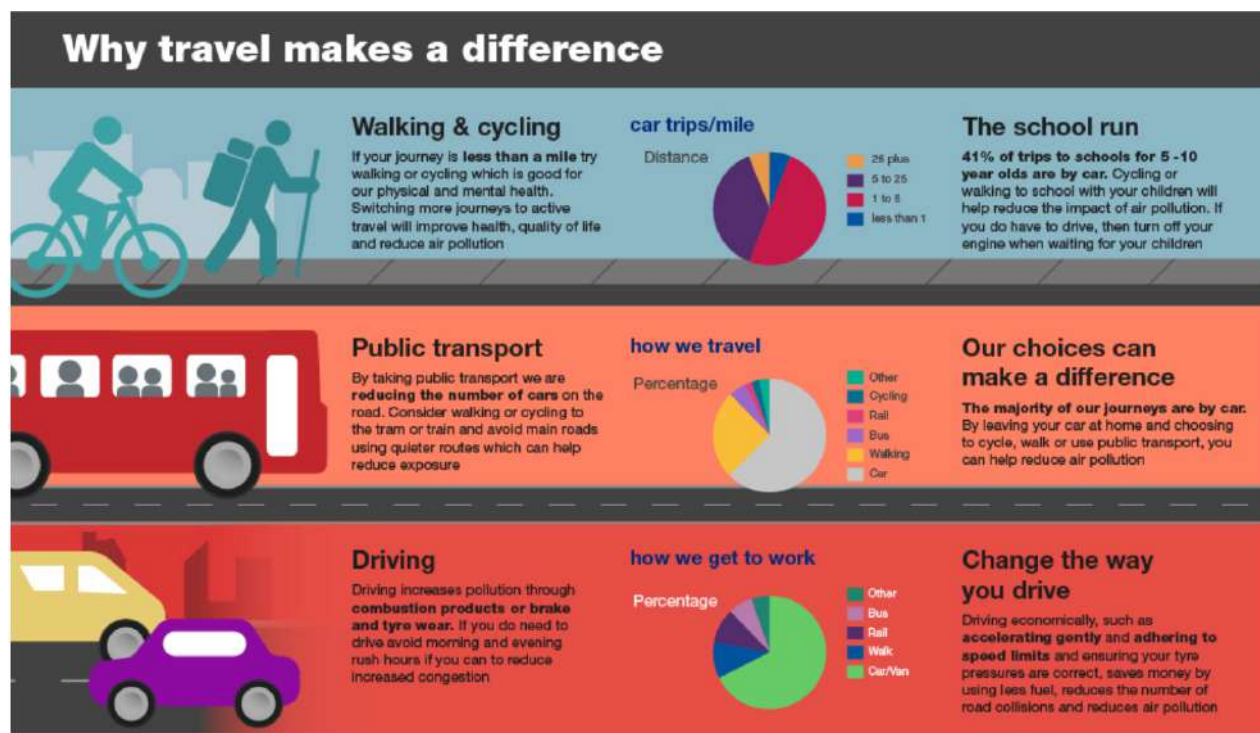


5.3.13 Public Health England published an edition of 'Health Matters' in 2018 with a focus on air pollution, noting that poor air quality is the largest environmental health risk in the UK; it showed that road transport contributes 33.6% and 12.4% of all nitrogen dioxide and particulate matter emissions respectively. Their effects include the exacerbation of asthma, coughing and wheezing in the short-term, and lung cancer, respiratory conditions and strokes in the long term, amongst many others.

5.3.14 Moderate activity, including walking and cycling can prevent / reduce the risk of various health problems; including, but not limited to, cancer, obesity, diabetes, strokes, mental health issues and high blood pressure. Further impacts of different travel modes on public health are shown in Figure 5.3.

5.3.15 The implementation of TPs therefore has a large scope to improve the health of those who they target.

Figure 5.3 : Impact of Travel Behaviour on Public Health (source : Public Health England)



Financial Benefits

5.3.16 Financial gains are also to made through increased active travel (physical inactivity was thought to have cost the NHS £455 million in 2013-14), as well as public transport, that may present itself as a more affordable alternative to car ownership or regular car use.

5.3.17 Individuals can save money by choosing the most appropriate sustainable mode of travel to themselves, instead of using a private car. Such transitions and choices are made easier by the implementation of an effective TP.

6. Targets

6.1 Purpose of Target Setting

6.1.1 Targets are the measurable goals by which progress will be assessed. The TP sets out mode share targets that the occupier will seek to achieve via liaising with Rochdale Metropolitan Borough Council (RMBC). These mode share targets are **SMART**; that is **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime related.

6.2 Mode Share Targets

6.2.1 Individual modal share targets are outlined in **Table 6.1**. Due to the limited control over modes of travel adopted by visitors, targets are not set specifically for these site users. However, measures outlined in this TP may also benefit visitors as well as employees.

Table 6.1 : Provisional Mode Share Targets

Mode of Travel	Mode Share Targets by Timescales					
	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Single Occupancy Vehicle (SOV)	75%	73%	71%	69%	67%	65%
Sustainable Travel Modes	25%	27%	29%	31%	33%	35%

6.2.2 The targets outlined in **Table 6.1** aim to achieve a 10% mode shift from SOV trips to sustainable travel modes (and corresponding 10% uplift in sustainable modes). The actual baseline mode share will be confirmed as part of initial baseline Employee Travel Survey. At this stage, these are interim percentages based upon the multimodal trip calculations from Census 2011 data. The mode share targets are subject to change on this basis.

6.2.3 It is recognised that it is not possible to set accurate targets far into the future, even when based on actual mode share data. Given this, it should be acknowledged that the targets for individual occupiers may change over time as the results of ongoing monitoring become available.

6.2.4 All data collected will be in accordance with local authority standards, to ensure the TP is being accurately monitored and that targets are being met as per the ambitions of this TP.

7. Travel Plan Strategy

7.1 Overview

7.1.1 A Travel Plan Co-ordinator (TPC) will be appointed by each occupier prior to occupation when marketing of the TP commences. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of their TP on behalf of the occupier. The TPC position will be in place for a minimum of 5-years post occupation.

7.2 Travel Plan Coordinator

7.2.1 The TPC will be a part-time role (likely to be part of a day-to-day admin role of the business) whose responsibilities will include:

- Acting as a point of contact for all employees;
- Managing the development and implementation of the TP measures;
- Promoting the objectives and benefits of the TP;
- Monitoring the success of the targets outlined within this TP;
- Working with other TPCs across the site; and
- Reporting the results of the monitoring to Officers at RMBC as necessary.

7.3 Marketing

7.3.1 Employees will be made aware of the existence of the TP upon commencement of their employment. The following methods could be used as a means of disseminating information to employees as well as promoting events / campaigns / promotions:

- Employee notice boards;
- Employee newsletters (where possible);
- Employee Travel Pack; and/or
- E-groups and forums.

8. Travel Plan Measures

8.1 Overview

8.1.1 This section of the report will outline the specific physical and management measures which should be undertaken as part of the TP.

8.2 Promotion and Marketing

8.2.1 Employees will be made aware of the existence of the TP upon commencement of their employment and will have access to travel planning information during their employment.

8.2.2 The following methods will be used as a means of disseminating information to employees as well as promoting events / campaigns / promotions:

- The TP will be presented and promoted to staff members as an opportunity and possibly a challenge rather than as a chore.
- The TPC will utilise notice boards in communal areas of their unit to promote the TP, travel information and their contact details as the TPC.
- Employee updates/ newsletters (where possible).
- E-groups and forums.
- Other means of promoting the TP will also be investigated, which might take the form of staff newsletter or mailings.

8.2.3 It will be the responsibility of each TPC to disseminate and make accessible up-to-date information within their unit.

8.3 Travel Information

8.3.1 All staff members employed at the site will be notified about the TP and informed about options to travel to and from work by sustainable modes of travel.

8.3.2 The following information will be made available to all employees:

- Location of nearest bus stops and train station(s).
- Up to date local bus timetables.
- Maps showing safe walking routes to the nearest key facilities including bus stops and train stations.
- Maps showing safe cycling routes to the site.
- Promotional material highlighting the health and financial benefits of walking and cycling.

- Promotion events, where applicable.
- Details of trip planning apps.
- Details of national websites such as <https://www.enterprise.co.uk/en/home.html>
- Details of car share services such as <https://liftshare.com/uk>
- Details of websites such as <https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner> which provides a free online walking journey planner.
- Details of journey planning websites such as <https://www.traveline.info/>
- Details of websites and apps where you can get the next departures from any bus stop sent to your mobile phone.

8.3.3 Incentives to staff members to travel by sustainable modes of transport could also be implemented to encourage a shift from single occupancy car travel to sustainable modes of travel.

8.4 Travel Database

8.4.1 The TPC will produce and maintain a travel database of the travel characteristics of the staff. The survey would request details of the following (this is not an exhaustive list):

- Normal working hours;
- Mode of travel to work;
- Car ownership;
- Reasons for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work; and
- Staff profile, including age, gender etc.

8.4.2 All data collected in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the database and be responsible for the release of information.

8.4.3 The baseline Employee Travel Survey should be undertaken upon first occupation. The Travel Survey results will provide a valuable 'baseline' against which the success of the TP in reducing car journey and increasing journey by walking, cycling and public transport will be measured.

8.4.4 This survey will be repeated annually, for a period of up to 5 years, to measure the success of TP and inform RMBC of the findings. The TP will then be reviewed and amend, if and when necessary.

8.4.5 An example travel survey is attached in **Appendix A**.

8.5 Encouraging Walking

8.5.1 In order to encourage walking at the site, the TPC will ensure that staff and visitors have received information and advice concerning safe pedestrian routes to and from the site. Staff and visitors will also be encouraged to walk by promoting the benefits which include health, reduction in stress, cost and environmental friendliness.

8.5.2 The following websites can be accessed to plan safe walking routes and obtain information on walking:

- <https://www.google.co.uk/maps>
- <https://www.livingstreets.org.uk/>
- <https://www.routeyou.com/>
- <https://beeactive.tfgm.com/walking/>

8.6 Encouraging Cycling

8.6.1 In terms of proposed operational measures, the TPC role will include the promotion of cycling to staff and visitors. This may be through the provision of details on local cycle routes/ facilities accessible from the development and other relevant information such as bicycle purchase/repair.

8.6.2 Further information regarding the benefits of regular exercise, cycling events within the local area and cycle clubs will also be promoted through similar measures.

8.6.3 Other national campaigns will be promoted by the development including 'The Bike Week' where staff and visitors can register (<https://www.cyclinguk.org/bikeweek>) to take part in The Bike Week Challenge.

8.6.4 The following websites can be used to find information on local cycle routes, groups and further information of cycling around Salford and Greater Manchester:

- <https://www.rochdale.gov.uk/sports-leisure/cycling>
- https://assets.ctfassets.net/nv7y93idf4jq/3cDNsAUZGfWHi2hk5dnlnN/7768c20564875e08518edcf21bea84e1/24-0133_04_-_ROCHDALE_Cycle_map_leaflet_48pp_A1_Jun-2024.pdf
- <https://beeactive.tfgm.com/cycling/>
- <https://beeactive.tfgm.com/cycling/cycling-for-beginners-start-riding/>

8.7 Promoting Car Sharing and Car Hire

8.7.1 Car sharing represents a convenient and alternative form of travel with significant potential to reduce the total private car mileage and car parking demand.

8.7.2 The principal benefits associated with the introduction of a car sharing scheme are considerable and include:

- Reduced travel costs – drivers and passengers can split the costs of travel.
- Improved access – to areas which aren't accessible through public transport.
- Meet new people – sharing a car is a great way to meet colleagues, friends and neighbours.
- Reduced congestion – by sharing cars you can do your bit to help reduce congestion in the area.
- Reduced pollution – cutting congestion will also help to reduce pollution.
- Reduced CO₂ emissions – which in turn will help to reduce the development of global warming.

8.7.3 Staff will be provided with details of publicly accessible databases and websites that provide the opportunity for people to car share in the wider area. These may include:

- <https://liftshare.com/uk>
- <https://www.blablacar.co.uk/search-car-sharing>

8.8 Car Alternatives

8.8.1 It is understood that sometimes access by car is necessary. Employees and visitors will also be provided the details of local minicab/ taxi firms, popular services and facilities they require as necessary.

9. BREEAM Compliance Checklist

9.1 Introduction

9.1.1 A checklist has been provided to indicate where and how each element's compliance with the Tra 01 and Tra 02 targets have been met.

9.2 BREEAM Compliance Checklist

Tra 1

9.2.1 A summary of the BREEAM compliance checklist regarding Tra 01 is provided in [Table 9.1](#).

Table 9.1 : Tra 01 BREEAM Compliance Checklist

	Criteria	Achieved	Comments
1	During the feasibility and design stages, develop a Travel Plan based on a site-specific travel assessment or statement.	Yes	Travel Plan prepared
2	The site-specific travel assessment or statement covers as a minimum:		
2.a	Existing travel patterns and opinions of existing building or site users towards cycling and walking, identifying constraints and opportunities, if relevant	Yes	Through existing Staff Travel Plan / surveys
2.b	Travel patterns and transport impact of future building users	Yes	The transport impact is considered within the associated Transport Assessment
2.c	Current local environment for walkers and cyclists	Yes	Existing conditions in terms of accessibility is detailed in this Travel Plan
2.d	Reporting of the number and type of existing accessible amenities within 500m of the site	Yes	Details of local amenities of accessibility is detailed in this Travel Plan
2.e	Disabled access (accounting for varying levels of disability and visual impairment)	Yes	Disabled access is discussed within the Transport Assessment
2.f	Calculation of the existing public transport Accessibility Index (AI)	Yes	Accessibility Index summarised in this Travel Plan
2.g	Current facilities for cyclists	Yes	Details of cycle routes detailed in this Travel Plan
3	The Travel Plan includes proposals to increase or improve sustainable modes of transport and movement of people and goods during the building's operation and use	Yes	Details of measures to be implemented are contained in this Travel Plan
4	If the occupier is known, involve them in the development of the travel plan.	Yes	The occupier is involved in the development and implementation of the Travel Plan
5	Demonstrate that the Travel Plan will be implemented post construction and be supported by the building's management in operation.	Yes	Required actions set out in Action Plan within this Travel Plan

9.2.2 Table 9.1 shows that all required criteria relating to Tra 01 have been reviewed. Therefore, there should be no reason why **2 credits** should not be awarded for this element of the BREEAM assessment.

Tra 2

9.2.3 A summary of the BREEAM compliance checklist in relation to Tra 02 is provided in Table 9.2.

9.2.4 The criteria for meeting Tra 02 require the sustainable transport measures set out within the 'BREEAM New Version 6.1' document (Table 7.4) to be identified. Based on the AI, the credits achieved concerning Tra 02 are summarised in Table 9.2.

Table 9.2 : Tra 02 BREEAM Compliance Checklist and Points Achieved

	Assessment Option	Points Available	Assessment Met?	Points Achieved
1	AI > 8	1	No	0
2	Increase of AI	2/3	No	0
3	On-site information on Public Transport and transport infrastructure	1	No	0
4	EV charging provision	1	Yes	1
5	Car Sharing scheme implemented	1	Yes	1
6	Consultation with LA	2	No	0
7	Cycle storage provision	1	Yes	1
8	Provision of showers / lockers	1	No	0
9	At least 3 existing amenities are accessible	1	No	0
10	One new amenity is provided	2/3	No	0
11	Implementation of one site specific measure (reviewed by BRE)	1-3	No	0
Total Points				3

9.2.5 Based on the credits achieved against the criteria set out in Table 7.3 of the *BREEAM Technical Manual (v6.1)*, it is considered that **3 credits** can be awarded for this element of the BREEAM assessment.

9.3 BREEAM Travel Plan Measures

- 9.3.1 As part of the BREEAM process, the following measures have been considered when developing the Travel Plan:

Negotiation with local bus, train or tram companies an increase in the local service provision for the development

- 9.3.2 Based on the site location, this is not deemed necessary.

Provision of a public transport information system in a publicly accessible area

- 9.3.3 Based on the site location, this is not deemed necessary.

Provision of electric recharging stations

- 9.3.4 The development will provide 16no. Electric Vehicle Charging Point (EVCP) spaces (15%).

Provision of parking priority spaces for car sharers

- 9.3.5 Priority parking for car sharers will be provided across 5no. bays (5%).

Consultation with the local authority on the state of the local cycling network and on improvements

- 9.3.6 Based on the site location, this is not deemed necessary.

Provision of dedicated and convenient cycle storage

- 9.3.7 60no. cycle parking spaces will be provided.

Provision of cyclists' facilities

- 9.3.8 This has not been provided at the preference of the developer.

Lighting, landscaping and shelter to create a pleasant pedestrian and public transport waiting areas.

- 9.3.9 Lighting and landscaping will be provided to create pleasant pedestrian areas.

Restrictions or charging for parking

- 9.3.10 It is not necessary for the site to include parking restrictions or charging within the site.

Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes

9.3.11 The footway provision surrounding and within the site benefits from an even surface, providing sufficient access for all users, accounting for varying levels and types of disability, including visual impairment.

Provision of suitable taxi drop-off or waiting areas

9.3.12 It is not necessary for the site to provide taxi drop-off or waiting areas.

Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre).

9.3.13 Not applicable for the site.

10. Monitoring and Review

10.1 Overview

10.1.1 Monitoring of the TP has the following key roles led by the TPC:

- To provide feedback to allow the TP to be developed; and
- To measure the level of success in meeting identified targets of the TP using key performance indicators.

10.1.2 A strategy for undertaking the monitoring and review is outlined in this section.

10.2 Monitoring Strategy

10.2.1 The monitoring programme will begin with the initial baseline Employee Travel Survey, to be undertaken upon first of occupation. Further surveys will be completed annually for a period of up to 5 years, which will be carried out to monitor progress towards the targets of the TP.

10.2.2 The surveys undertaken will also confirm the number of employees surveyed, the number of respondents, the date of survey, the type of survey used and how the modal split has been calculated.

10.2.3 Cycle storage usage will also be monitored, in order to judge whether the implementation or proportion of cycle measures would benefit from modification.

10.3 Reporting

10.3.1 Respective TP reviews will be undertaken annually. These will provide an opportunity for the TPC to assess the progress of their TP. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data.

10.3.2 If the targets and measures outlined in the annual monitoring reports are not being achieved, the potential for introducing remedial actions will be explored. The actions could include increasing the working time allocated to the TPC position or offering personalised travel planning to staff.

11. Action Plan

11.1.1 An example 'Action Plan' is outlined in [Table 11.1](#). This provides a schedule of the key actions detailed within this TP in terms of who is responsible and their timescale. All actions are directed at influencing travel patterns to achieve the stated targets in-line with the objectives.

Table 11.1 : Travel Plan Action Plan

Measure	Responsibility	Timescale
Appointment of TPC at each unit	Occupier	Upon occupation
Provision of sustainable travel information	TPC	Upon occupation
Preparation of detailed Travel Plan with baseline traffic survey information and issue to RMBC	TPC	Within 6 months of occupying unit
General promotion of sustainable travel opportunities	TPC	Ongoing
Monitor usage of car parking	Occupier / TPC	Ongoing
Monitor usage of internal cycle parking	Occupier / TPC	Ongoing
Undertake Year 1 employee travel questionnaire surveys	TPC	Year 1 anniversary of occupation
Undertake Year 2 employee travel questionnaire surveys	TPC	Year 2 anniversary of occupation
Undertake Year 3 employee travel questionnaire surveys	TPC	Year 3 anniversary of occupation
Undertake Year 4 employee travel questionnaire surveys	TPC	Year 4 anniversary of occupation
Undertake Year 5 employee travel questionnaire surveys	TPC	Year 5 anniversary of occupation
Update Travel Plan with survey and monitoring findings for the preceding period and issue to RMBC	TPC	Within 6 months of survey

APPENDICES

APPENDIX A Example Travel Survey



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 3848 9719

Manchester

☎ 0161 464 9495

✉ info@modetransport.co.uk 📍 [modetransport.co.uk](https://www.modetransport.co.uk) ✂ [@mode_transport](https://twitter.com/mode_transport)

Travel Survey Questionnaire

Please return the survey once you have completed it. (Be assured that any personal data will be kept confidential)

Please select an answer to the questions below with a tick:

1. Your postcode:

2. Are you: Male ☐ Female ☐

3. Your age: 16- 25 ☐ 26-40 ☐ 41-55 ☐ 56+ ☐

4. How often are you typically required to travel to work?

- ☐ Most days
- ☐ Up to three times a week
- ☐ Once a week
- ☐ Less than once a week

5. How do you usually travel off site?

Please tick your usual mode of travel for the longest part of your journey:

Walk	Cycle	Bus	Train	Light Rail	Car Driver	Car Passenger
☐	☐	☐	☐	☐	☐	☐

6. Would you be interested in receiving more information on the following?

- ☐ Local public transport options
- ☐ Car sharing opportunities
- ☐ Walking maps for the area
- ☐ Cycle maps for the area
- ☐ Other (Please specify).....

Do you have any further comments or suggestions about how we can improve your journey to work options?

.....

.....

.....

.....

Thank you taking the time to complete this questionnaire