

Residential Development
Kellen Homes, Castleton Sidings, Rochdale

February 2026

FULL TRAVEL PLAN

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REPORT

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CONTENTS

1	INTRODUCTION	3
1.1	Introduction.....	3
1.2	Structure of the Travel Plan	4
1.3	The Development.....	4
1.4	The Travel Plan	4
2	TRAVEL PLANNING POLICY AND GUIDANCE.....	6
2.1	Travel Planning Policy	6
2.2	Travel Planning Guidance	6
3	MANAGEMENT MEASURES	8
3.1	Introduction.....	8
3.2	Appointment of Travel Co-ordinator	8
3.3	Resident's Travel Pack	9
3.4	Travel Awareness and Information.....	11
3.5	Promotion of Lift Share Scheme.....	11
3.6	Encouraging Walking/Cycling.....	11
3.7	Encourage Home Working and Delivery Services	11
3.8	Encouraging Travel by Public Transport.....	12
3.9	Marketing and Promotion	12
4	ACCESSIBILITY BY NON-CAR MODES.....	13
4.1	Introduction.....	13
4.2	Access on Foot.....	13
4.3	Access by Cycle	18
4.4	Access by Bus	18
4.5	Accessibility by Rail.....	20
4.6	Accessibility Summary	20
5	TRAVEL PLAN TARGETS	21
5.1	Introduction.....	21
5.2	Potential Targets	21
5.3	Action Plan	22
6	PLAN MONITORING AND ASSESSMENT	24
7	CONCLUSIONS	26

PLANS

Plan 1	Site Location
Plan 2	Site Layout
Plan 3	Pedestrian Catchments

1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Kellen Homes to provide a Full Travel Plan to discharge a planning condition relating to a residential development on land at the former Baggs Yard Railway Sidings in Castleton.

1.1.2 The location of the site in relation to the surrounding local area is shown in **Plan 1**.

1.1.3 More specifically the Planning Condition states that:

'No part of the development shall be occupied until a Full Travel Plan for the site is submitted to and approved in writing by the Local Planning Authority. The Full Travel Plan shall be implemented and reviewed in accordance with the timetable set out within the plan.'

Reason: To provide for sustainable travel and to limit the effects of the increase in travel movements in accordance with Policies JP-P1, JP-C1 and JP-C8 of the Places for Everyone Plan and the NPPF'.

1.1.4 This Travel Plan will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development.

1.1.5 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this development, these documents are as follows;

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process - Published in April 2009.

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'. Section 3 sets out a series of management measures that will be implemented as part of the Travel Plan

1.2.2 Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport. Section 5 discusses targets for reducing trips by the private car while Section 6 details the monitoring of the Travel Plan.

1.2.3 Section 7 draws together the findings and conclusions.

1.3 The Development

1.3.1 The development consists of 191 residential dwellings with a range of 1, 2, 3 and 4 bedroom houses with associated landscaping and open space.

1.3.2 The site layout is shown on **Plan 2**.

1.3.3 Pedestrian and cycle access will be available via the vehicular access points off Fairway.

1.3.4 These links provide pedestrian and cycle connectivity with the surrounding Castleton area. There is an extensive footway network in the vicinity of the site connecting the site to the remainder of the Castleton area and notably the 'day to day' amenities close by, such as, shops, schools, healthcare facilities and employment opportunities.

1.4 The Travel Plan

1.4.1 The aim of the Travel Plan is as follows:

- To encourage residents and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and

- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The DfT's 'Making Residential Travel Plans Work' which although has been superseded by the National Planning Practice Guidance still provides relevant guidance on the preparation of Travel Plan. This document introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1**.

2.2.3 The hierarchy of 5-tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

2.2.4 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.



Figure 2.1 – The Travel Plan Pyramid

- 2.2.5** The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.6** As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.7** The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

- i) Appointment of Travel Plan Co-ordinator
- ii) Resident's Travel Pack
- iii) Travel Awareness and Information
- iv) Promotion of Lift Share Scheme
- v) Encouraging Walking/Cycling
- vi) Encourage Home Working and Delivery Services
- vii) Encouraging Travel by Public Transport
- viii) Marketing and Promotion

3.2 Appointment of Travel Co-ordinator

3.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed prior to the properties being occupied.

3.2.2 The TPC will be responsible for all aspects of the Travel Plan.

3.2.3 Their primary functions will be as follows;

- Liaison with the local planning and highways authority.
- Provision of a Resident's Travel Pack containing information for residents.
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes.

- Maintenance of all necessary systems, data and paperwork.

3.2.4 The role of the TPC will also be to develop and manage the Travel Plan for the site.

3.2.5 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to Rochdale Council.

3.2.6 Details of the nominated TPC will be submitted to Rochdale Council and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

3.3 Resident's Travel Pack

3.3.1 It is an important and emerging principle in residential developments that where appropriate, the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.3.2 The development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of nearby public transport services will encourage choice of public transport as a primary means of travel for the development.

3.3.3 However, in order to build on these locational advantages, it is recommended that a Resident's Travel Pack is provided for the occupants of each new dwelling.

3.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.

3.3.5 The contents of the packs will vary depending upon the information available on sources such as the internet or local bus stops.

3.3.6 However, the Travel Packs will include:

- Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions and other local amenities.
- Copies of the most recently published public transport information.
- Details of web sites and other sources of information which can be accessed in the future such as:
 - Public Transport - Links to timetable information e.g. www.traveline.org.uk and www.nationalrail.co.uk
 - Car Sharing - Links to websites that co-ordinate car sharing such as www.carshare.com, www.liftshare.org.uk and www.nationalcarshare.co.uk to encourage car sharing.
 - Cycling - Link to the UK's National Cyclists Organisation website www.ctc.org.uk and Sustrans www.sustrans.org.uk
 - Local Amenities - local supermarkets offering internet shopping would reduce the need for car travel.

3.3.7 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development. Within the Resident's Travel Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home.

3.3.8 The first issue of the Resident's Travel Pack will be the responsibility of Kellen Homes.

3.4 Travel Awareness and Information

3.4.1 Residents will be made aware of the existence of the Travel Plan and its aims. As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

3.5 Promotion of Lift Share Scheme

3.5.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.

3.5.2 The website can be found at the following location www.liftshare.com

3.6 Encouraging Walking/Cycling

3.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.

3.6.2 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-Ordinator.

3.6.3 As part of these schemes the provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator, this signage could provide details on the routes and distances to and from local services and amenities in the area.

3.7 Encourage Home Working and Delivery Services

3.7.1 All new properties will have the ability to have broadband internet connection points, enabling the residents to obtain the internet. Therefore, encouraging home working and shopping, reducing the need to travel especially during peak times.

- 3.7.2** A number of telecommunication providers serve the area enabling residents to search for potential liftshare opportunities, as well as complete online shopping. Broadband will also enable residents to work from home thus, complying with goals highlighted within national and local policy.

3.8 Encouraging Travel by Public Transport

- 3.8.1** The TPC will liaise with the local bus operators to promote the use of public transport services and ensure that up to date timetable information is readily available to residents.
- 3.8.2** Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

3.9 Marketing and Promotion

- 3.9.1** To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development which will include a display outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.
- 3.9.2** The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.3 The accessibility of the site has been considered by the following modes of transport:

- accessibility on foot.
- accessibility by cycle.
- accessibility by bus.
- accessibility by rail.

4.2 Access on Foot

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 Existing footways exist on both sides of Fairway and Heywood Road of around 2 metres in width. These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of controlled crossing points on Manchester Road which facilitate access to the nearby day to day amenities within the area.

- 4.2.3 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 4.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 - IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.5 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'*.
- 4.2.6 **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 - Manual for Streets Walk Distances

4.2.7 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled ‘Home to School Travel and Transport’ statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in **Table 4.3**.

Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

Table 4.3 – DfE Walk Distances to Schools

4.2.8 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930-metres.
- Commuting – 2,400-metres.
- Shopping – 1,600-metres.
- Education – 3,200 or 4,800-metres.
- Personal business – 1,600-metres.

4.2.9 Overall, in Table 5.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

All Journeys	85 th Percentile Walk Distances				Overall Recommended Preferred Max
	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200m/4,800m	1,600m	1,950m

Table 4.4 - WYG Report/NTS Data Walk Distances

- 4.2.10** In summary, the distance of 1,950-metres, or around 2-kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2-kilometres.
- 4.2.11** Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'*
- 4.2.12** A 20-minute walk equates to a walking distance of around 1,600-metres.
- 4.2.13** In light of the above review, a pedestrian catchment of 2-kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.14** In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in Plan 3.
- 4.2.15** The 2,000-metre pedestrian catchment illustrates that the majority of Castleton can be accessed, such as, New Bridge Chippy, Annies, Co-op Food, Castleton Primary School, St. Gabriel's RC Primary School, Castleton Post Office, St Edwards C of E Primary School, Premier – Castleton, Castleton Health & Leisure, Small World Nurseries and Well Castleton – Elizabeth Street.

4.2.16 **Table 4.5** below, shows the approximate walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
New Bridge Chippy	590m	1,600m	YES
Castleton Post Office	590m	1,600m	YES
Annies	650m	1,600m	YES
St Edwards C of E Primary School	775m	3,200m	YES
Co-op Food	800m	1,600m	YES
Premier - Castleton	830m	1,600m	YES
Castleton Post Office	975m	1,600m	YES
Castleton Health & Leisure	975m	1,600m	YES
Small World Nurseries	1,030m	1,600m	YES
St Gabriel's RC Primary School	1,120m	3,200m	YES
Well Castleton – Elizabeth Street	1,225m	1,600m	YES

Table 4.5 - Approximate Distance from Site to Local Facilities

4.2.17 As can be seen in the above table, the site is located within proximity to a number of local amenities including primary services as well as leisure facilities.

4.2.18 All of the day-to-day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest food store and nearest primary school, are within the 800 metres 'comfortable walk' from the site as contained within MfS guidance.

- 4.2.19 It is therefore considered that the existing and new pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle. A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of Rochdale, Heywood and Middleton.
- 4.3.2 A new cycle link will be provided, connecting the site to Heywood Road, across the East Lancashire Railway-owned land.
- 4.3.3 National cycle route 66, starts north of Rochdale where it runs south into the city centre where it meets National Cycle Route 92. This route also starts north of Rochdale where it also runs ends in the centre of Rochdale. Both routes are both on and off-national cycle route, 66 is located approximately 380 metres from the site, whereas 92 is located 4.8 kilometres from the site.
- 4.3.4 The site can therefore be considered as being accessible by cycle.

4.4 Access by Bus

- 4.4.1 The nearest bus stops to the site are located approximately 800 metres to the east on Manchester Road, around a 10-minute walk from the site. Additional bus stops are located further along Queensway. All the nearest bus stops to the site are shown on Plan 3.
- 4.4.2 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.6** below.

Serv No	Route	Monday – Friday (Per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
17	Manchester – Rochdale via Middleton	3	3	3	2	3	2

Table 4.6 - Existing Bus Services Operating Close to the Site

4.4.3 As can be seen from Table 5.6, the nearest bus stops to the site provides access to the number 17 service that operates throughout the day, weekday evenings and at weekends to destinations such as Rochdale, Middleton, Blackley and Manchester.

4.4.4 The above services operate from around 5:00am to around 23:30pm, making travel by public transport a real alternative to travelling by car for all journey purposes.

4.4.5 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 4.7** below.

Destination	Duration
Rochdale town centre	11 minutes
Middleton	16 minutes
Manchester	34 minutes

Table 4.7 - Example Bus Journey Times from the Site

4.4.6 The above table demonstrates that Rochdale town centre is an approximate 10-minute bus journey from the site and Middleton is a 16-minute bus journey.

4.4.7 It is therefore concluded that the site can be considered as highly accessible by bus.

4.5 Accessibility by Rail

4.5.1 Castleton station is the closest railway station to the site. It can be accessed via a short 8–9-minute walk as the station is 700 metres from the centre of the site. The station is managed by Northern and has 2 platforms, offering 3 services per hour to destinations such as Leeds and Manchester city centre.

4.5.2 This provides opportunities for travelling to and from the site by rail.

4.6 Accessibility Summary

4.6.1 The site has been considered in terms of accessibility by non-car modes.

4.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area.
- It has been demonstrated that the site is accessible by cycle.
- The services from the bus stops on Manchester Road which connect the site with retail, employment and leisure facilities in Rochdale, Middleton and Manchester. It can therefore be concluded that the development is highly accessible by bus.
- The site has been demonstrated to be accessible by rail with Castleton railway station located within a 10-minute walk from the site.

4.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 TRAVEL PLAN TARGETS

5.1 Introduction

5.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

5.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.1.3 In order to set the targets, further information (e.g. through a travel survey) will have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

5.1.4 More accurate information to establish the baseline targets will be obtained from a Resident's Travel Survey which will be undertaken within three months of the development being 75% occupied.

5.2 Potential Targets

5.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.2.2 Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development.
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

5.3 Action Plan

5.3.1 **Table 5.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan;

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Kellen Homes
Production of Residents Travel Pack	Upon Occupation	Distribution of Residents Travel Pack	Kellen Homes
Undertake initial travel surveys	Within 3 months of reaching 75% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	3 months after initial travel survey undertaken	Receipt of Written agreements of target	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Resident travel surveys conducted in years 1, 3 and 5	TPC

Table 5.1 – Travel Plan Action Plan and Timescales

5.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

6 PLAN MONITORING AND ASSESSMENT

6.1.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan.
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan.
- Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by residential development.

6.1.2 The monitoring could include items such as:

- Full residential surveys to be completed in year 1, year 3 and year 5 and snap shot surveys to be completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services.

6.1.3 Consideration will then be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with Rochdale Council.

6.1.4 The monitoring and assessment of the Travel Plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

6.1.5 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

- 6.1.6 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at the Council.

7 CONCLUSIONS

- 7.1.1** This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.
- 7.1.2** Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 7.1.3** The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development.
- 7.1.4** The aim of the Travel Plan is:
- to encourage residents to use sustainable modes of transport to access the site;
 - reduce the reliance on single car occupancy journeys; and
 - generally reduce traffic related pollution and noise.
- 7.1.5** A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 7.1.6** The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 7.1.7** A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at Rochdale Council.
- 7.1.8** It can therefore be concluded that the site will provide a highly sustainable development which will be enhanced by the evolution of the Travel Plan.

PLANS

PLAN 1



SITE LOCATION

CLIENT:

KELLEN HOMES

DRAWING TITLE:

**CASTLETON, CORUS RAILWAY SIDINGS
SITE LOCATION**

DRAWN:

LG

DATE:

15.04.21

CHECKED:

SM

DATE:

15.04.21

SCALES:

NTS @ A4

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380

Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

3334-01

REVISION:

-

Eddisons | Incorporating
Croft

MP 0.5

TFGM Safeguarding
boundary

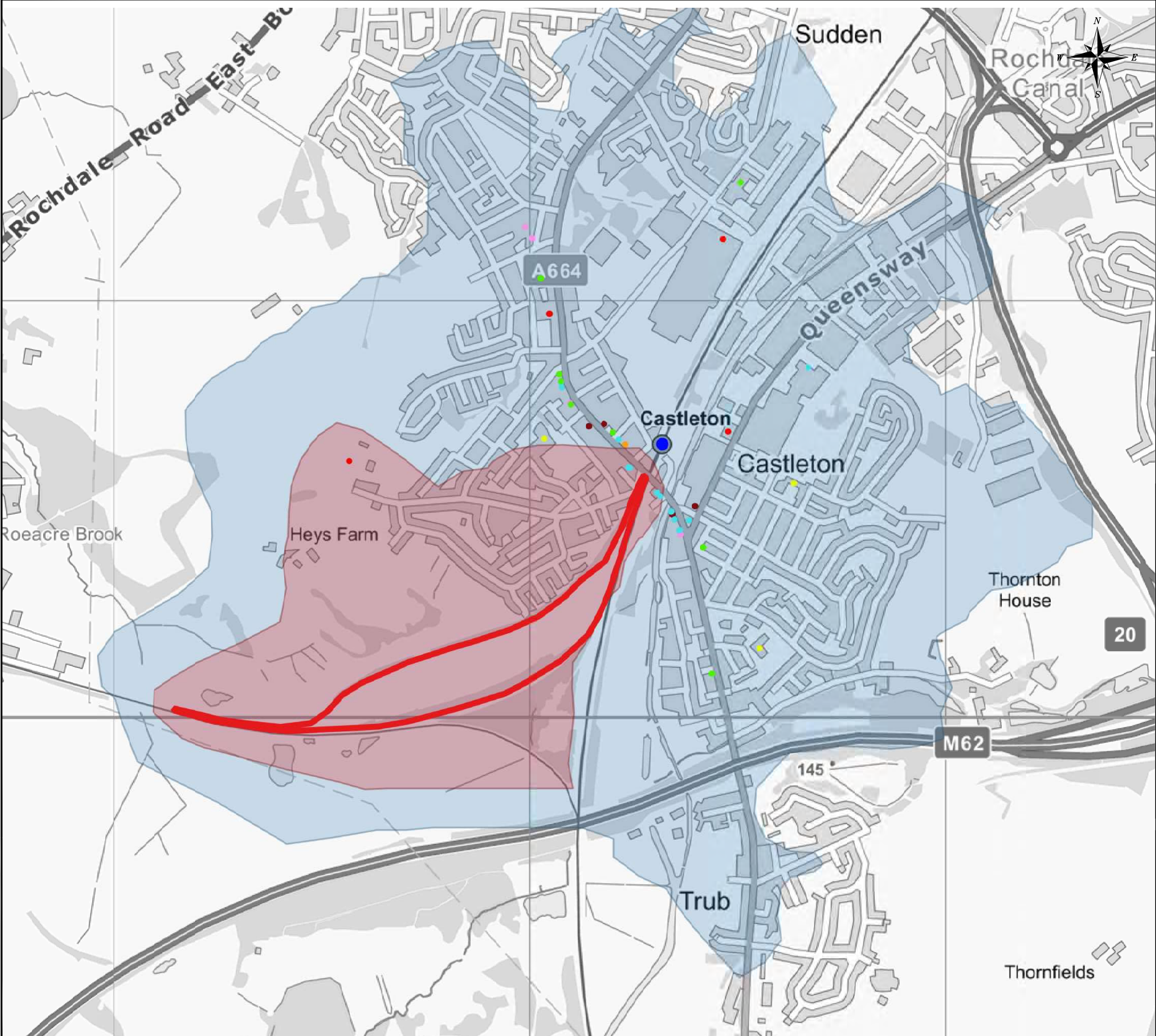
TFGM Safeguarding
boundary

- | Legend | |
|---|---|
|  | Indicates 1.8m high feature fence |
|  | Indicates 1.8m high plot divisional screen fence |
|  | Indicates proposed tree planting subject to a landscape design and specification. |
|  | Indicates bin collection points. |
|  | Indicates principle entrance door to dwelling. |
|  | Indicates secondary entrance door to dwelling. |
|  | Indicates application site boundary. |
|  | Indicates parcel of land allocated to East Lancashire Railway (Outline planning app. boundary). |
|  | Indicates affordable units |
|  | Indicates substation |
|  | Indicates pumping station |

A	03.11.23	Amended entrance from heywood road	bp
Rev	Date	Amend	Initials

Development	
CASTLETON SIDINGS	
Location	
ROCHDALE	
Drawing Title	
CAD Site Layout	
Job Number	Drawing Number
KH003	KH003-A-100
Revision	Scale
A	1:500 - A0
Drawn By	Date
BP	13.01.22
Checked by	Date Checked
RC	-

1st Floor, 103 Dalton Avenue, Birchwood Park,
Warrington WA3 6YE
T: 01925 363108 W: www.kellenhomes.com



NOTES

PLAN 5

Site Location

800m Pedestrian Catchment

2km Pedestrian Catchment

Nearest Bus Stops

Train Station

Cafe/Takeaway/Public House

Education

Healthcare/Medical

Post Office

Retail

Sport/Leisure

PLAN 6

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

KELLEN HOMES

PROJECT:

CASTLETON, CORUS RAILWAY SIDINGS

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN: LG	CHECKED: SM	DATE: APR 21
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340 Deansgate
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M3 4LY

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Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3334-03	REVISION: -
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