

Rochdale Borough Council

Travel Plan

Proposed SEN School, Heywood Old Road, Middleton

250378

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SCP GENERAL NOTES

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1 INTRODUCTION

- 1.1 This travel plan has been prepared by SCP on behalf of Rochdale Borough Council to support a planning application for the development of a new Special Educational Needs (SEN) School to accommodate 64 pupils at land off Heywood Old Road, Middleton, adjacent to the Edgar Wood Academy.
- 1.2 This report sets out the SEN School's commitment to managing the number of vehicular trips generated by the site, and identifies the key principles which will be developed further as part of the full, operational travel plan.
- 1.3 This report aligns with both national and local transport policy, in seeking to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.
- 1.4 As explored further in the following sections of this travel plan, it can be seen that the site has good levels of accessibility by all the main non-car modes of transport. Access to the site by foot and cycle is of an good standard, with bus connections also available within close proximity, thereby enabling access to the site from a range of local destinations. The development therefore contributes towards the policy aims of being sustainably located.

The need for a travel plan

- 1.5 A travel plan is an important tool for supporting sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action.
- 1.6 There are a number of challenges that travel plans can contribute towards meeting. These include minimising the potential increase in traffic resulting from new development and helping to reduce carbon emissions, by reducing the proportion of car trips.
- 1.7 In addition, there is a need to promote healthier lifestyles and travel plans can help through increased walking and cycling. As a result, a travel plan forms a key stage in the forward planning process and is a 'living document' that needs to be regularly reviewed to ensure its effectiveness.

Travel plan benefits

- 1.8 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as addressing a range of issues, including:
- 1.9 Review for type of development
 - Saving money, enabling users to gain financial control of transport expenditure;

- Reducing traffic congestion, aiding the local economy;
- Improving the health, stress and wellbeing of users of a development;
- Reducing the demand for car parking, enabling more efficient land use;
- Cutting carbon emissions and their contribution to climate change; and
- Improving local air quality, while reducing noise pollution.

1.10 The travel plan should provide benefits to all parties, including the staff, and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

2 POLICY CONTEXT

- 2.1 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

National policy

National Planning Policy Framework (NPPF)

- 2.2 The National Planning Policy Framework (December 2024) (NPPF) is published by the Ministry for Communities and Local Government, along with thematic Planning Practice Guidance (PPG) to set the framework under which local transport, parking and accessibility plans and policies are set. The framework aims to streamline the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.
- 2.3 The NPPF aims to promote sustainable transport, and ensure that transport issues are considered from the earliest stages of plan making and development proposals so that:
- The potential impacts of development on transport networks can be addressed.
 - Opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised.
 - Opportunities to promote walking, cycling and public transport use are identified and pursued.
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.
 - Patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 2.4 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.
- 2.5 As stated in Paragraph 118, all developments which generate significant amounts of movement should be required to provide a travel plan, and that the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Planning Practice Guidance (PPG)

- 2.6 Planning Practice Guidance (PPG) is in place to support the NPPF. The PPG on “Travel Plans, Transport Assessments and Statements” was provided in 2014. The PPG provides advice on when these documents are required, and what they should contain.
- 2.7 The document states that travel plans should, where possible, be considered in parallel to development proposals, and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.
- 2.8 The primary purpose of a travel plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public

transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.

- 2.9 Travel plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements, all of which should be proportionate.
- 2.10 Travel plans should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should fit in with wider strategies for transport in the area.

Regional policy

Greater Manchester Transport Strategy 2040

- 2.11 The Greater Manchester 2040 Transport Strategy sets out long term ambition for a transport system which :
 - Supports sustainable economic growth and the efficient and effective movement of people and goods
 - Improves the quality of life for all being integrated, affordable and reliable; protects our environment; and
 - Supports the target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology.
- 2.12 The Strategy notes that there is expected to be extensive development across Greater Manchester and that this will need to be accessible by sustainable modes of transport. Additional Policy 4 states '*we will work with developers to ensure new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network*'

Local policy

Rochdale Borough Council (RBC) Local Plan

- 2.13 The Local Plan consists of a number of policies and plans. A key document is Core Strategy adopted in 2016 and sets out the spatial vision for the borough until 2028. It provides a number of strategic objectives:
 - SO1 - To deliver a more prosperous economy
 - SO2 - To create a successful and health communities
 - SO3 – To improve design, image and quality of place
 - SO4 – To promote a greener environment; and
 - SO5 - To improve accessibility and deliver sustainable transport.
- 2.14 SO5 focuses on accessibility and sustainable transport and is considered pertinent to the development site. The plan notes that one way to ensure this objective is deliverable is through '*strengthening requirements for travel plans, implemented to*

deliver agreed outcomes, including 'smarter choices' and behavioural change initiatives, to encourage less car travel, enhance sustainable access to local employment, education and NHS facilities and assist in meeting health improvement objectives'

Conclusion

- 2.15 In general, the national, regional and local transport policy documents set out above follow similar themes and promote common aims which are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.
- 2.16 This travel plan has been developed in line with national, regional and local transport policy and guidance.

3 DEVELOPMENT PROPOSALS

Site location

- 3.1 The site is located approximately 2km northwest of the centre of Middleton. The site is bound to the north by Whittle Brook, to the west by A6045 Heywood Old Road, to the south by Edgar Wood Academy and to the east by the rear gardens of residential dwellings on Wrigley Fold.
- 3.2 The location of the application site in relation to the wider highway network is shown on Figure 3-1.

Figure 3-1: Site Location Wider Context



Source: Google Maps

Figure 3-2: Site Location Local Context



Source: Google Maps

- 3.3 Access by all modes to the site is taken from A6045 Heywood Old Road to the west.

Local Transport Network

A6045 Heywood Old Road

- 3.4 The A6045 is a two-way single carriageway which runs in a broadly north to south alignment from the junction with Middleton Road and the A6046 Manchester Road to the signalised junction with the A576. Locally to the site, the A6045 is Heywood Old Road, to the north of the underpass of the M62 it changes to Manchester Road.
- 3.5 In the vicinity of the site access, A6045 Heywood Old Road has an approximate carriageway width of 9.5m, including cycle lanes of approximately 1.2m width on both sides. There is a footway which runs along the south side of the road of approximately 1.5m width, and there is a footway of approximately 2m width on the north side which runs to the east of the site access junction. The footways are street lit. The nearest pedestrian crossing point to the site is in the form of a signalised crossing at the Langley Lane junction 300m north of the site.

- 3.6 A6045 Heywood Old Road is subject to a 30mph speed limit at the site access. There is a change in speed limit from 30mph to 40mph approximately 75m south west of the site access.

Langley Lane

- 3.7 Langley Lane is a single carriageway road which runs in a west to east alignment from the signalised junction with Heywood Old Road to the priority junction with A6046 Hollin Lane. Langley Lane has an approximate carriageway width of 6.5-7m, with footways provided of approximately 1.8m width on both sides of the road. Langley Lane has street lighting present along its length and is subject to a 30mph speed limit.

Proposed development

- 3.8 The development proposals consist of the construction of a 64-place Special Educational Needs (SEN) school with a Gross Internal Floor Area (GIFA) of 1,766m².
- 3.9 The development will comprise of the following:
- A SEN school for up to 64 students with eight classrooms and additional specialist rooms, expected to operate between normal school hours of around 9am and 3pm
 - 45 Full-Time Equivalent (FTE) staff, plus 10 minibuses drivers
 - Gated vehicular and pedestrian access
 - Car park, minibus parking and drop off layby
 - Sensory courtyard
 - Nature trail
 - Multi User Games Area (MUGA)

Parking

- 3.10 The local parking standards are set out in Appendix 2 of the draft Rochdale Borough Local Plan November 2025. There is no specific category for SEN schools nor is there a category which is considered to be comparable on the basis that SEN schools have particular operational requirements which require site-specific transport considerations.
- 3.11 The site includes the provision of 53 car parking spaces (including 6 disabled spaces) and 12 minibus spaces.

Cycle parking

- 3.12 The site includes provision for 32 cycle spaces, is considered to be more than sufficient, given that it is the equivalent to approximately half of staff travelling to the school by bike

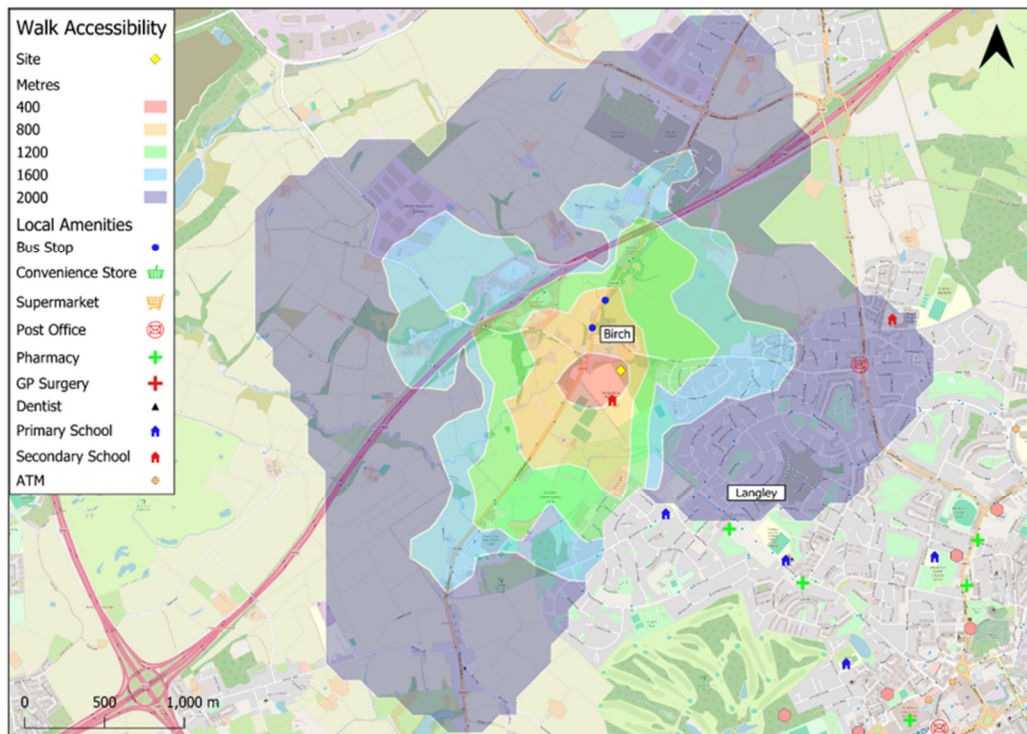
4 ACCESSIBILITY

- 4.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 4.2 Given that the proposals are for a SEN school, the majority of students are anticipated to travel to school by minibus, taxi or parent/guardian drop/off & pick-up. Therefore, most of the accessibility section applies primarily to the staff who will be commuting in every day.

Access on foot

- 4.3 Walking is the most important mode of transport at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.4 The Manual for Streets (Department for Transport, 2007) 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, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.5 Basemap TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on Figure 4-1 below. The plan shows the reachable areas within 400m coloured bands from the site.

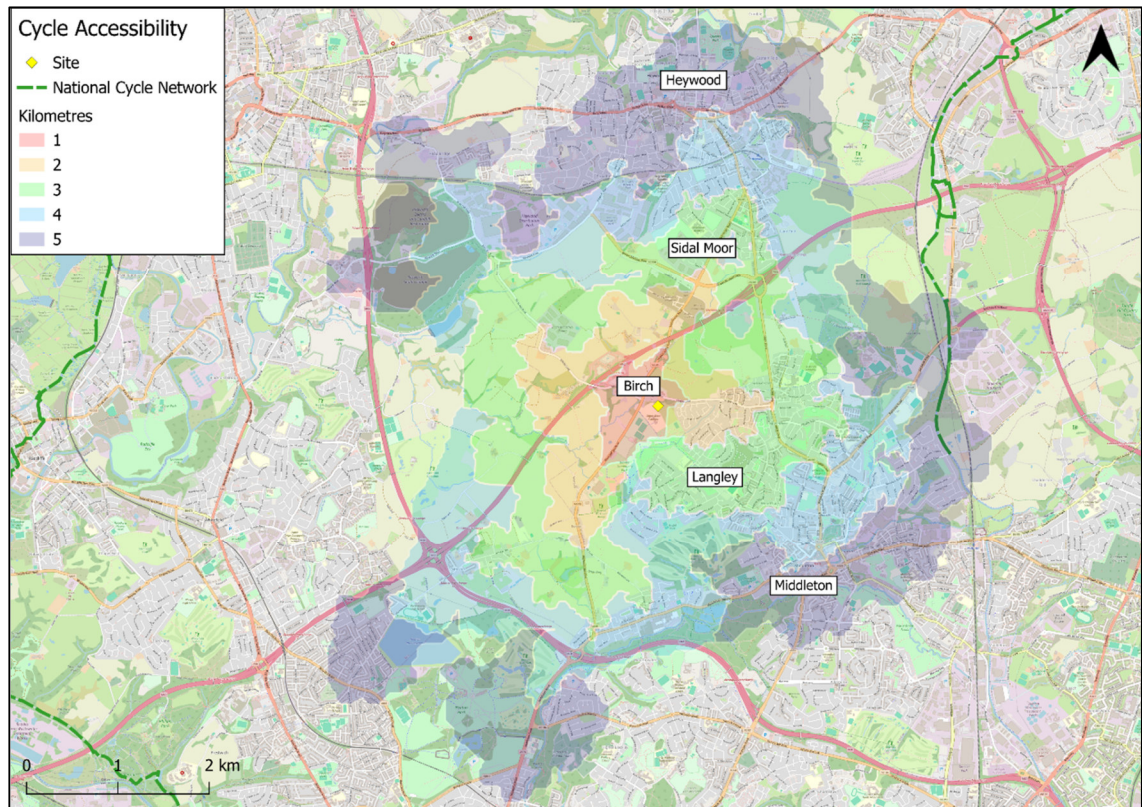
Figure 4-1: 2km Walking Accessibility



Source: Basemap TRACC

- 4.6 The site is within an acceptable walking distance of the majority of Birch and Langley, as well as several amenities on offer in the area. The site is also within an acceptable walk distance of numerous bus stops to encourage staff to travel via sustainable modes as part of a multi-modal journey. As detailed later in this Chapter, there are bus stops located along Heywood Old Road.
- 4.7 Along the A6045 Heywood Old Road, the site benefits from existing pedestrian footways on either side of the carriageway for part of the vicinity of the site. There is a designated signalised pedestrian crossing point 300m north of the site access along Heywood Old Road at the junction with Langley Lane.
- 4.8 Traffic calming is provided in the form of an advisory sign and 30mph speed limit in place in the vicinity of the school.
- 4.9 Overall, the site benefits from good levels of accessibility by foot, with the majority of Birch and Langley being accessible on foot, providing a catchment for students and staff members, as well as transport connections. This allows walking to be a viable alternative to private car use for prospective staff and some students at the school.
- 4.10 Cycling is an inexpensive, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport, and is subject to fewer traffic and congestion delays.
- 4.11 Cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey, or as part of a longer journey by public transport.

Figure 4-2: 5km Cycling Accessibility



Source: Basemap TRACC

- 4.12 The site is within an acceptable walking distance of the majority of Birch and Langley, as well as several amenities on offer in the area. The site is also within an acceptable walk distance of numerous bus stops to encourage staff to travel via sustainable modes as part of a multi-modal journey. As detailed later in this Chapter, there are bus stops located along Heywood Old Road.
- 4.13 Along the A6045 Heywood Old Road, the site benefits from existing pedestrian footways on either side of the carriageway for part of the vicinity of the site. There is a designated signalised pedestrian crossing point 300m north of the site access along Heywood Old Road at the junction with Langley Lane.
- 4.14 Traffic calming is provided in the form of an advisory sign and 30mph speed limit in place in the vicinity of the school.
- 4.15 Overall, the site benefits from good levels of accessibility by foot, with the majority of Birch and Langley being accessible on foot, providing a catchment for students and staff members, as well as transport connections. This allows walking to be a viable alternative to private car use for prospective staff and some students at the school.

Public transport

Bus

- 4.16 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.17 The nearest bus stop to the site is 'Langley Lane (opp) Birch', which is located 260m north east of the site access along Heywood Old Road (A6045). The bus stop has a shelter and a bus timetable information.
- 4.18 Table 4.1 provides an overview of the relevant bus services available at the aforementioned bus stops along with the route and an average frequency for service intervals across the week.

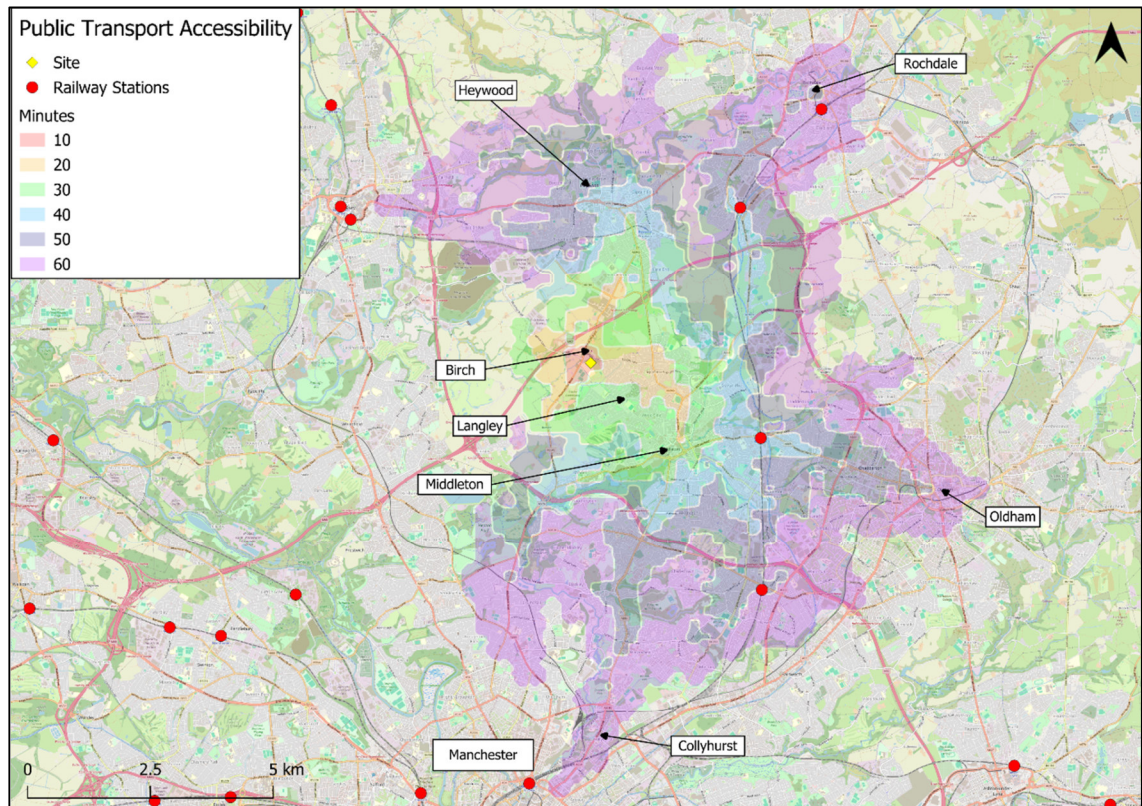
Table 4.1 Local bus services

No.	Route	M-F		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-end	Average Freq.
'Langley Lane (opp) Birch'							
125	Middleton - Heywood	07:51-18:11	60 mins	09:11-18:11	60 mins	-	-
781	Cardinal Langley RC High School - Heywood (School Bus)	07:28/14:59	2 services	-	-	-	-

Source: Bus Time Accessed 20/03/2026

- 4.19 As shown in Table 4.1, there is a key hourly bus service that journeys between Heywood and Middleton providing staff with access to a good regular bus network.
- 4.20 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on Figure 4-3 overleaf. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4-3: 60 minute Public Transport Accessibility



Source: Basemap TRACC

- 4.21 The above demonstrates that the site is within close proximity to a number of bus links, serving both the local area and other destinations further afield. The figure shows that key areas of Heywood, Middleton, Oldham, Rochdale and northern parts of Manchester, amongst others, are in an acceptable 60-minute commute time.
- 4.22 The site has an accessibility level 3 based on the Greater Manchester Accessibility Index (GMAL) based off the latest data (March 2026), this score identifies that the site currently has low accessibility, however, there are anticipated wider commitments to improve local bus services in the area.

Future Schemes

- 4.23 Additionally, as part of wider committed developments in the local area it is proposed to provide improvements to local bus services which will increase the number and frequency of bus services nearby to the school.

Summary

- 4.24 It is considered that the site benefits from a good walking and cycling network alongside good public transport links. Heywood Old Road is well suited to staff making trips to the school on foot or bicycle from local residential areas.
- 4.25 For staff who live further afield, there is a key bus service within walking distance of the site, providing hourly services to a variety of destinations between Heywood and Middleton. The proposed SEN School is therefore considered to be accessible via sustainable modes with an attractive environment for active travel.

5 TRAVEL PLAN COORDINATOR

- 5.1 The travel plan will be managed by a travel plan coordinator (TPC). The TPC will provide a key role in managing and delivering a successful travel plan.
- 5.2 The TPC will most likely be a senior member of staff working on-site. Once appointed, the TPC will act as the main contact for the travel plan with outside organisations, including the local authority, and will be responsible for implementation of hard measures and overseeing the marketing of the travel plan and annual monitoring.
- 5.3 A TPC is not a full-time role but requires an individual with time to implement and monitor the travel plan, with the requisite communication skills to deliver information to all staff.
- 5.4 The TPC will be responsible for the day to day operation of the travel plan and represent the first point of contact for all staff. They will also be responsible for implementing soft measures, carrying out marketing of the travel plan and distribution / collation of travel surveys at each monitoring stage.
- 5.5 The TPC will be responsible for setting up and launching the travel plan in accordance with the following schedule, which will be agreed with the local authority
- 5.6 A list of the key components of the TPC role are provided below:
 - Act as a primary point of contact for all travel related matters;
 - Promote and implement the travel plan measures;
 - Develop and keep travel information and resources up to date;
 - Coordinate the monitoring and analysis of travel plan surveys;
 - Update and take ownership of the action plan which will serve as a live document and record the issues and initiatives taken to meet the identified targets;
 - Identify and develop additional active travel initiatives as required; and
 - Liaise with the respective authorities and stakeholders to maximise the benefits of sustainable travel information and provisions.

Funding

- 5.7 Appropriate funding will be allocated at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.
- 5.8 The funding will cover all costs relating to the TPC, including implementation of measures and initiatives, marketing of the travel plan along with marketing materials, and annual monitoring. The funding stream will allow the travel plan to operate for a minimum of five years.
- 5.9 The Authority will provide funding for the launch and implementation of the travel plan. This funding stream will allow the travel plan to operate for a minimum of five years, subject to the local authority's requirements.

6 BASELINE MONITORING

- 6.1 Travel surveys are undertaken following occupation in order to understand how staff currently travel, how they would like to travel and what would encourage them to make those changes; repeat surveys are used to monitor ongoing travel patterns, over time.
- 6.2 The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.
- 6.3 Surveys will be disseminated to staff via email, within three months of site occupation. The surveys will be undertaken during either spring or autumn, with future surveys taking place at the same time of year to enable comparison of findings.
- 6.4 The surveys will collect the following data:
- Home and work postcodes;
 - Mode of travel to work;
 - Reasons for transport choices;
 - Potential for change;
 - Measures that would encourage use of active travel modes or public transport; and
 - Barriers to use of active travel modes / public transport.
- 6.5 The initial baseline surveys will be confirmed with the local authority, to ensure the questions are appropriate for the development. Response rates for the surveys will be guided by the LPA.
- 6.6 The responses received from the surveys will be entered into a staff database to enable modal shift to be tracked and allow future comparison of travel patterns, as well as providing information on which measures are most likely to encourage modal shift.
- 6.7 All data collected from the travel survey will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will manage the database and be responsible for the release of information; all data held will be used solely for the purposes of the travel plan survey.
- 6.8 Upon completion of the baseline data collection exercise, a Full Travel Plan will be produced and agreed with the LPA.

7 OBJECTIVES AND TARGETS

- 7.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.
- 7.2 The travel plan recognises that there is not one specific mode of transport suitable for all staff and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

Objectives

- 7.3 The development of this travel plan has been prepared to achieve the following objectives:
- It will demonstrate to the local authority the effectiveness of the measures implemented and the progress being made towards the aims and objectives of the travel plan;
 - It justifies the commitment of the TPC and of other resources;
 - It maintains support for the travel plan by reporting successes;
 - It helps to identify any deficiencies within the travel plan, including any measures that are not effective; and
 - The data can be shared with any other nearby employment travel plans as well as inform the local authority and public transport operators of local travel patterns.

Targets

- 7.4 The setting of targets is key to ensuring that the objectives of the travel plan are met. Targets should therefore be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). The two types of target are Aims, which consider modal share and Actions which represent milestones.
- 7.5 Targets will be measurable through the use of indicators, which represent the results of monitoring. Indicators may also be used to highlight the progress of the travel plan without necessarily having a linked target.
- 7.6 The travel plan recognises that there is not one specific mode of transport suitable for all staff and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

Aims – modal share targets

- 7.7 Travel surveys carried out and analysed by the TPC will establish the existing travel patterns of staff. In order to achieve the prime objectives of the travel plan, the TPC will

analyse the travel survey questionnaires and set realistic short term annual targets for modal share based on the surveyed travel patterns. The survey will also provide information as to the reasons why some modes of transport are preferred over others. This gives an indication of what measures will be required and realistic targets that can be set.

- 7.8 Until baseline surveys are completed, initial targets will be set based on what information is currently available – Census 2021 method of travel to work. The application site is located in the E02001153 - Rochdale 022 Middle Super Output Area (MSOA). The targets outlined in the Table 7.1 below are based on the existing modal split as recorded in the census.

Table 7.1: Revised Modal Targets for SEN School

Mode	Baseline	Year 5
Single Occupancy Vehicle	64%	58%
Car Share	7%	9%
Public transport (bus and rail)	16%	18%
Active travel (walking and cycling)	9%	11%

- 7.9 The above results are only provided as a guideline until the site is occupied and surveys are carried out. Based on the results from the 2021 census data, these figures will be used as a baseline for mode share targets until the surveys have been distributed to all staff and analysed.
- 7.10 Following the initial surveys and dependent upon the results, the above targets will be adjusted to ensure that they remain realistic and achievable, which are subject to meeting the SMART target criteria once the travel survey has been carried out. The TPC will encourage employees to walk, cycle or use public transport to the unit, where possible. TPCs will also promote the use of car sharing to reduce the percentage of staff travelling by single car occupancy to the site, where possible.

Actions – milestone targets

- 7.11 The implementation of measures at the site have been set out in an action plan at the end of this strategy. This will be reviewed annually following the results of monitoring to identify if further measures could be introduced to promote sustainable travel. Implementation of any new measures would be set out in the action plan with specific timescales as a milestone target.

8 MEASURES

- 8.1 The travel plan is a tool that seeks to implement measures to promote and encourage travel by sustainable modes of transport.
- 8.2 A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development. As such, the following bespoke set of measures is proposed for the development. These are made up of 'hard' (infrastructural) measures and 'soft' (informational) measures. A third category provides for the management measures which will ensure processes are in place to deliver the travel plan.

Management measures

8.3 Travel Plan Coordinator



A travel plan coordinator (TPC) will be in post one month before occupation, as noted in Chapter 5.

8.4 Staff Database



The TPC will set-up a staff database upon completion of the development that contains contact details of all employees. Within 6 months of completion of the development, the TPC will carry out an initial monitoring stage, which will include a travel survey of all staff. The TPC will prepare a travel survey to distribute to each member of staff, to collect the following details:

- Staff profile, including age and gender;
- Home postcode;
- Normal working hours;
- Mode of travel to work;
- Reasons for not using public transport and other modes;
- The anticipated take-up of a car sharing scheme for work journeys as well as use of public transport or other non car modes of travel to work; and
- Information relating to potential areas for sustainable travel improvement, upon which the TPC could act and draw up measures to improve the travel plan.

The responses received from these surveys will be entered into the staff database to help analyse the data and allow a year on year comparison of travel patterns for each member of staff. This will also provide the opportunity to target certain promotions to specific employees based on their answers.

All data collected from the travel survey in connection with the travel plan 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, with all data held being used solely for the purposes of the travel plan.

As changes to staff occur, where possible, the TPC will seek to ensure that all former staff are removed from the database and new staff are entered into the database

8.5 Car share scheme



Car sharing can play an essential role in reducing the use of cars, and consequently congestion levels and CO2 emissions. As more people travel together, less car trips take place. Resultant benefits include, among others, less congestion and possible reductions in vehicle-based CO2 emissions.

The TPC will promote car sharing to staff using any locally available schemes within three months of occupation of the site.

At the county level, Rochdale Council participates in the wider Manchester Regional Liftshare network. The service aims to help automate the matching process by actively suggesting neighbours or colleagues who could be potential car sharer partners.

Information about all available schemes, including those provided by www.blablacar.com and <https://liftshare.com/uk>, will also be placed in the TIP, along with some guidance on car sharing and FAQs.

Infrastructural measures

8.6 Cycle parking



Cycle parking will be provided on the west side of the main entrance, there are 32 cycle spaced provided on a double rack system underneath canopy.

8.7 Changing facilities



Changing facilities are defined as those that meet the following:

- Appropriately sized for the likely or required number of users. The assessor should use their judgement to determine whether the changing area is appropriately sized given the number of cycle storage spaces or showers provided
- Account for privacy to allow cyclists of either gender to change in private
- Changing areas must include adequate space and facilities to hang or store clothing and equipment while changing or showering, e.g. bench seat or hooks
- Toilet or shower cubicles cannot be counted as compliant changing facilities.

8.8 Blue badge parking



In accordance with Appendix 2 of the draft Rochdale Borough Local Plan November 2025 parking standards, six disabled bays are located close to the school entrance.

8.9 Car Club



Car clubs have the potential to be a complementary element of a site's transport strategy. Benefits that can arise from community car clubs include:

- Greater choice, less hassle and reduced financial costs to the individual;
- Access to a car without having ownership;
- Increased sense of community and communal responsibility and a sense of social inclusion within the participants.

The TPC will promote local car club vehicles and identify the location, distance from site (inc walking time / distance), car club company operating the vehicle(s) etc.

Informational measures

8.10 Travel information



To promote the different opportunities for sustainable travel to and from the development, all users of the development will be provided with access to travel information (also known as a travel information pack (TIP)). The travel information will include:

- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities along with walking and cycling routes within close proximity of the site;
- Information highlighting the health benefits of walking and cycling;
- Provide information on any local cycle proficiency 'Bikeability' courses;
- Details of local bus services;
- Information about the benefits of car sharing;
- Links to useful websites for further information, such as Walk Wheel Cycle Trust (formerly Sustrans), local authority transport pages, journey planning websites etc.;
- Details of any voucher schemes in place for the staff:

Other information to be included for staff:

- Changing rooms/lockers – how/where to access; and
- Location of parking/access requirements.

8.11 Sustainable travel events



Throughout the year there are a number of events, for example Bike Week, that promote sustainable transport. The events help to raise awareness and encourage action on travel issues.

The TPC will promote national, regional and local transport-related events in order to raise awareness and encourage action on travel issues. The range of events will include, but not be limited to: National Walking Month, Bike Week, and Liftshare Week.

8.12 Season ticket loan



For staff who regularly travel to work by rail or bus, a season ticket may be more cost-effective than daily or weekly tickets. As these can have a significant up-front cost, one way of supporting staff choosing to travel in this way, rather than driving, is to offer an interest-free loan to purchase a season ticket, subject to eligibility. The TPC will liaise with HR to investigate the potential provision of a season ticket loan for those who travel by public transport.

8.13 Cycle to Work scheme



The TPC will liaise with HR and Finance to investigate the delivery or development of a Cycle to Work scheme for eligible employees. If implemented, this would enable

employees to access a new bicycle and/or cycling equipment tax-free through the scheme.

8.14



Personalised Journey Planning

Targeting individual journeys can be the most effective way of reducing car travel and encouraging use of sustainable modes. This initiative is most effective for those who currently travel by car and have no constraints to travel by sustainable modes.

The TPC will assist staff in the development of a personalised journey plan for regular journeys. The journey plan could include (dependent on which modes of transport are identified as being of most interest):

- Maps showing the location of the bus stops to use at either end of the journey, along with the accompanying walk route to their origin and destination;
- Details of how and where to buy tickets, including the current cost for travel;
- Suggestions of how to incorporate elements of the journey to sustainable modes; and
- Timetable information for public transport services used on their journey.

9 MONITORING STRATEGY

Future Surveys

- 9.1 The TPC will monitor travel patterns associated with the site on a regular basis over a five period, commencing at completion of the school. Monitoring will take place for the first five years once the school is opened, with the potential for employers to continue monitoring thereafter on a voluntary basis.
- 9.2 The monitoring of the plan is important for the following reasons:
- It will demonstrate to the local authority the effectiveness of the measures implemented and the progress being made towards the aims and objectives of the travel plan;
 - It justifies the commitment of the TPC and of other resources;
 - It maintains support for the travel plan by reporting successes;
 - It helps to identify any deficiencies within the travel plan, including any measures that are not effective; and
 - The data can be shared with any other nearby employment travel plans as well as inform the local authority and public transport operators of local travel patterns.
- 9.3 Questionnaires will be distributed to all staff annually to monitor travel to and from the site and gain an understanding of travel habits. These surveys can be used to monitor the number of staff walking, cycling, travelling by car and public transport to the site. The results can then be compared with the mode share targets identified earlier in this travel plan.
- 9.4 The TPC will agree the monitoring programme with the local authority to ensure that the monitoring procedures are appropriate. The TPC will maintain a monitoring table of progress to key travel plan targets based on the results of the travel surveys. This table will be published and distributed by leaflet to all staff

Reviewing

- 9.5 The TPC will undertake a review of the travel plan following each monitoring stage. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of single occupancy vehicle usage at the site; and
 - Comments received from respondents.
- 9.6 When reviewing the effectiveness of the travel plan, the following questions will be asked:
- Which areas offer the greatest potential for change / improvement?
 - Was the initiative implemented by the target date?

- How well used is each scheme / initiative?
 - How much did it cost to introduce?
 - Is the review process itself effective?
- 9.7 The TPC will compare the mode share statistics obtained from each monitoring period to the targets set for the development. The TPC may choose to revise these targets in order to maintain a realistic goal for the aims and objectives of the travel plan.
- 9.8 The TPC will also investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards the aims and objectives of the travel plan. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures.
- 9.9 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review, providing input for the travel planning at a strategic level.

10 ACTION PLAN

- 10.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

Objective / Strategy	Action	Target Date	Responsibility	Budget Indication
Initial Setup – Prior to Occupation				
Supporting measure	Appointment of TPC	Minimum 1 month prior to initial occupation	Developer	Salary
Supporting measure	Exchange contact details with relevant officers	TPC contact details are identified within this TP	TPC	Staff time
Marketing	Populate travel information site and agree with RBC.	Minimum 1 month prior to occupation	TPC	Staff time + materials
Admin	Set up travel plan working file and staff database	Prior to first occupation	TPC	Staff time
Upon Occupation				
Marketing	Issue access to travel information site to staff	Upon new occupations	TPC	Staff time + printing
Active travel	Promote local area cycle and walking maps and routes	Within travel information site / ongoing	TPC	Staff time
Active travel	Promote any local area cycle training and maintenance courses	Within travel information site / ongoing	TPC	Staff time
Active travel and public transport	Negotiate discounts and deals with local cycle shops, public transport operators etc.	Within 3 months of occupation / Ongoing	TPC	Staff time
Public transport	Provide bus and rail timetables for local routes	Within 3 months of occupation / Ongoing	TPC	Staff time

Public transport	Promote any available PT discounts to staff	Within 3 months of occupation / Ongoing	TPC	Staff time
Car sharing	Promote car sharing to staff, along with RBC car share scheme	Within 3 months of occupation	TPC	Staff time
All modes	Offer PTP to staff	TPC, ongoing whilst TPC is in place	TPC	Staff time
Baseline Monitoring				
Monitoring	Prepare resident baseline travel survey and agree with RBC	Within 1 month of occupation	TPC	Staff time + printing
Monitoring	Issue surveys to staff	Within 3 months occupation	TPC	Staff time + printing
Monitoring	Close online travel survey	Within 1 month of issue	TPC	Staff time
Review	Review travel plan objectives and set mode share targets on the basis of survey data	Within 3 months of close of survey	TPC	Staff time
Review	Produce full travel plan document and submit to RBC	Within 3 months of close of survey	TPC	Staff time
Review	Liaise with RBC to agree final travel strategy, objectives & targets	Within 3 months of close of survey	TPC / RBC	Staff time
Ongoing Tasks				
Active travel & public transport	Update staff with any service changes with regard to local transport on six-monthly basis	6 monthly	TPC	Staff time
Marketing	Promote national travel events e.g. Bike to Work Week, Walk to Work etc.	Annual promotion of various events	TPC	Staff time
Annual Monitoring / Review				
Monitoring	Conduct repeat travel survey annually for 5 years	Ongoing surveys for a minimum of 5 years	TPC	Staff time + printing

Review	Analyse responses, produce progress report and submit to RBC	Within 3 months of receipt of responses	TPC	Staff time
Marketing	Report updates to all residents	Within 1 month of analysis taking place	TPC	Staff time + printing
Monitoring	Continue regular monitoring as set out and agreed with RBC	As agreed with RBC	TPC	Staff time

11 CONCLUSION

- 11.1 This travel plan reviews the existing transport facilities at the site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 11.2 Through the delivery of the measures described within this travel plan, the objectives identified should be fulfilled. These include:
- Reducing reliance upon the private car and improving awareness and usage of alternative modes of transport;
 - Promoting walking, cycling, public transport and car sharing;
 - Minimising the total travel distance of staff and customers; and
 - Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.
- 11.3 This document therefore ensures that sustainable access to the development is facilitated.