

Residential Development
Land off Edenfield Road, Norden, Rochdale

November 2025

RESIDENTIAL TRAVEL PLAN

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Eddisons

REPORT

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons has been instructed by Stonebond Properties Ltd to produce a Residential Travel Plan to discharge planning condition no.20 for the residential development off Edenfield Road in Norden, Rochdale.

1.1.2 Condition 20 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 T1 and T2 of Rochdale Core Strategy.'

1.1.3 This Residential 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.

1.1.4 After the Travel Plan is submitted and approved in writing by the local planning authority, then the plan shall be implemented, monitored and reviewed in accordance with the agreed timescales.

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

1.1.6 In regard to the preparation of Travel Plans, the Department for Transport issued a guide in April 2009 in a document entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'.

1.2 Development Site and its Location

- 1.2.1** The application site is located approximately 4 kilometres north of Heywood town centre and approximately 4.5 kilometres northwest of Rochdale town centre. The location of the site in relation to the surrounding area is presented in Plan 1.
- 1.2.2** The application site is bound to the north by undeveloped land, to the east by residential properties, to the south by Edenfield Road, whilst further residential properties bound the site to the west.
- 1.2.3** The site is currently occupied by vacant industrial units, formerly of the Shepperd Mill and Tack Lea Works. Vehicular access to the industrial units is provided for off the A680 Edenfield Road.

1.3 Development Proposals

- 1.3.1** The development refers to the construction of 49no. residential dwellings, with associated car parking, landscaping and public open space.
- 1.3.2** It is proposed that vehicular access into the site will be provided via an improved access off the A680 Edenfield Road.
- 1.3.3** Pedestrian and cycle access into the site will be afforded via the vehicular access point off the A680 Edenfield Road which links with the existing provision on the surrounding highway network.
- 1.3.4** The proposed site layout plan is shown in **Plan 2**.

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.

1.4.2 This document provides an overarching strategy for the site, outlining initiatives which will be undertaken to encourage travel by more sustainable modes.

1.4.3 A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to residents.

1.5 Residents Travel Pack

1.5.1 The principal Travel Plan measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel. This will be discussed further in Section 4 of this Plan.

2 TRAVEL PLAN ADMINISTRATION

2.1 Introduction

2.1.1 The administration of the Travel Plan will be the responsibility of the Travel Plan Co-ordinator (TPC) who will be appointed at least one month before first occupation.

2.2 Role of Travel Plan Coordinator

2.2.1 At this stage, it is envisaged that Eddisons will act as the TPC on behalf of the developer. Essentially the co-ordinator will provide a liaison in implementing the plan with the residents and the Council.

2.2.2 The TPC will be the first point of contact for residents and other outside organisations in all matters regarding travel. The post of the TPC will continue for the life of the development.

2.2.3 The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site.

2.2.4 In terms of the responsibilities, it is envisaged that the Travel Co-ordinator's roles will include;

- To provide a point of contact for any travel-related queries.
- Ensure travel awareness amongst residents.
- Create a travel database with information of the resident's travel patterns.
- Ensure the availability of the most up to date travel information.
- Ensure that all residents receive a Travel Pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site.
- Administer the Travel Plan and provide a liaison in implementing the plan with the local authority.

- To promote the car sharing scheme and other travel plan initiatives.
- Provide their details to the Planning and Highway Authority and the appropriate local bus companies.

2.2.5 The Travel Plan Co-ordinator will become responsible for the Travel Plan once it has been formally agreed and will be the key decision maker on day-to-day matters relating to implementation of the Travel Plan. Any changes in the personnel of the Travel Co-ordinator must be provided to Rochdale Council.

2.2.6 The duties will also include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing.

2.2.7 Annual progress reports will be prepared and submitted to the Council for a period of at least 5 years.

3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

3.1.1 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.

3.1.2 New proposals should 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.

3.1.3 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

3.2 Accessibility on Foot

3.2.1 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.

3.2.2 Footways are located along the A680 Edenfield Road, in close proximity to the site and have a width of around 2 metres. These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of controlled crossing points which facilitate access to the nearby day to day amenities within the area.

3.2.3 In addition, dropped kerbs and tactile paving are provided for junctions along the A680 Edenfield Road and in footways in the vicinity of the site.

3.2.4 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

3.2.5 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 3.1**.

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

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

3.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1.

3.2.8 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'.

3.2.9 **Table 3.2** below summarises this guidance in tabular form.

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

Table 3.2 Manual for Streets Walk Distances

3.2.10 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.

3.2.11 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.3 WYG Report/NTS Data Walk Distances

3.2.12 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.13 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.’

3.2.14 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.15 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all available 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.

3.2.16 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.

3.2.17 As can be seen, the 800m pedestrian catchment includes numerous useful amenities located on the A680 Edenfield Road and beyond, such as a the nearest bus stops, pharmacy, post office, a public house and a primary school.

3.2.18 The 2,000-metre pedestrian catchment illustrates that the majority of Norden can be accessed, such as the Bridge Inn, Hutchinson Road Playground, Manor Pharmacy, Norden Bowling & Social Club, Whittaker Moss Primary School, Norden Community Primary School, Co-op Food, Pennine Juniors Football Club, St. Vincent’s RC Primary School and Rochdale Golf Club.

3.2.19 **Table 3.4** below, shows the walking distance from the centre of the site to the local amenities in the vicinity of the site. The table also confirms whether the amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Nearest Bus Stops	190m	1,600m	YES
The Bridge Inn	250m	1,600m	YES
Norden Post Office	400m	1,600m	YES
Norden Bowling and Social Club	420m	1,600m	YES
Co-op Food	470m	1,600m	YES
Manor Pharmacy	490m	1,600m	YES
Hutchinson Road Playground	570m	1,600m	YES
Whittaker Moss Primary School	780m	3,200m	YES
Norden Community Primary School	990m	3,200m	YES
Pennine Juniors Football Club	1,230m	1,600m	YES
Rochdale Golf Club	1,590m	1,600m	YES

Table 3.4 - Distance from Site to Local Facilities

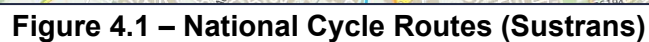
3.2.20 As can be seen in the above table, the site is located within proximity to a number of local amenities including primary services as well as leisure facilities. It is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.3 Accessibility by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 The importance of cycling as an alternative mode of travel both now and in the future, is demonstrated by the new rules relating to cyclists contained within the revised Highway Code, which came into force in January 2022. These new rules, which include the 'Hierarchy of Users' or 'Hierarchy of Responsibility', recognise that drivers of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others.

- 3.3.3** This together with the simplification of the rules, to make junctions safer and new rules to tackle dangerous overtaking will provide a road environment where cyclists and pedestrians are given priority, feel safer using the road network and further encourage travel by cycle.
- 3.3.4** The Cycling England document ‘Integrating Cycling into Development Proposals’ advises that *‘For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.’*
- 3.3.5** A distance of 8-kilometres (5-miles) 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 Rochdale, Bury, Heywood and Whitworth.
- 3.3.6** The nearest National Cycle Route to the site is National Cycle Route 92, around 4km from the centre of the site. This route starts in the north of Whitworth and runs south to the centre of Rochdale where it connects with National Cycle route 66. Route 92 is a both on and off-road cycle route which uses parts of the Healey Dell nature reserve pathway along the disused railway line.
- 3.3.7** National Cycle Route 66 provides access round the centre of Rochdale and also provides access to Littleborough to the north and Healds Green to the south. This route is also on and off road and is located approximately 6km from the centre of the site.
- 3.3.8** The National cycle routes in proximity to the site can be seen in **Figure 4.1** below.



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- 3.3.11** The site can be considered as being accessible by cycle.

3.4 Accessibility by Bus

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3.4.3 Additional bus stops are located further along the A680 Edenfield Road. All nearest bus stops are shown on plan 5.

3.4.4 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.5** below.

Service No	Route	Monday – Friday			Sat	Sun
		Pre 08:00	08:00 – 17:00	Post 17:00		
17	Norden - Broadhalgh - Rochdale - Middleton - Shudehill	Service at 05:56, 06:16 and 06:35	-	-	-	-
433	Norden - Bagslate - Bamford - Heywood - Fern Grove - Bury	2 services	Every 60 mins	4 services	Every 60 mins	5 services
442	Norden - Bagslate - Bamford - Broadhalgh - Rochdale	2 services	Every 60 mins	6 services	Every 60 mins	Every 60 mins
832	Norden - Shaw - Heyside - Higginshaw - Oldham Mumps	1 service	1 service	-	-	-
880	Norden - Spotland - Rochdale - Castleton - Buersil Head	1 service	1 service	-	-	-

Table 3.5 - Existing Bus Services in Vicinity of the Site

3.4.5 As can be seen from Table 3.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Rochdale, Shudehill, Heywood, Oldham and Bury.

3.4.6 The above services operate from around 6:00am to around 22:30pm, making travel by public transport a real alternative for residents at the development.

3.4.7 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 3.6** below.

Destination	Duration
Rochdale	19 minutes
Heywood	19 minutes
Bury	54 minutes
Shudehill	1 hour 25 minutes

Table 3.6 - Example Bus Journey Times from the Site

3.4.8 The above table demonstrates that Rochdale town centre is an approximate 19-minute bus journey from the site, Heywood is just a 19-minute bus journey, Bury is just a 54-minute bus journey from the site and Shudehill is a 1 hour 25-minute journey.

3.4.9 It is therefore concluded that employment, health and retail centres are highly accessible by bus from the proposed development site.

3.5 Accessibility by Rail

3.5.1 The nearest train station located to the site is Rochdale Railway Station which is located approximately 5.2 kilometres from the centre of the site and can be accessed via a 24-minute bus journey on the number 17 service and then a 6-minute walk.

3.5.2 This train station is managed by Northern and has 4 platforms, offering 10 services per hour to destinations such as Leeds, Wigan and Chester. There are 16 cycle storage spaces located on platform 1 and within the car park, all of which are sheltered and covered by CCTV. This demonstrates a possibility of multi-modal journeys for residents.

3.5.3 It is therefore concluded that the development site is accessible by rail.

3.6 Accessibility to Car Clubs

3.6.1 Car clubs are seen to be cost-effective and sustainable tools that could be promoted. Vehicles are booked for as long or as little as people need them, giving residents a more sustainable and cheaper alternative to car ownership. Joining a car club provides the convenience of owning a car without the hassle or costs of repairs, servicing or parking.

3.6.2 Enterprise Car Club (www.enterpriseclub.com) operate within Manchester and the nearest car club location to the site is on Stone Ashton Road, Failsworth, located a bus journey away.

3.7 Accessibility Summary

3.7.1 The site has been considered in terms of accessibility by non-car modes for the development.

3.7.2 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, with local and national cycle routes located within the vicinity of the site, which provide the opportunity for trips to be undertaken by cycle.
- The services from the bus stops on Edenfield Road which connect the site with retail, employment and leisure facilities in Rochdale, Heywood and Bury. It can therefore be concluded that the proposed development can be accessed by bus.
- The site is accessible via rail with Rochdale station being only a short bus or cycle journey away.

3.7.3 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.

3.7.4 As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 MANAGEMENT MEASURES

4.1 Introduction

4.1.1 This section of the Travel Plan describes the measures which will be delivered through the plan by the Travel Plan Co-ordinator:

4.2 Management Measures

- i) Travel Plan Co-ordinator
- ii) Residents Travel Survey
- iii) Residents Travel Pack
- iv) Travel awareness and information
- v) Encouraging Walking/Cycling
- vi) Encouraging Travel by Public Transport

4.2.2 As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator will be free to investigate other potential initiatives.

Travel Plan Co-ordinator

4.2.3 As previously detailed, a Travel Plan Co-ordinator (TPC) has been appointed to manage the day to day running of the Travel Plan and organise residents travel surveys, as set out in Section 2.

4.2.4 As already stated, it is anticipated that Eddisons will initially act as the Travel Plan Co-ordinator (TPC) for the development.

4.2.5 Any changes to the name and contact details of the TPC will be provided to the Travel Plan Officer at the Local Authority.

4.2.6 The TPC will be responsible for all aspects of the Travel Plan. His or her primary functions will be as follows;

- Liaison with the Local Planning and Highways Authorities;
- Provision of a Residents Travel Pack containing information for residents;
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes; and
- Maintenance of all necessary systems, data and paperwork.

Residents Travel Survey

4.2.7 In order to establish the travel modes of residents (once the development is occupied) a Residents Travel Survey will be undertaken.

4.2.8 The resident's travel survey will be provided to all the residents as part of their 'Travel Pack' when they move into a property.

4.2.9 This information will be used to determine which modes of travel will need to be promoted and encouraged the most.

4.2.10 Repeat surveys will be used for the Travel Plan monitoring process in order to establish what may be required to further encourage travel by non-car modes.

Residents Travel Pack

4.2.11 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. The contents of the Travel Packs will include:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking/cycling routes and places of interest;

- Details of public transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

4.2.12 As well as providing such information throughout the Travel Packs, community notice boards in communal areas of the apartments could also be provided to detail relevant information as set out above.

Travel Awareness and Information

4.2.13 All residents will be made aware of the existence of the Travel Plan.

4.2.14 As mentioned previously, Residents Travel Packs will be issued for new residents moving into the development and prospective buyers/occupiers will be made aware of the Travel Plan when viewing the development.

4.2.15 Contact details for the TPC will also be provided to residents.

4.2.16 Travel Information for residents will be provided for in numerous ways, such as, websites, cycle and walking maps for the surrounding areas.

4.2.17 A “Travel” information website could be promoted to provide details of the travel options available to residents. This website is likely to be a specific ‘Travel’ page linked to the website for the development.

4.2.18 The website could hold information about the Travel Plan and the reasons for it, public transport links, bus timetables and contact information, cycle routes and pedestrian access.

4.2.19 The material displayed will be reviewed regularly by the TPC and additional information added when appropriate. This will include general information on the environmental cost/benefits of different modes of transport, the savings made through car sharing etc. All information on display is reviewed to ensure that it remains up to date and relevant.

4.2.20 It will be the responsibility of the TPC to ensure that residents are provided with information to allow ease of use of the public transport network.

4.2.21 Some helpful websites to aid residents which will also be included in the Travel Pack to assist planning their travel are:

- <https://www.traveline.info>;
- www.nationalrail.co.uk
- www.walkit.com;
- www.sustrans.org.uk;

4.2.22 The above list is a guideline as to the kind of information available but clearly, the TPC will be able to investigate other useful sources of travel information such as walking and cycling maps which are available on various websites.

4.2.23 The Travel Plan will ensure that all residents are aware of the facilities available to encourage and facilitate walking and cycling and will publicise National events such as Walk to Work and Bike Week.

4.2.24 In addition to the above, information on existing key local services and publicity material from the Council's website will be included.

Encouraging Walking/Cycling

4.2.25 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.

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

Encouraging Travel by Public Transport

4.2.27 As demonstrated within this document, the site is highly accessible by public transport.

4.2.28 The following measures will be considered in order to encourage residents and visitors to travel by public transport:

- Provide up to date bus details including timetables/contact information in the Residents Travel Packs; and

- Advertise any promotions/discounts offered by public transport operators.

5 TRAVEL PLAN TARGETS

5.1 Introduction

5.1.1 Travel Plan targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and should include a timescale.

5.2 Baseline Data

5.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.

5.2.2 In order to understand travel habits, travel surveys will be distributed to all residents within 3 to 6 months of achieving 75% occupation at the site.

5.2.3 Recipients will be encouraged to participate and the surveys would extract the following key data;

- Place of work;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various sustainable modes;
- Any barriers to sustainable modes; and
- Potential initiatives that would encourage residents to travel more sustainably.

5.3 Travel Plan Targets

5.3.1 Once the baseline data has been collected, the Travel Plan targets will be agreed with Rochdale, in accordance with the planning condition.

6 TRAVEL PLAN MONITORING

6.1 Introduction

6.1.1 This section of the report sets out the proposed monitoring for the associated with the Travel Plan.

6.2 Monitoring

6.2.1 The monitoring of travel behaviour is vital to measure progress towards the targets.

6.2.2 Annual monitoring reports will be provided to travel Plan officers at the Council following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys.

6.3 Action Plan

6.3.1 The initial timetable for the implementation and provision for monitoring and review is provided **Table 6.1** below:

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	Developer
Production of Residents Travel Pack	Upon Occupation	Distribution of Residents Travel Pack	TPC
Undertake initial travel surveys	Within 3 to 6 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

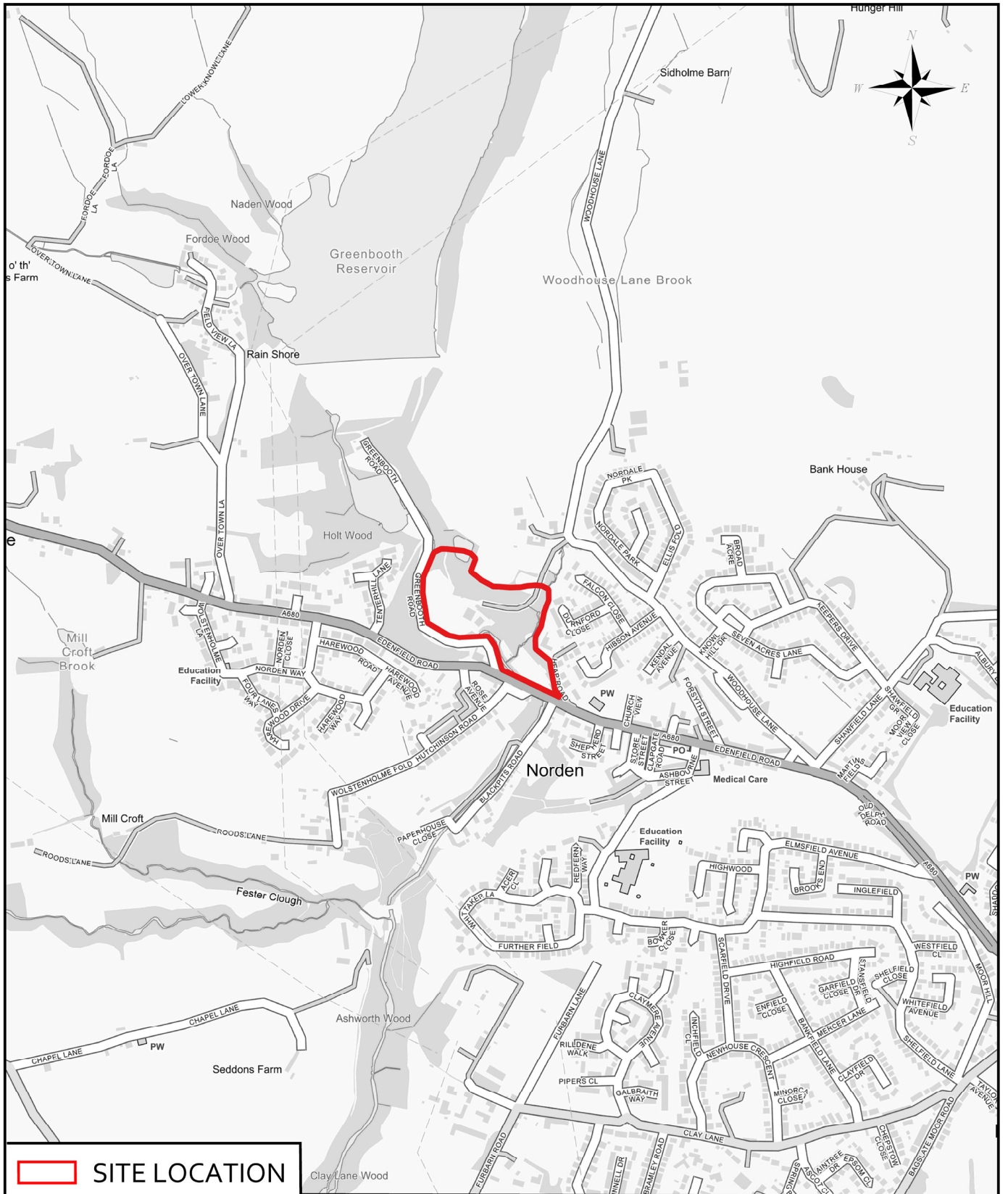
Table 6.1 – Travel Plan Actions

6.3.2 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.

7 CONCLUSIONS

- 7.1.1** This Travel Plan has detailed how the residential development on land off the A680 Edenfield Road in Norden, Rochdale, through the Travel Plan, will 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 Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 7.1.4** The information contained within the Travel Plan and details of sustainable modes of transport will be accessible to residents and visitors at the development.
- 7.1.5** A resident's travel survey will be undertaken within 3 to 6 months of 75% occupation to establish travel modes. Specific targets will then be set and agreed with the Travel Plan team at Rochdale Council and subsequently, the Travel Plan will be subject to annual monitoring.
- 7.1.6** The site has been demonstrated to be highly accessible by modes other than the private car and it should, therefore, be expected that the adoption of this Travel Plan will be particularly effective.

PLANS



 SITE LOCATION

CLIENT:

STONEBOND PROPERTIES LTD

DRAWING TITLE:

EDENFIELD ROAD, NORDEN, ROCHDALE
SITE LOCATION

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croffts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

4064-01

REVISION:

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DRAWN:

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DATE:

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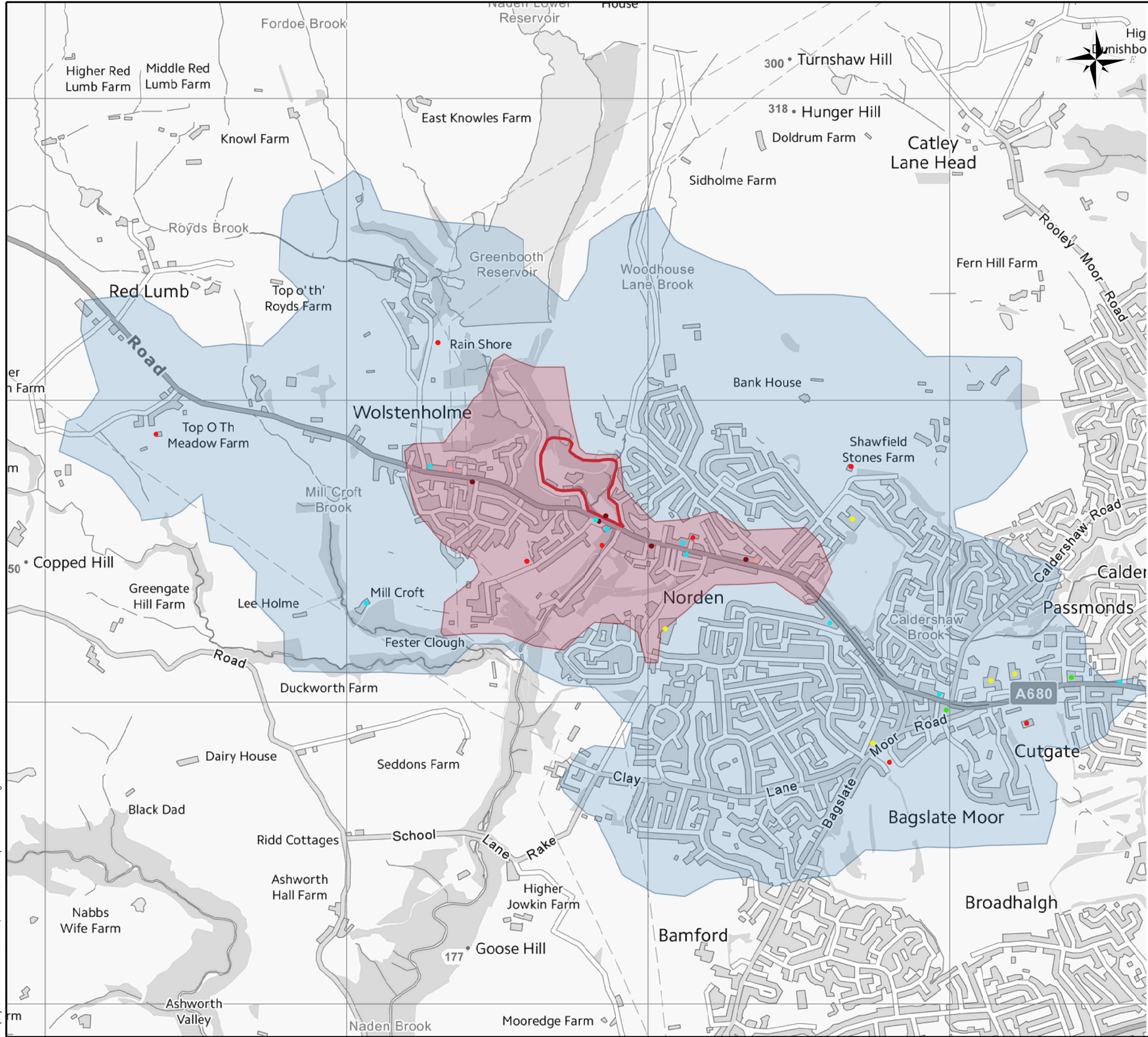
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NTS @ A4

Eddisons



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops
- Education
- Medical/Healthcare
- Cafe/Takeaway/Public House
- Sport/Leisure
- Retail

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
STONEBOND PROPERTIES LTD

PROJECT:
EDENFIELD ROAD, NORDEN, ROCHDALE

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:
NTS @ A3

DRAWN:	LG	CHECKED:	SM	DATE:	MAY 23
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M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	4064-03	REVISION:	-
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