

Proposed Residential Development, South Heywood Highways Technical Note

Introduction

- 1.1 Eddisons have been instructed by Northstone to prepare a Travel Plan to support the proposed residential development on land off Queen Elizabeth II Way in Heywood, Rochdale.
- 1.2 A hybrid planning application (App Ref: 16/01399/HYBR) was submitted by Russell Homes, which was approved in March 2020, for the following:
 - Full consent for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road, together with associated junction improvements, landscaping, lighting and other works including the importation of material and engineering works in order to construct the link road;
 - Outline consent (with all matters reserved for future approval except for access) sought for a major mixed-use development comprising up to 1,000 dwellings (Class C3); employment uses (Classes (B2/B8) comprising up to 135,460sqm GIA; a new primary school (Class D1); Class A1/A2/A3/A5 uses comprising up to 2,500sqm GIA which includes no more than 499sqm of A1 uses; together with associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other ancillary works.
- 1.3 The link road element of the application has been constructed and is open.

Development Proposals

- 1.4 The proposals relate to a reserved matters that will provide 186 residential dwellings on an area of land to the north of the recently constructed Queen Elizabeth II Way, which forms part of the outline consent.
- 1.5 The proposed site layout is included at **Appendix A**.
- 1.6 At the time of the hybrid application, it was proposed to provide two vehicular access points to serve this land parcel and the bellmouths of these access points were constructed as part of the Queen Elizabeth II Way works.
- 1.7 However, further discussions have been held between Russell Homes and Rochdale Borough Council (RBC), supported by detailed technical analysis, regarding the downgrade of the western access to a pedestrian/cycle/emergency access point.

- 1.8 In relation to the revised access strategy, the General South Heywood Case Officer has confirmed that:

'Russells and the council have discussed the use of the 2 access points approved through the outline with a view to utilising a single access point for cars and heavy vehicles, with the other being downgraded to a pedestrian/cycle/emergency access only. Procedurally, I am comfortable with this being confirmed through the future reserved matters submission for the site without needing to specifically amend the outline approval.'

- 1.9 As such, vehicular access to the site will be gained via a junction located along Queen Elizabeth II Way. This will also provide access for pedestrians and cyclists.
- 1.10 A secondary access for pedestrians and cyclists (and emergency vehicles) will also be provided along Queen Elizabeth II Way. This will require amendments to the constructed access, and these are showing on the plan included at **Appendix B**.

Visibility

- 1.11 In order to advise the highway authority, a review of the visibility within the proposed site layout has been undertaken.
- 1.12 A plan showing the visibility and forward visibility is included at **Appendix C**, which confirms that appropriate visibility is provided.

Servicing

- 1.13 The internal layout has been designed to facilitate waste collections and allow refuse vehicles to enter the site, turn around and exit in a forward gear.
- 1.14 In order to demonstrate that the site can be adequately serviced, a swept path analysis for a refuse vehicle and a fire appliance have been undertaken and are shown in **Appendix D**.

Travel Plan

- 1.15 The hybrid planning application was accompanied by a Framework Travel Plan (FTP).

1.16 Condition 33 of the outline planning element of the consent states the following:

'The submission of any reserved matters application should be accompanied by subsidiary Full Travel Plan(s) (FTP) for each phase of development. The FTP must be submitted to and approved in writing by the Local Planning Authority, and shall be implemented and reviewed in accordance with the timetable set out in the Framework Travel Plan. The FTP shall then be implemented as approved.'

1.17 A Travel Plan has been prepared as part of the reserved matters application that seeks to formally discharge Condition 33 in relation to this phase of development. This is included at **Appendix E**.

Summary

1.18 This Technical Note has considered the proposals related to a reserved matters application that will provide 186 residential dwellings on an area of land to the north of the recently constructed Queen Elizabeth II Way, which forms part of the outline consent.

1.19 The site forms an area of land that forms part of the consented hybrid planning application (App Ref: 16/01399/HYBR).

1.20 The following conclusions can be drawn:

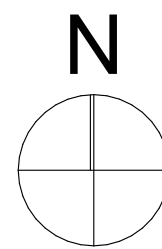
- Vehicular access to the site, which will also provide access for pedestrians and cyclists, will be gained via a junction located along Queen Elizabeth II Way. A secondary access for pedestrians and cyclists (and emergency vehicles) will also be provided along Queen Elizabeth II Way. This strategy has previously been discussed and agreed with RBC;
- Appropriate visibility will be provided within the site layout; and
- The layout can be appropriately served by service vehicles.

1.21 As such, the proposals are acceptable in highways terms.

APPENDICES

APPENDIX A

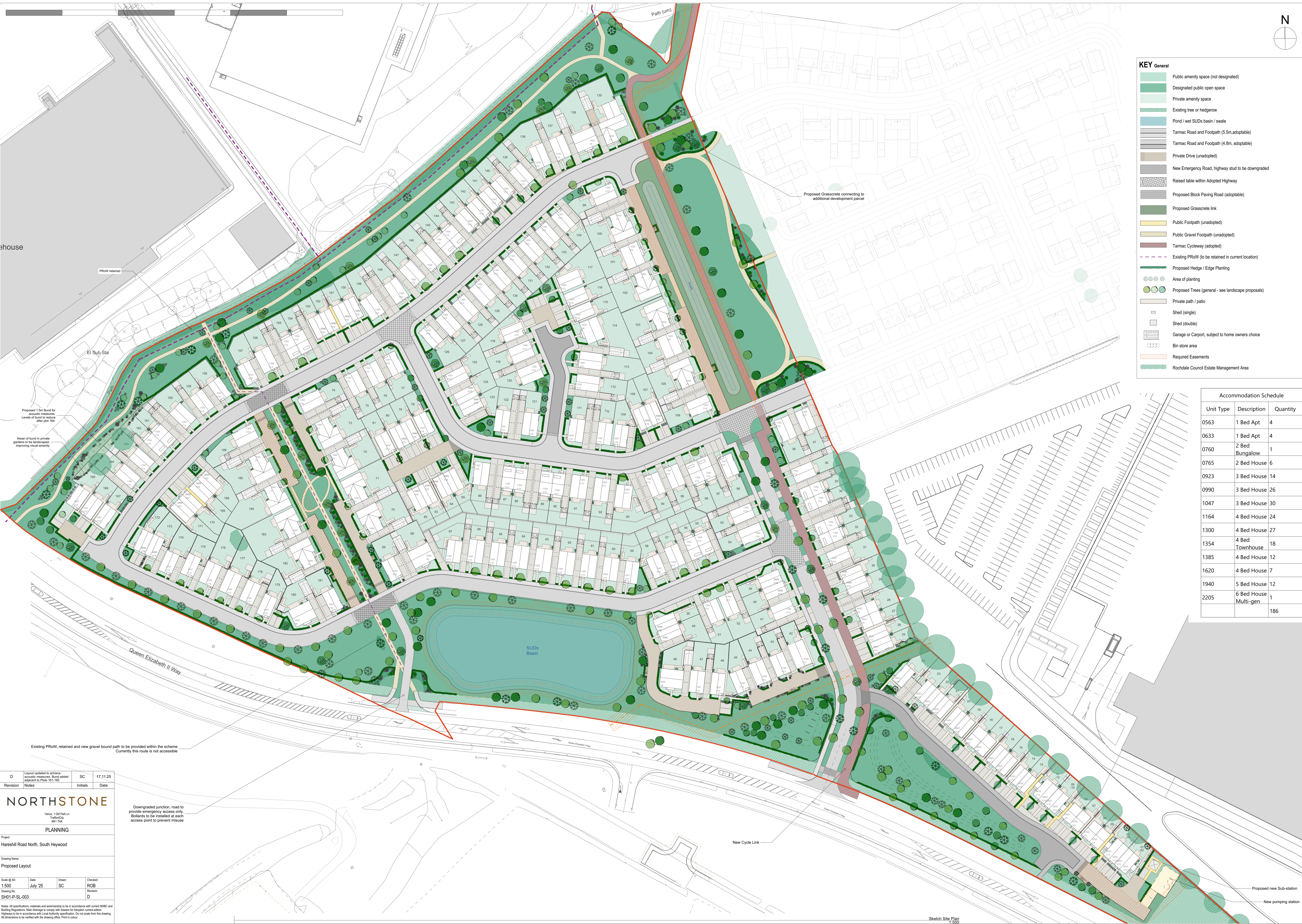
Proposed Site Layout



KEY General

- Public amenity space (not designated)
- Designated public open space
- Private amenity space
- Existing tree or hedgerow
- Pond / wet SUDs basin / swale
- Tarmac Road and Footpath (5.5m, adoptable)
- Tarmac Road and Footpath (4.8m, adoptable)
- Private Drive (unadopted)
- New Emergency Road, highway stud to be downgraded
- Raised table within Adopted Highway
- Proposed Block Paving Road (adoptable)
- Proposed Grasscrete link
- Public Footpath (unadopted)
- Public Gravel Footpath (unadopted)
- Tarmac Cycleway (adopted)
- Existing PRoW (to be retained in current location)
- Proposed Hedge / Edge Planting
- Area of planting
- Proposed Trees (general - see landscape proposals)
- Private path / patio
- Shed (single)
- Shed (double)
- Garage or Carport, subject to home owners choice
- Bin store area
- Required Easements
- Rochdale Council Estate Management Area

Accommodation Schedule		
Unit Type	Description	Quantity
0563	1 Bed Apt	4
0633	1 Bed Apt	4
0760	2 Bed Bungalow	1
0765	2 Bed House	6
0923	3 Bed House	14
0990	3 Bed House	26
1047	3 Bed House	30
1164	4 Bed House	24
1300	4 Bed House	27
1354	4 Bed Townhouse	18
1385	4 Bed House	12
1620	4 Bed House	7
1940	5 Bed House	12
2205	6 Bed House Multi-gen	1
		186



D

Layout updated to achieve acoustic measures. Band added adjacent to Plots 161-165

SC

17.11.25

Revision

Notes

Initials

Date

NORTHSTONE

Venue, 1.0m Park Ln

Trafford City

M17 7RA

PLANNING

Project:

Harehill Road North, South Heywood

Drawing Name:

Proposed Layout

Scale @ A0:

1:500

Date:

July 25

Drawn:

SC

Checked:

ROB

Drawing No:

SH01-P-SL-003

Revision:

D

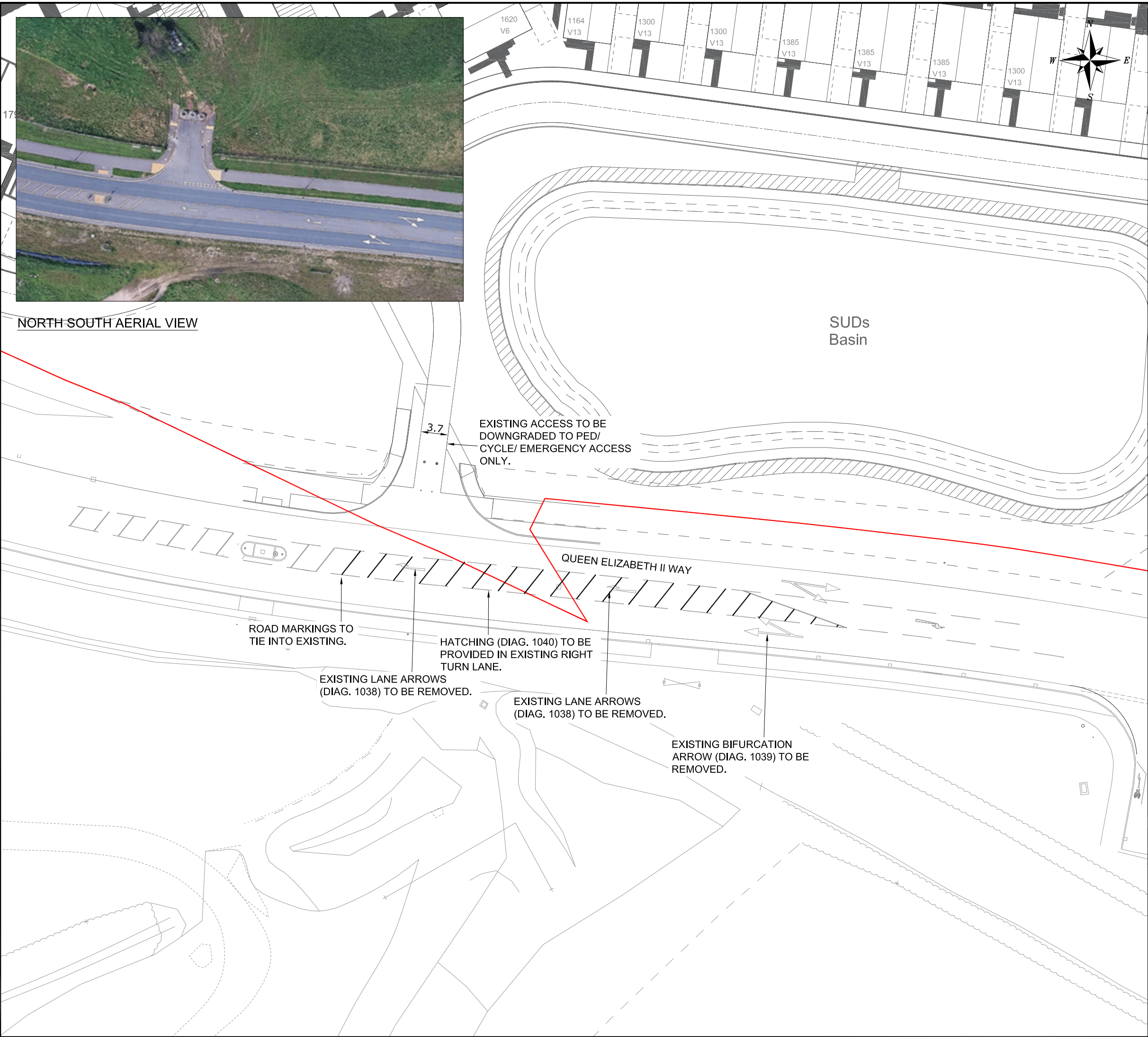
Notes: All specifications, materials and workmanship to be in accordance with current NRC and Building Regulations. Main drainage to comply with Sewers for Adoption current edition. Highways to be in accordance with Local Authority specification. Do not scale from the drawing. All dimensions to be verified with the drawing office. Print in colour.

APPENDIX B

Proposed Western Access Amendments



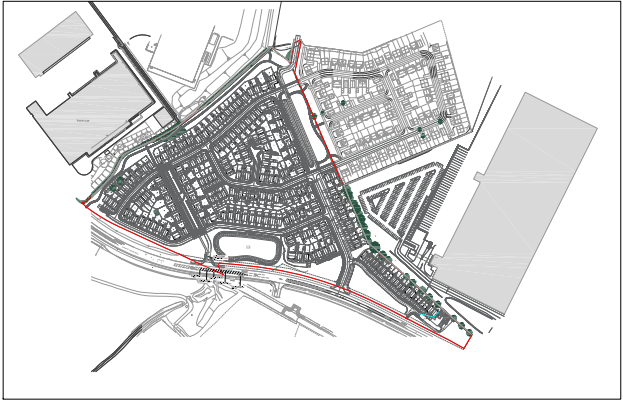
NORTH-SOUTH AERIAL VIEW



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- EXISTING ROAD MARKINGS
- PROPOSED ROAD MARKINGS



SITE LAYOUT NTS

A	AMENDED TO COMMENTS	LB	TR	DEC 12
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
NORTHSTONE

PROJECT:
SOUTH HEYWOOD

DRAWING TITLE:
PROPOSED ACCESS AMENDMENTS

SCALES:	1:500 @ A3		
DRAWN:	LB	CHECKED:	TR
		DATE:	DEC 25

Eddisons
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER:	4897-F02	REVISION:	A
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APPENDIX C

Consideration of Visibility



NOTES
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- 2.4x25M VISIBILITY SPLAY
- 25M FORWARD VISIBILITY SPLAY

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
NORTHSTONE

PROJECT:
SOUTH HEYWOOD

DRAWING TITLE:
VISIBILITY SPLAYS

SCALES:
1:1000 @ A3

DRAWN:	RC	CHECKED:	TR	DATE:	NOV 2025
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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	4897-F01	REVISION:	C
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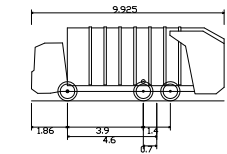


APPENDIX D

Swept Path Analysis



NOTES



Rochdale Refuse Vehicle
Overall Length 9.925m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
NORTHSTONE

PROJECT:
SOUTH HEYWOOD

DRAWING TITLE:
SWEPT PATH ANALYSIS

SCALES:
1:1000 @ A3

DRAWN:	RC	CHECKED:	TR	DATE:	NOV 2025
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DRAWING NUMBER:	4897-SP01	REVISION:	C
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APPENDIX E

Travel Plan

Proposed Residential Development
South Heywood

October 2025

RESIDENTIAL TRAVEL PLAN

eddisons.com

Eddisons

REPORT

DOCUMENT: Residential Travel Plan

PROJECT: Proposed Residential Development, South Heywood

CLIENT: Northstone

JOB NUMBER: 4897

FILE ORIGIN: Z:\projects\4897 South Heywood\Docs\Reports\4897.ITP02.docx

DOCUMENT CHECKING:

Primary Author: TR **Initialled:**

Contributor RC **Initialled:**

Review By: **Initialled:**

Issue	Date	Status	Checked for Issue
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1	04-11-25	First Draft	
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2	18-11-25		
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3			
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4			
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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Northstone to prepare a Travel Plan to support the proposed residential development on land off Queen Elizabeth II Way in Heywood, Rochdale.

1.1.2 A hybrid planning application (App Ref: 16/01399/HYBR) was approved in March 2020 for the following:

- Full consent for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road, together with associated junction improvements, landscaping, lighting and other works including the importation of material and engineering works in order to construct the link road;
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1.1.3 The link road element of the application has been constructed and is open.

1.1.4 The application was accompanied by a Framework Travel Plan (FTP). Condition 33 of the outline planning element states the following:

'The submission of any reserved matters application should be accompanied by subsidiary Full Travel Plan(s) (FTP) for each phase of development. The FTP must be submitted to and approved in writing by the Local Planning Authority, and shall be implemented and reviewed in accordance with the timetable set out in the Framework Travel Plan. The FTP shall then be implemented as approved.'

- 1.1.5 Northstone have submitted a reserved matters planning application for 186 dwellings on a parcel of land covered by the outline consent. This Travel Plan seeks to formally discharge Condition 33 in relation to that phase.

1.2 Travel Plan Guidance

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

- 1.2.2 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.

- 1.2.3 This document will form the full Travel Plan for Phase 1 of the development which will set out the principal strategies that will be put in place to encourage sustainable travel. Its formulation is on-going and dynamic, in accordance with the above Travel Plan guidance and best practice.

1.3 Site Location

- 1.3.1 The site is located around 1.5 kilometres south of Heywood town centre, to the north of the recently constructed Queen Elizabeth II Way.

1.4 Development Proposals

- 1.4.1** The proposals will provide 186 residential dwellings.
- 1.4.2** Vehicular access to the site will be gained via a junction located along Queen Elizabeth II Way. This will also provide access for pedestrians and cyclists.
- 1.4.3** A secondary access for pedestrians and cyclists (and emergency vehicles) will also be provided along Queen Elizabeth II Way.
- 1.4.4** These will connect to the pedestrian/cycleway provided along the northern side of Queen Elizabeth II Way.

1.5 Travel Plan Objectives

- 1.5.1** The Residential Travel Plan is a long-term strategy for reducing the dependence of residents on travel by private car.
- 1.5.2** The aims of the Travel Plans are 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.
- 1.5.3** This document provides an interim framework for the preparation of a final Travel Plan, which will be submitted to Rochdale Council (RCB) within 6 months of the development reaching 75% occupation.
- 1.5.4** A Travel Plan is effectively a combination of information, proposals and incentives designed to promote the different means of travel available to residents.
- 1.5.5** This document will set out the principal strategies of the Travel Plan, which will evolve into a formally agreed document once residents are occupying dwellings.

1.6 Residents Travel Pack

- 1.6.1** The principal 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.

2 PLAN ADMINISTRATION

- 2.1.1** As set out in the FTP, *‘a full residential Travel Plan will be required to be prepared for each identified residential development land parcel in excess of 100 dwellings and be submitted to RBC as part of relevant subsequent detailed reserved matters planning applications.’*
- 2.1.2** The FTP adds that *‘The preparation of this document will be the responsibility of each developer’* and that *‘A suitable member of the residential development company / appointed Transport Consultancy must be responsible for taking on the role of the Residential Travel Plan Coordinator (RTPC) for each land parcel.’*
- 2.1.3** The administration of the Travel Plan (once implemented) will be the responsibility of the developer, in this case Northstone, or whoever succeeds them in relation to these proposals. The developer will be required to designate a Travel Plan Co-ordinator (TPC) for the site.
- 2.1.4** Eddisons will initially act as the Travel Plan Co-ordinator on behalf of the developer. This responsibility is likely to transfer to an employee of the Management Company catering for the site once the development is occupied; this is yet to be confirmed.
- 2.1.5** The contact details of the current Travel Plan Co-ordinator are as follows:
- Tim Russell at Eddisons: tim.russell@eddisons.com
- 2.1.6** As further confirmed in the FTP, *‘The key roles and responsibilities of the RTPC will be as follows:*
- *Prepare a Full Residential Travel Plan for submission.*
 - *Prepare a Residential Travel Plan Pack for delivery to each new unit on occupation. The Pack will include information promoting local walking and cycling infrastructure, public transport services and other travel initiatives.*

- *Maintain sustainable travel infrastructure within the curtilage of the residential development site (walking / cycling routes / Travel Plan Noticeboards, etc.) and ensuring that such facilities remain fit for purpose;*
- *Ensure that new residents are aware of the existence of the Travel Plan (via the circulation of the Travel Plan Pack to residents – preferably at the point of occupation of a dwelling).*
- *Maintain a Travel Plan noticeboard within a communal area on site to include up-to-date travel information, details of travel initiatives and campaigns such as Walking the Way to Health, Walk to Work Week, National Bike Week, World Car Free Day, Liftshare Week, etc.*
- *Undertake regular monitoring / data collection exercises as agreed with RBC / TfGM.'*

3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

3.1.1 A consideration of the ‘Review of Baseline Available Sustainable Transport Connections and the Development Proposals’ was included at Section 3 of the FTP.

‘In summary, it is considered that the South Heywood Strategic Site development area currently only provides limited sustainable transport connections. Whilst some existing opportunities are available for local walking and cycling journeys, it is clear that comprehensive development of the site will need to be supported by a detailed sustainable transport strategy delivering improvements in non-car accessibility.’

3.1.2 The FTP then set out ‘key proposals for such public transport / walking and cycling measures’, as follows:

‘The South Heywood Strategic Site scheme represents a 2.2km section of new Link Road connecting to M62 J19 and supporting mixed used employment & residential development, on land at South Heywood, Rochdale. An illustrative masterplan of the South Heywood Strategic Site scheme is included as Figure TP8 to this report, which highlights the following key elements:

- *New 2.2km new link road route connecting to M62 J19*
- *1.45m sqft of employment development (30% B2 / 70% B8 land use)*
- *Up to 1000 residential dwellings*
- *Ancillary community facilities and local retail centre*
- *Landscaping and public open space.*

Sustainable Transport Strategy

Delivery of the South Heywood Strategic Site development will be supported by a package of sustainable transport measures to ensure appropriate accessibility to the site via alternative travel modes to the private car (e.g. walking, cycling and public transport). At present, as noted in section 3.3, the immediate South Heywood locality is relatively poorly served by such sustainable travel modes, with few public transport services and limited walk / cycle connections. The new supporting employment and residential development will therefore be designed to ensure maximum walking/cycling permeability, along with improvements in the local public transport offer.

Figure TP9 to this report illustrates the core movement and accessibility principles to be adopted as part of the delivery of the South Heywood Strategic Site masterplan, the details of which are considered further in the paragraphs below.

Walking & Cycling

The development of the South Heywood Strategic Site will be supported by a high standard of on-site walking / cycling infrastructure and the improvement of existing local footpaths and rights of way to encourage both good permeability through and the delivery of good connections to surrounding established development. In particular delivery of the scheme will provide the following key infrastructure (see also Figure TP10):

- Walking / cycling routes in parallel to the proposed new South Heywood Link Road linking the development to key existing employment and residential areas and providing a direct segregated link to the cycle corridor improvement works between Heywood and Middleton being delivered by RBC as part of the Cycle City Ambition Grant funding process.*
- Provision of regular 'island' crossing points of the South Heywood Link Road in the vicinity of proposed residential / local centre areas and full pedestrian / cycle phasing at the major traffic signal controlled junctions along the South Heywood Link Road route to ensure safe crossing opportunities.*

- *Improved walking / cycling connections through the proposed new South Heywood Strategic Site residential areas, including the green wedge / linear park / landscape buffers.*
- *Direct and more convenient walk / cycle connections between the South Heywood Strategic Site residential development and employment areas.*
- *Retention and enhancement of existing public rights of way through the South Heywood Strategic Site and the improvement of off-site connections from these links.*

In addition to the walking / cycling infrastructure to be provided on site as part of the site masterplan and in conjunction with the delivery of the South Heywood Link Road corridor, it is proposed development of the South Heywood Strategic Site will be supported by the delivery of the following 'off-site' walking and cycling improvements:

- *New segregated cycle facility connecting Pilsworth Road and the frontage of the South Heywood Strategic Site employment area to deliver part of the 'missing link' for cycle journeys to / from the west of the existing South Heywood employment areas towards Bury and Heap Bridge.*
- *New direct footpath / cycle path connection to Gloucester Avenue & A6046 Middleton from the South Heywood Strategic Site area and enhancements (surfacing / lighting / security) to existing walking routes linking towards surrounding established local residential areas and Heywood Town Centre. Such links will provide easy walk connections to a range of local schools and community facilities including St Joseph's RC Primary, Holy Family RC College and Siddal Moor Sports College.*

Public Transport

Russell Homes, as main site developer, are progressing discussions with TfGM and RBC to develop an agreed South Heywood Strategic Site Public Transport Strategy to support the future development of the proposed residential and employment areas. The evolution of this Public Transport Strategy is currently still at a relatively early stage as, in practice, substantive development will not be occupied prior to the delivery of the link road, which makes the planning of new services / service diversions difficult at the current initial planning application phase. It is anticipated that final public transport strategy elements will be identified and agreed with relevant stakeholders closer to the time of first occupation of key development elements.

Notwithstanding the above, a range of local public transport options have been identified by TfGM and the site developer for initial investigation (the broad principles of which are illustrated in Figure TP11), with the intention to improve local bus provision to serve new employment and residential areas.

The final mix of public transport options forming the final South Heywood Strategic Site Public Transport Strategy will be dependent on a range of factors, including the nature of the commercial service network at the time of programmed delivery of the development and the extent of grant subsidy / other funding sources available. Ultimately a suitable agreed funding contribution / commitment would be secured from the developer of the South Heywood Strategic Site via legal obligations and tied to any planning consent to ensure delivery of improved public transport provision in parallel with the delivery of new development across the site.'

4 MANAGEMENT MEASURES

4.1 Introduction

4.1.1 The FTP set out a ‘menu’ of examples of travel plan measures appropriate for implementation by developers of individual residential land parcels at the South Heywood Strategic Site.

4.1.2 The following sets out the Travel Plan measures will be implemented as part of the Northstone application.

Residents Travel Pack

4.1.3 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.

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

4.1.5 The current residents Travel Pack can be seen at **Appendix 1**.

4.1.6 The contents of the travel pack include information relating to walking and cycling routes in the area and links to the provision of up-to-date bus and rail timetable information in addition an identification of the location of nearby amenity facilities.

4.1.7 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. The packs will continue to be distributed to new residents as they move in.

Residents Travel Survey

- 4.1.8 In order to establish the travel modes of residents (on occupation) a Residents Travel Survey has been undertaken.
- 4.1.9 This information will be used to determine which modes of travel will need to be promoted and encouraged the most.
- 4.1.10 A copy of the Residential Travel Survey is presented in **Appendix 2**.

Travel Awareness and Information

- 4.1.11 Residents will be made aware of the existence of the Travel Plan.
- 4.1.12 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.

Promotion of Car Share Scheme

- 4.1.13 The Travel Plan Co-ordinator will promote the use of car sharing by encouraging residents to register on the most appropriate car share website. It allows users to register their details, where they are travelling to in the area if they are offering a lift or need a lift to their destination.
- 4.1.14 The website can be found at the following location www.liftshare.com.
- 4.1.15 The Travel Plan Co-ordinator will also investigate the viability of establishing a Car Sharing Club for the residential development, however, it is likely that the promotion of the car share scheme will be more beneficial to local residents.

Encouraging Walking/Cycling

- 4.1.16 Residents will be provided with information and advice concerning safe pedestrian and cycle routes via the Residents Welcome Pack and additional information is provided on the following websites:

Free Journey Planner:

<https://www.traveline.info/>

Walking Routes and Initiatives: <http://www.livingstreets.org.uk/walk-with-us> &
<http://www.walk4life.info/>

Online Cycle Route Planner:

<http://www.sustrans.org.uk/ncn/map>

Bus Timetables, Leaflets and Maps:

<http://www.traveline.info/>

Bus Stop Finder:

<https://www.nextbuses.mobi/WebView/BusStopSearch/Index>

Rail Travel Information:

www.thetrainline.com & www.nationalrail.co.uk/

Cycle User Group

- 4.1.17 The Travel Plan coordinator will consider setting up a 'Cyclist Forum' for regular cyclists at the site. This will be an effective way to monitor cyclist provision and facilities and could extend to organising group rides in the area and rides along recognised routes to promote cycling to others.

5 TRAVEL PLAN MONITORING AND TARGETS

5.1 Introduction

5.1.1 It is important that monitoring data gathered through the travel plan is collected in such a way as to provide a clear indication of how successful the travel plan has been in minimising single occupancy car journeys and encouraging sustainable travel patterns. Therefore, the following monitoring will be provided as part of the Travel Plan for the site which is in line with DfT best practice:

- A full Residents' travel survey: A travel survey will be distributed to all residents via the Residents Travel Pack. This will ask questions about how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering, and their attitudes towards sustainable travel.
- Snapshot Residents' travel survey: A snap-shot survey can be undertaken at the request of the Council. This will solely provide modal split data for the development site and will enable the TPC to gauge whether the objectives of the Travel Plan are being achieved.

5.2 Frequency of Monitoring

5.2.1 As set out in the FTP, it is proposed that the first Travel Plan Survey exercise for each land parcel is undertaken following occupation of the first 50 units in the case of the residential land parcels.

5.2.2 The TPC will endeavour to undertake the surveys at the same time every year to allow for comparison without seasonal influences on travel patterns.

5.3 Monitoring Reporting and Review

5.3.1 Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of on-going modal split.

- 5.3.2** Future strategies for further delivering plan objectives can be considered in partnership with RBC.
- 5.3.3** The monitoring and assessment of the 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.
- 5.3.4** 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 RBC.
- 5.3.5** The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the development.
- 5.3.6** Actions could include:
- Seek regular feedback from bus operators to establish the perceived level of demand for local bus services;
 - Monitor the take-up of the lift share scheme; and
 - Record comments received from residents relating to the operation and implications of the Plan.
- 5.3.7** Information gathered through the monitoring process will be recorded for the input to the Annual Review, outlined below. The information will be sent to the planning authority at regular intervals.

5.4 Action Plan

5.4.1 Table 5.1 below provides a Draft Action Plan to timescales for the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed at least 1 month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Welcome Pack	Prior to first occupation	Resident travel survey	Developer/TPC
Undertake initial travel surveys	Upon occupation of the first 50 units	Receipt of survey results	TPC
Agree Travel Plan Targets	Within 6 months of occupation of the first 50 units	Receipt of Written agreements of target	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey (occupation of the first 50 units)	Resident travel surveys conducted in Year 5.	TPC

Table 5.1 Travel Plan Framework Timescales

5.4.2 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. The action plan is to be agreed with RBC prior to the submission of the final Travel Plan.

5.5 Travel Plan Targets

5.5.1 As set out in the FTP, *'it is anticipated that subsidiary Travel Plans should set their own appropriate Specific, Measurable, Achievable, Realistic and Time Bound (SMART) targets based on the results of the initial Travel Survey exercise undertaken at their site.'*

5.5.2 Therefore, in order to set the targets, further information (e.g. a travel survey) is required. 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 against which the targets will be set.

5.5.3 Notwithstanding this, the FTP did set out *'targets... likely to form a useful starting point in the preparation of future SMART targets which will be informed by subsequent Travel Survey exercises.'* These are set out in Table 5.1, below.

	Origin Type Trips			Destination Type Trips		
	AM	Inter Peak	PM	AM	Inter-Peak	PM
Residential	8-10%	6-7%	2%	1%	3-5%	6-8%

*reproduced from Table 4-2, pg 32 of the "South Heywood Economic Corridor: Transport Assessment – Travel Planning Report", prepared in November 2010 by Mouchel for RBC

Table 5.1 Potential Mode Shift from Single Occupancy Car for New Developments*

5.5.4 Alternatively, targets could be set by reference to Travel to Work Data census data for Middle Super Output Area within which the site is located.

5.5.5 Other 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, membership and use of car clubs, registration and participation in 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.

6 CONCLUSIONS

6.1.1 This Travel Plan has detailed the measures that will be implemented at the residential development at South Heywood, Rochdale, in order to promote sustainable modes of travel and reduce the dependency of the private car.

6.1.2 The aim of the Travel Plan is:

- 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.

6.1.3 Measures and actions will be used to encourage car sharing, public transport use, cycling and walking.

6.1.4 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.

6.1.5 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 RBC.

APPENDICES

APPENDIX 1

Residents Travel Pack

HARESHILL ROAD NORTH SOUTH HEYWOOD



INSIDE THIS PACK

PG. 1

Introduction and links to Residents Travel Survey

PG. 2

Details of your local area and nearby amenities

PG. 3

Information surrounding local cycle and walking routes

PG. 4

All you need to know surrounding schools and public transport

PG. 5

Information regarding car sharing and travel apps

PG. 6

Details surrounding train & bus passes and contact details

RESIDENTS TRAVEL PACK

WORKING TOWARDS A GREENER PLANET

NORTHSTONE

WELCOME TO YOUR NEW HOME!



Northstone would like to encourage you to travel sustainably to and from the Hareshill Road North.

The location of your new home at Hareshill Road North makes travelling sustainably much easier than you think, with many options on how to reach nearby areas and amenities.

This Residents Travel Information Pack has been produced to assist with sustainable travel and to inform you just how easy it is to leave your car at home.

Cutting down on car travel not only saves you money but has amazing environmental benefits. Why not do your bit for our planet?!



RESIDENTS TRAVEL SURVEY

To better understand peoples' travel patterns, we are currently conducting a Residents Travel Survey for every house in Hareshill Road North.

We would be grateful if one or more members of your household could complete this quick and easy survey to help us assist with your travel requirements.

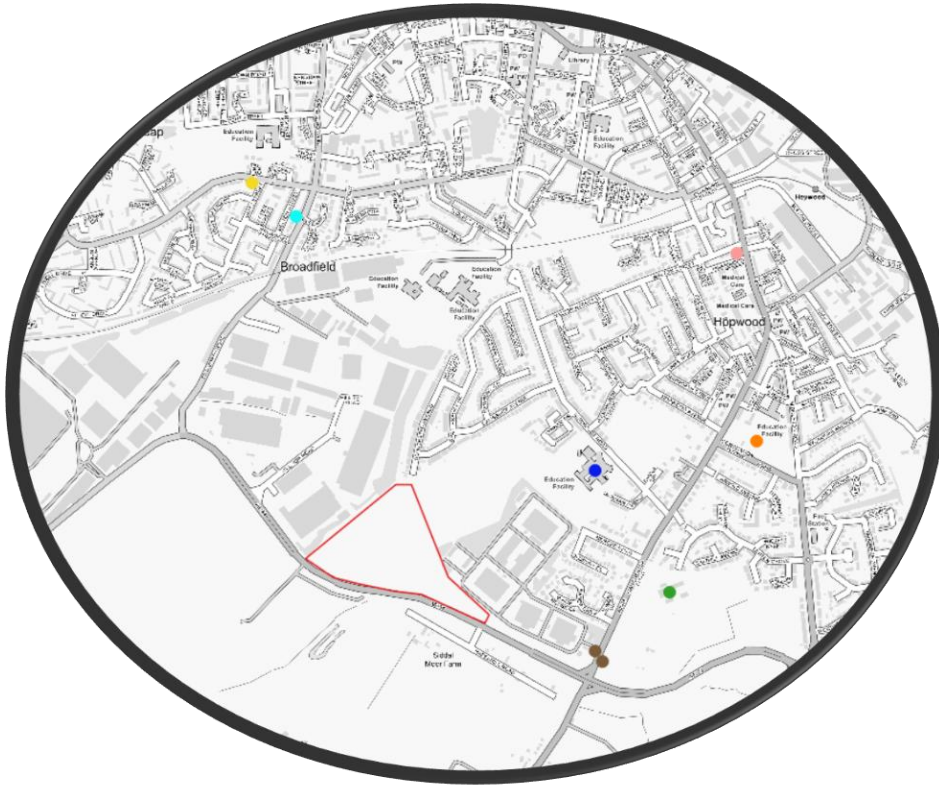
The survey can be completed online at www.surveymonkey.com/r/HARESHILLROADNORTH or scan the QR code!

It will take roughly 5-minutes to complete, and all answers will be completely anonymous.



SCAN ME

YOUR LOCAL AREA



- **The Bungalow Shop**
Walking = 22 mins
Cycling = 6 mins
- **Nearest Bus Stops (Bader Drive)**
Walking = 11 mins
Cycling = 3 mins
- **JACKOS Gym**
Walking = 16 mins
Cycling = 3 mins
- **The Pig & Whistle**
Walking = 20 mins
Cycling = 5 mins
- **Internet Pharmacy**
Walking = 19 mins
Cycling = 5 mins
- **Hopwood Park**
Walking = 19 mins
Cycling = 5 mins
- **Newhouse Academy**
Walking = 13 mins
Cycling = 4 mins

AMENITIES



There is a local convenience store (The Bungalow Shop) that is around a 22-minute walk from the Hareshill Road North



The nearest Parcel Drop Box is located to north of Hareshill Road North, being around a 21-minute walk



There is a bus stop located just a 11-minute walk away along Queen Elizabeth II Way which provide access around Heywood



The nearest Pharmacy to the Hareshill Road North is located to the north-east, being a 19-minute walk



There is a gym located just a 16-minute walk away from the Hareshill Road North



The closest park to the site is located just a 19-minute walk north-east from your new home

WALKING & CYCLING ROUTES

Below is a map of Cycle Path and Public Footpaths surrounding your new home.



Public Footpaths
Bridleways



Bridleways are shown in pink above and provide access from your new home.



Public Rights of Way are shown in red above and provide safe and convenient footpaths around the Heywood area.

More information regarding nearby Public Footpaths and nearby Bridleways can be found on the Transport for Greater Manchester website.

CYCLE SCHEME

Cyclescheme is the UK's number one provider of tax-free bikes for the Government's Cycle to Work initiative. Either speak directly to your employer about this service, visit the Cycle Scheme website or contact your Travel Coordinator for more details.



GETTING TO SCHOOL

Your new home at Hareshill Road North is located close to numerous schools including Newhouse Academy, Hopwood CP School, Holy Family Roman Catholic and Church of England College and St Josephs Roman Catholic Primary School.

Walking & cycling times to the nearest primary and secondary school can be found below.

Newhouse Academy

There are suitable walking routes to the nearest primary school, which is roughly a 13-minute walk.

Holy Family Roman Catholic and Church of England College

There are suitable walking routes to the nearest secondary school, which is around a 13-minute walk or a 4-minute cycle.

PUBLIC TRANSPORT

Another alternative to driving is using public transport! This means a stress-free journey and a saving in petrol and parking costs.

Bus

The local bus services are available within a short walk of Hareshill Road North on Manchester Road. From here you catch the bus to Heywood in 8-minutes and to Middleton in 14-minutes. **Bus routes & timetables can be found in this pack.**

Train

The nearest train station is Castleton, located to the north-east of your home. The station can be accessed via a 12-minute walk followed by two 15-minute bus journey on the 125 and 17 services. From Castleton station trains run every 30-minutes to Blackburn, Rochdale and Clitheroe

National Rail Contact Details

0345 6050600 (Textphone)

03457 484950 (24/7 except Christmas Day)

CAR SHARING

Car sharing is an effective means of reducing the number of cars on the road, especially for commuting trips to work

One of the most popular services is Liftshare (more information can be found on their website)

Car sharers do not need to work for the same company or even be based in the same building. The car share scheme matches up car drivers and passengers who travel at similar times... and it's completely free!



ECO DRIVING

Although driving a car is the least sustainable choice of travel, sometimes it's a necessity, so here are 7 eco-driving tips that can really make a difference:

1. Service your car regularly to maintain engine efficiency.
2. Check your tyre pressures regularly (and before long journeys), under-inflated tyres use more fuel as they increase rolling resistance.
3. Lose any unnecessary baggage, extra weight means extra fuel.
4. Combine short trips, cold starts use more fuel, so it pays to combine your errands.
5. Drive Smoothly, accelerate gently and read the road ahead to avoid unnecessary braking.
6. Cut down on the air-con, air-conditioning increases fuel consumption at low speeds (the effects are less noticeable at higher speeds)
7. Stick to the speed limits, the faster you go the greater the fuel consumption (cruising at 70mph uses up to 9% more fuel than at 60mph and up to 15% more fuel than at 50mph)

APPS

Useful sustainable travel apps for smartphones and tablets



Bus Checker



Komoot



Walkmeter





NATIONAL RAILCARDS

For £30* a year (£20 for a Disabled Persons Railcard), National Rail offer a variety of Railcards, giving discounts for train travel, including:

- **16-25 Railcard** – for 16–25-year-olds or mature students (26+) and in full time education,
- **Two Together Railcard** – for two names people travelling together,
- **Family & Friends Railcard** – or those for those travelling with children aged 5-15 (up to 4 adults and 4 children can travel on one card),
- **Senior Railcard** – for those aged 60 and over; and
- **Disabled Persons Railcard** – for those who have a disability that makes travelling by train difficult could qualify for a Disabled Persons Railcard, giving the user 1/3 off rail fares for them and a friend.

More information can be found at the Railcard website.

*Price subject to change

BUS PASSES

There are also a selection of bus passes available.

- **National Free Bus Pass** – for those at the State Pension age, you're entitled to a bus pass that allows free off-peak travel on local buses anywhere in England.
- **Disabled Persons Free Travel Bus Pass** – eligible disabled people are entitled to free off-peak travel on local buses anywhere in England.

For more information visit the Transport for Greater Manchester website.

CONTACT DETAILS

If you would like to discuss the Residents Travel Pack, any queries about the survey or for guidance on how to complete it, or just any Transport Planning queries please do not hesitate to contact the Eddisons Travel Plan Coordinator

Name: Tim Russell

E-mail: Tim.Russell@eddisons.com

Address: 340 Deansgate, Manchester, M3 4LY



APPENDIX 2

Residents Travel Survey

1. Home Address/Postcode

2. How many cars does your household own?

3. For each person in your household (over 17 years of age) , please identify the main reason for the journeys they make during a typical week? (Monday - Friday)

Please tick ONE answer per each person in your household.

	Work	Education	Other	N/A
Person 1 (you)	☐	☐	☐	☐
Person 2	☐	☐	☐	☐
Person 3	☐	☐	☐	☐
Person 4	☐	☐	☐	☐
Person 5	☐	☐	☐	☐
Person 6	☐	☐	☐	☐

4. For each person in your household, what is their usual mode of travel to make these journeys?

	Car Driver (Alone)	Car Driver (With family members)	Car Driver (With other)	Car Passenger	Bus	Train	Cycle	Walk	Motorcycle	Other
Person 1 (you)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 4	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 5	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 6	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

5. If you have indicated 'Car Driver' in Q4, what are the main reasons for doing so?

- ☐ Car Essential to job
- ☐ Give a lift to to others in the area
- ☐ Health reasons
- ☐ More convenient than alternative
- ☐ Cost
- ☐ Reliability
- ☐ Comfort
- ☐ No alternatives available

Other (please specify)

6.

Which of the following changes would most encourage you to cycle for your journeys in your local area?

If you already cycle, which would you most like to see?

- ☐ Safer, better lit cycle paths
- ☐ Improved cycle paths to town centre or rail station
- ☐ Improved cycle parking at this development
- ☐ Arrangements to buy a bicycle at a discount
- ☐ Improved crossing facilities
- ☐ More information on available cycle routes
- ☐ None of the above

Other (please specify)

7. If applicable, please confirm your place of work/education postcode?

8. Which of the following changes would most encourage you to use public transport for your journeys in your local area?

If you already travel by public transport, which would you most like to see?

- ☐ More direct bus routes
- ☐ More frequent services
- ☐ Improved facilities (lighting and bus shelters)
- ☐ More convenient bus drop off points
- ☐ Better public transport information
- ☐ Better value fares
- ☐ Interest free loans for travel tickets/bus passes
- ☐ Personalised journey plan
- ☐ None of the above

Other (please specify)

9. Which of the following changes would most encourage you to walk for your journeys in your local area?

If you already walk, which would you most like to see?

- ☐ Cleaner, better maintained footpaths
- ☐ Better lighting on footpaths
- ☐ More improved pedestrian crossing points
- ☐ Improved personal safety
- ☐ Slower speed limits
- ☐ More information on available walking routes
- ☐ None of the above

Other (please specify)

10. Which of the following changes would most encourage you to car share?

If you already car share, which would you most like to see?

- ☐ More help finding car share partners
- ☐ Free taxi home if let down by car driver
- ☐ More information regarding car sharing
- ☐ None of the above

Other (please specify)

11. If you have any other comments regarding travel to and from your new home, please make them below.

eddisons.com

Eddisons

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