



Morris Homes

East Lancashire Paper Mill, Radcliffe

Residential Travel Plan

October 2023



Morris Homes

East Lancashire Paper Mill, Radcliffe

Residential Travel Plan

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

PROJECT NO:
327112

DATE:
October 2023

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	231027 327112 TP RW v1.1.docx		26 October 2023	Final	LJ	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	05 December 2022	ME	Draft for client review
1.1	27 October 2023	ME	Final version for submission

CONTENTS

1.	Introduction	4
1.1	Preamble	4
1.2	The Development	4
1.3	Overview of the Travel Planning Process	4
1.4	Report Structure	6
2.	Existing Conditions	7
2.1	Site Location	7
2.2	Local Highway Network	7
2.3	Modal Split	8
3.	Sustainable Accessibility	10
3.1	Introduction	10
3.2	Pedestrian Accessibility	10
3.3	Cycle Accessibility	12
3.4	Public Transport Services	14
4.	Overarching Aim, Objectives and Benefits	16
4.1	Objectives	16
4.2	Benefits	16
4.3	Indicators	17
5.	Baseline Data Collection	18
5.1	Introduction	18
5.2	Baseline Travel Survey	18
6.	Travel Plan Targets	19
6.1	Purpose of Target Setting	19
6.2	Mode Share Targets	19
6.3	Summary	19
7.	Travel Plan Management	20
7.1	Overview	20
7.2	Travel Plan Co-ordinator	20
7.3	Lifespan	20
7.4	Funding	21
7.5	Liaising with Stakeholders	21
8.	Travel Plan Measures	22

© Copyright mode transport planning. All rights reserved

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

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

8.1	Overview	22
8.2	Travel Survey	22
8.3	Residents Travel Information	22
8.4	Encouraging Walking	22
8.5	Encouraging Cycling	23
8.6	Working from Home	23
8.7	Promoting Public Transport	23
8.8	Promoting Car Sharing and Car Hire	24
8.9	Car Alternatives	25
9.	Monitoring and Review	26
9.1	Overview	26
9.2	Monitoring Strategy	26
9.3	Travel Plan Review	26
10.	Action Plan	27

APPENDICES

APPENDIX A Bus Timetables

APPENDIX B Example Travel Survey

APPENDIX C Travel Information Flyer

1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Morris Homes (the 'Applicant') to prepare a Residential Travel Plan (RTP) for a residential development on the East Lancashire Paper Mill site on Cross Lane in Radcliffe, Bury.

1.1.2 The RTP has been prepared in line with the requirements set out in Condition 44 attached to the planning permission (Application Ref : 67597) for 400no. residential dwellings, which states:

'On or before submission of the first reserved matters application, a residential travel plan strategy shall be submitted to and approved in writing by the Local Planning Authority. Before each phase of the development is commenced, a scheme for the provision of occupier travel plan measures relating to that phase shall be submitted to and approved by the Local Planning Authority. The scheme shall include details of measures relating to walking, cycling, public transport and car parking. The scheme shall establish the developer and occupier travel plan objectives and targets and include an implementation programme. The approved schemes shall be implemented before each phase is first occupied and retained thereafter.'

Reason. In order to deliver sustainable transport objectives in accordance with Section 9 of the National Planning Policy Framework.'

1.1.3 A Framework Travel Plan (FTP) was produced by WYG Transport, dated June 2018, and was submitted as part of the planning application documentation.

1.1.4 This RTP is based on the approved FTP report and sets out the full details for the implementation and management of the RTP. This RTP will be utilised to encourage residents to travel by sustainable modes and will be kept up to date, as required.

1.2 The Development

1.2.1 The residential development comprises 399no. dwellings, including 235no. private houses, 64no. private apartments and 100no. affordable houses.

1.2.2 Access will be provided via 2no. new priority junctions from Cross Lane (A6053).

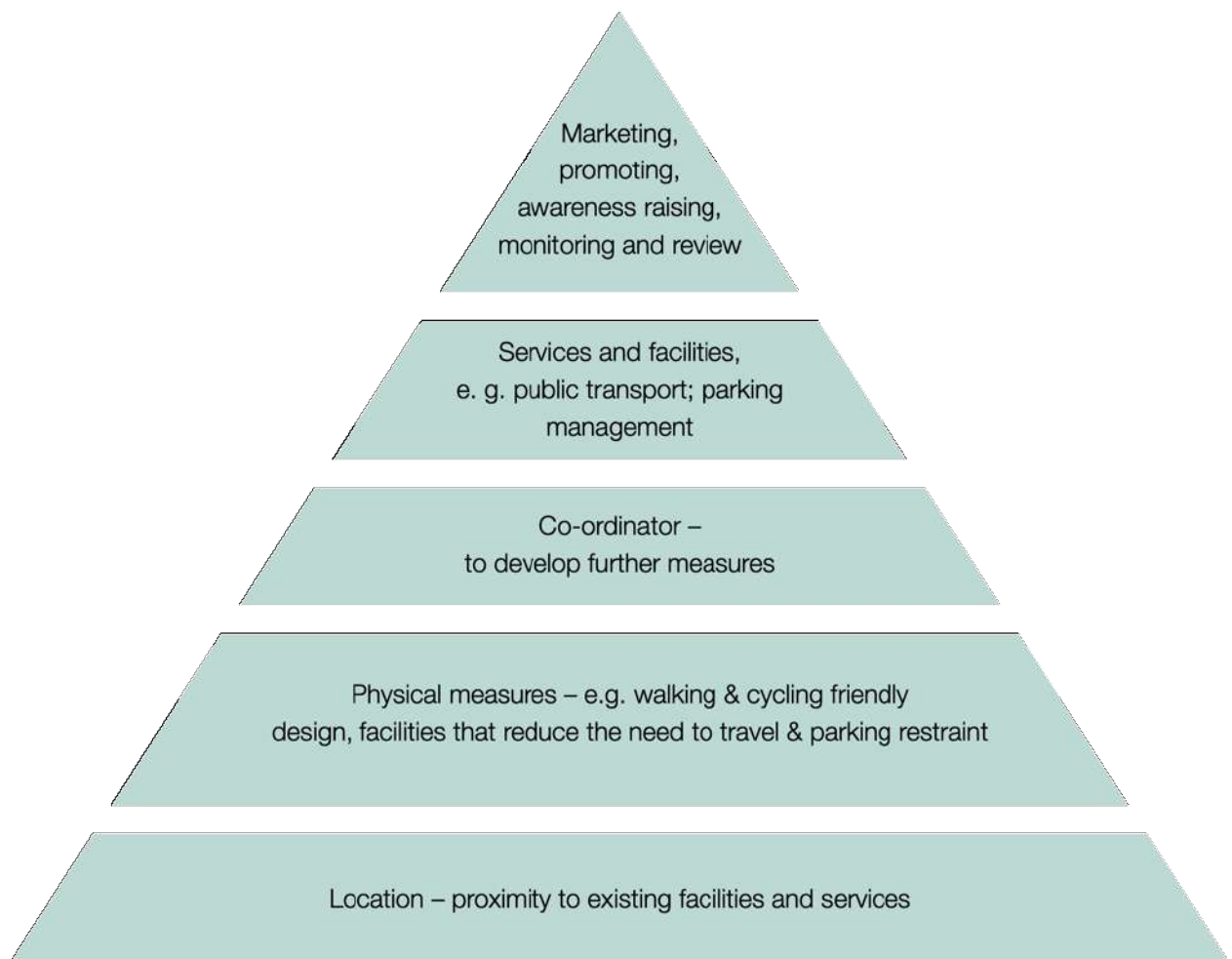
1.3 Overview of the Travel Planning Process

1.3.1 A TP is a long-term management strategy for integrating proposals for sustainable travel into the planning process. The TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term.

1.3.2 The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, and as a result mitigating the impact of travel.

1.3.3 A successful TP can be established by the Travel Plan Pyramid shown in Figure 1.1.

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



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

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

1.3.5 The key objectives of the TP will be taken forward by a Travel Plan Coordinator who will seek to:

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

1.4 Report Structure

1.4.1 Following this introduction, the RTP has been structured as follows:

- Chapter 2 outlines the existing conditions at the site, include the local highway network;
- Chapter 3 sets out the sustainable travel connections for the site;
- Chapter 4 outlines the overarching aims, objectives and benefits of the plan;
- Chapter 5 provides an overview of the baseline data to be collected;
- Chapter 6 sets out targets;
- Chapter 7 presents the strategy for managing the plan;
- Chapter 8 identifies the measures and initiatives
- Chapter 9 outlines how the plan can be monitored and reviewed; and
- Chapter 10 presents an action plan for the implementation and delivery of the plan.

2. Existing Conditions

2.1 Site Location

2.1.1 The site is located in Radcliffe, c.700m east of Radcliffe Town Centre, c.1.6km west of Whitefield and c.3.4km south of Bury as shown in Figure 2.1.

Figure 2.1 : Strategic Site Location

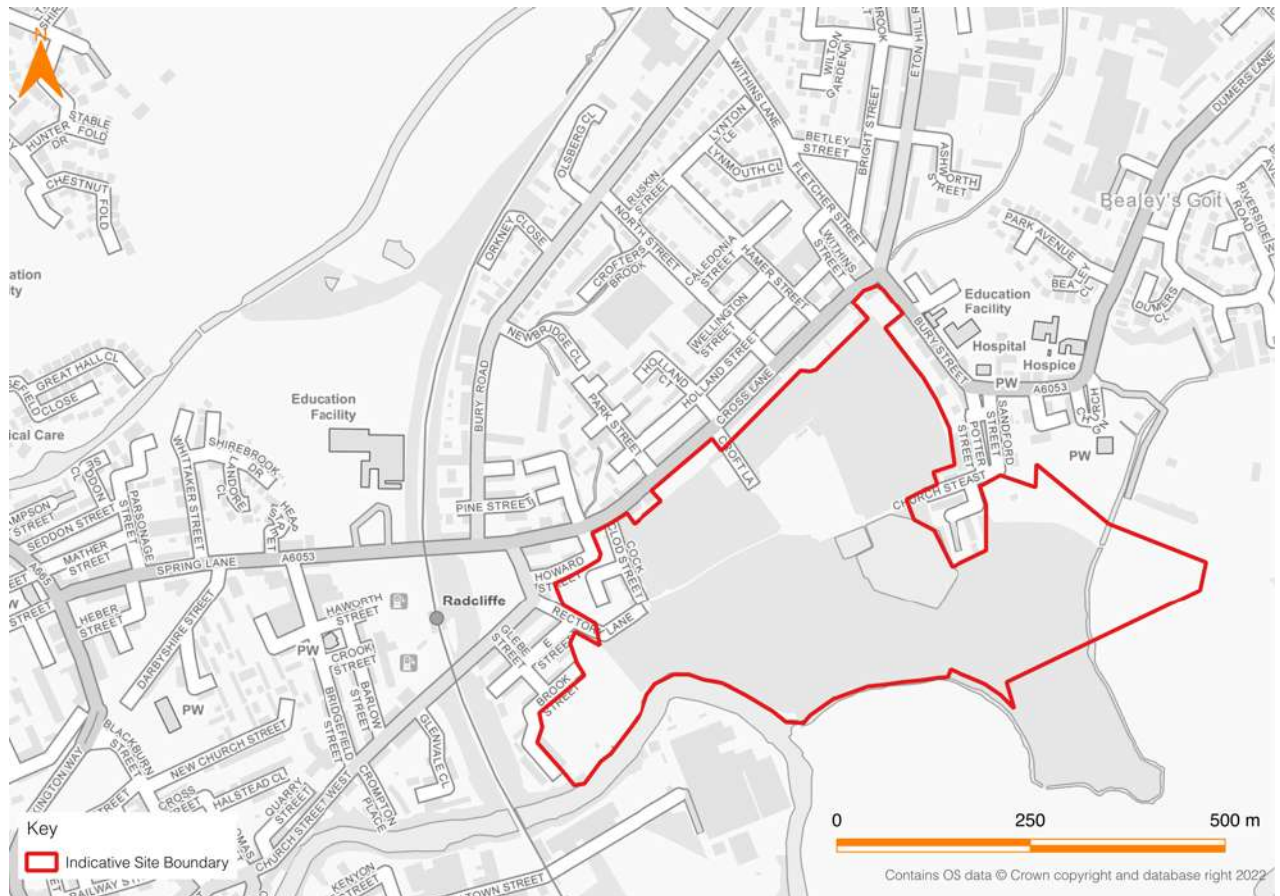


2.2 Local Highway Network

2.2.1 Cross Lane (A6053) abuts the northern boundary of the site, where access is also taken from. The east and west boundaries of the site abut existing residential developments, with the southern edge bordering vacant green land and the River Irwell.

2.2.2 The site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Local Highway Network



2.3 Modal Split

- 2.3.1 To provide an accurate representation of the forecast modal split anticipated at the proposed development, the journey to work data from the 2011 Census has been reviewed for the population living in the site area.
- 2.3.2 The modal split for people living in the 'Bury 015' Middle Super Output Area (MSOA) has been examined and is summarised in [Table 2.1](#).

Table 2.1 : 2011 Census Travel to Work Data – Modal Split ('Bury 015')

Mode of Travel	Bury 015 – Modal Share
Driving a car or van	62%
Underground, metro, light rail or tram	10%
On foot	8%
Bus, minibus or coach	8%
Passenger in a car or van	7%
Bicycle	2%
Train	1%
Taxi	1%
Motorcycle, scooter or moped	1%
Total	100%

2.3.3 As shown in Table 2.1, the modal split data for 'Bury 015' MSOA shows that 69% of people use a car or van to travel to work, of which, 62% are car drivers and 7% are passengers . In terms of sustainable modes of travel, 10% travel by tram, 8% on foot, 8% by bus, 2% by cycle and 1% by train.

3. Sustainable Accessibility

3.1 Introduction

- 3.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 3.1.2 This chapter considers accessibility via sustainable modes of transport to the development site, including access by public transport, cycle and on foot.

3.2 Pedestrian Accessibility

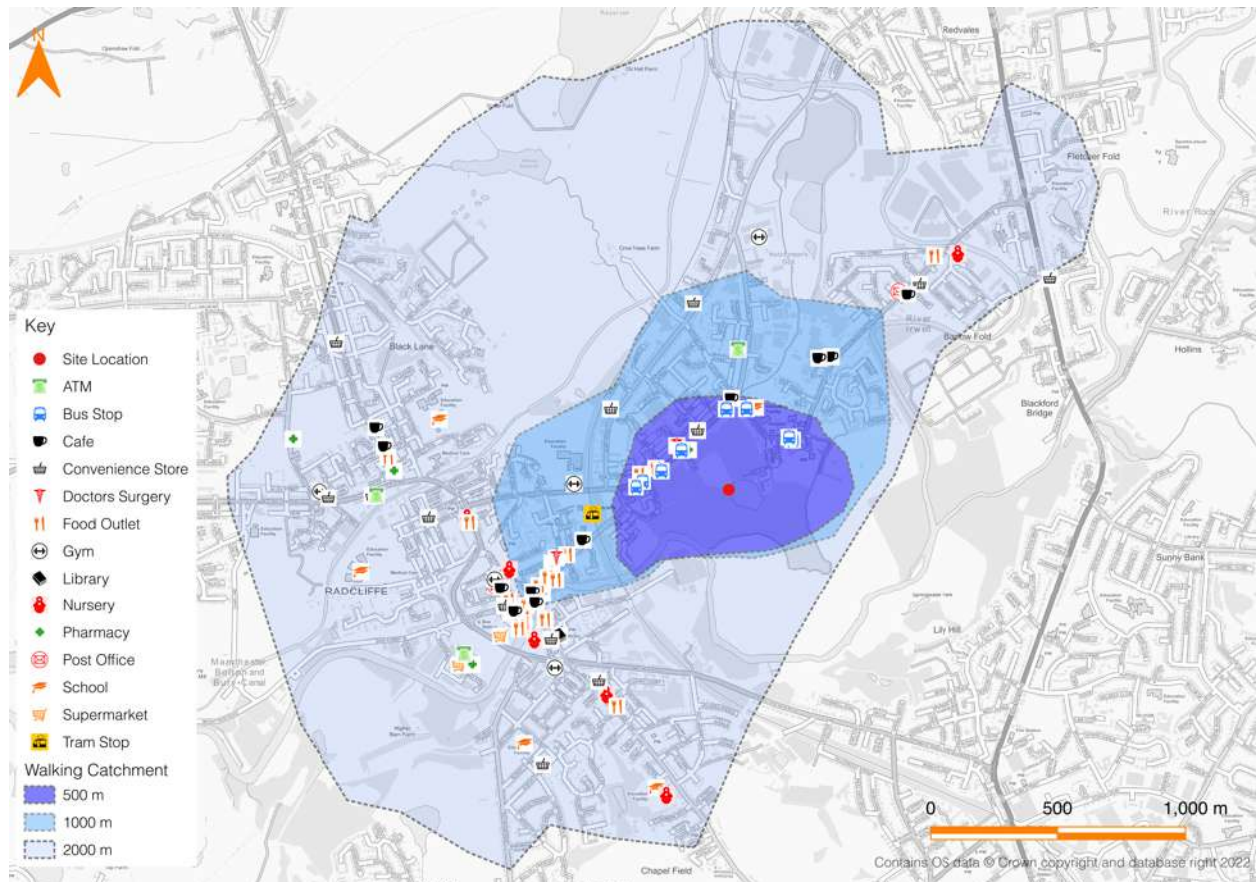
- 3.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 3.1](#).

Table 3.1 : CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 3.2.2 The CIHT guidelines shown in [Table 3.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 3.2.3 Appropriate walking distances are dependent upon the location of the specific development. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 3.2.4 [Figure 3.1](#) presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance.

Figure 3.1 : Walking Catchment Area and Local Amenities



3.2.5 Table 3.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 3.2 : Local Amenities – Distance and Walking Times

Amenity	Distance	Average Walking Time
Monarch Medical Centre and Rowlands Pharmacy	220m	3 minutes
Bus Stop on Cross Lane n/b	230m	3 minutes
Cross Lane Mini Market	350m	4 minutes
Bus Stop on Cross Lane s/b	450m	5 minutes
Radcliffe Hall C of E Methodist Primary School	600m	7 minutes
Radcliffe Metrolink Station	750m	9 minutes
Radcliffe Town Centre	1.4km	17 minutes

- 3.2.6 As seen in [Table 3.2](#), a range of amenities are accessible within a 500m walking catchment, particularly on Cross Lane. Bus stops on Cross Lane, providing services in both directions, are available within c.450m (5-minute walk) of the site.
- 3.2.7 Amenities available within a 500m walking catchment also include Monarch Medical Centre and Rowlands Pharmacy within c.220m (3-minute walk) of the site and Cross Lane Mini Market within c.350m (4-minute walk) of the site.
- 3.2.8 Further amenities are available within a 1,000m walking catchment, including Radcliffe Hall C of E Methodist Primary School within c.600m (7-minute walk) and Radcliffe Metrolink Station within c.750m (9-minute walk). Radcliffe Town Centre is located c.1.4km (17-minute walk) west of the site, providing additional facilities including an ASDA supermarket, various food outlets and nurseries.
- 3.2.9 Within a 2,000m walking catchment, several schools are accessible including Gorsefield Primary School and Millwood School.

3.3 Cycle Accessibility

- 3.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 3.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.
- 3.3.3 [Figure 3.2](#) presents the cycling catchment area around the proposed development site for 2km and 5km.
- 3.3.4 As shown in [Figure 3.2](#), NCN Route 6 runs through Radcliffe Town Centre and is accessible from the site within the 2km cycle catchment area to the west.
- 3.3.5 Local cycle routes are also available within the 5km cycle catchment which are shown in [Figure 3.3](#).
- 3.3.6 [Figure 3.3](#) shows that an on-road route is available on Bury Road, accessible via Cross Lane. Several on- and off-road cycle lanes are also available within Radcliffe Town Centre.

Figure 3.2 : Cycle Catchment Area

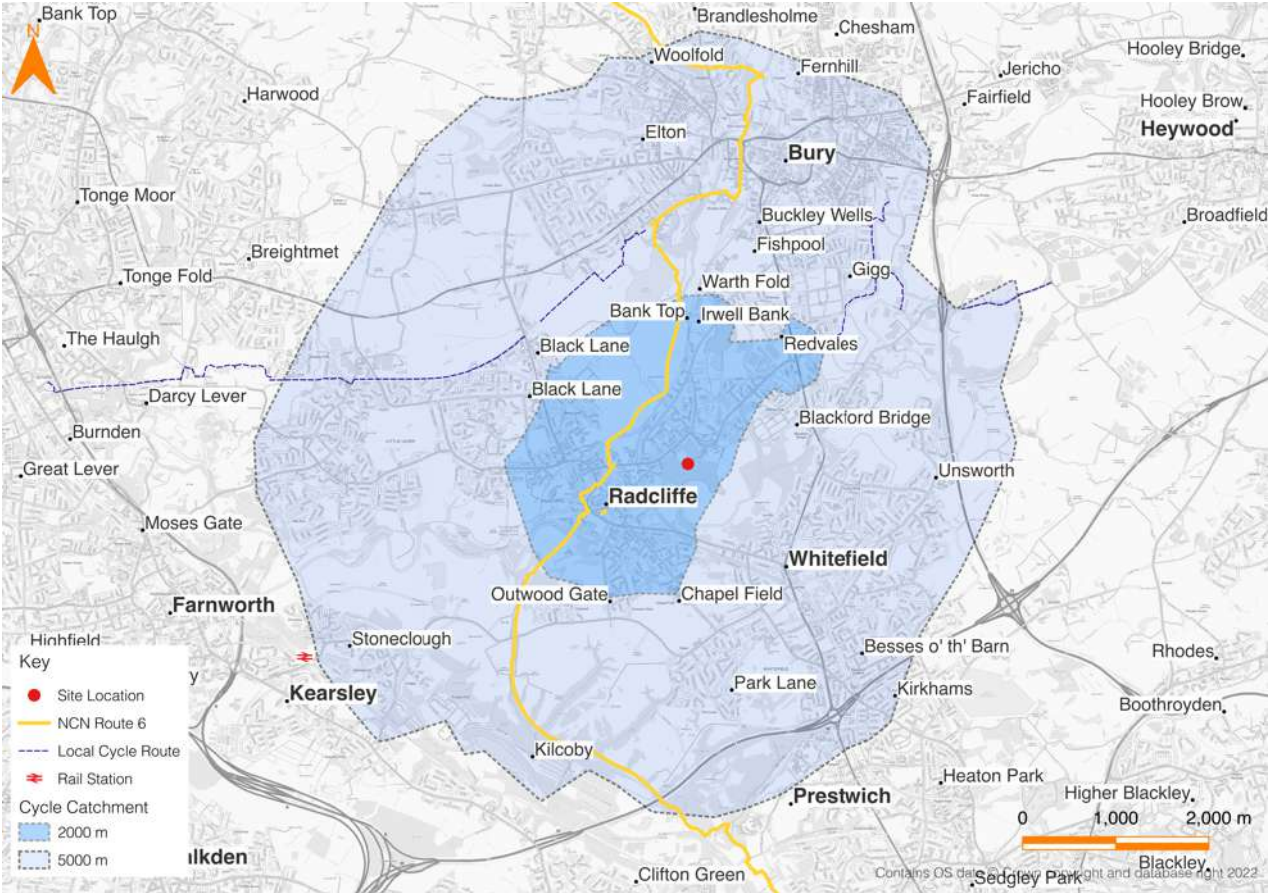


Figure 3.3 : Local Cycle Network (source: TfGM)



3.4 Public Transport Services

Local Bus Services

- 3.4.1 As shown in [Figure 3.1](#), the site benefits from several bus stops within a 500m walking catchment.
- 3.4.2 The closest bus stops are on Cross Lane, offering both north and southbound services within c.450m (5-minute walk). Bus stops are also available on Bury Road within c.750m (9-minute walk) that provide additional services.
- 3.4.3 [Table 3.3](#) provides a summary of routes and times of local bus services accessible from these bus stops. The available bus timetables are attached in [Appendix A](#).

Table 3.3 : Local Bus Services – Cross Lane and Bury Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
513	Farnworth– Bury	1	1	1	1	<1
524	Bury – Bolton	4	5	5	2	2
<i>*School buses are also available to Bury C of E High School, St Monica's RC High School and The Derby High School</i>						

- 3.4.4 As shown in [Table 3.3](#), regular bus services are available to Bury, Farnworth and Bolton on both weekdays and weekends. Additional bus services are available in the AM and PM providing access to local high schools.

Rail Services

- 3.4.5 The closest railway station is Kearsley Station c.4.6km west of the site and within the 5km cycle catchment.
- 3.4.6 [Table 3.4](#) provides a summary of the direct rail services available from Kearsley Station.

Table 3.4 : Direct Rail Services – Kearsley Station

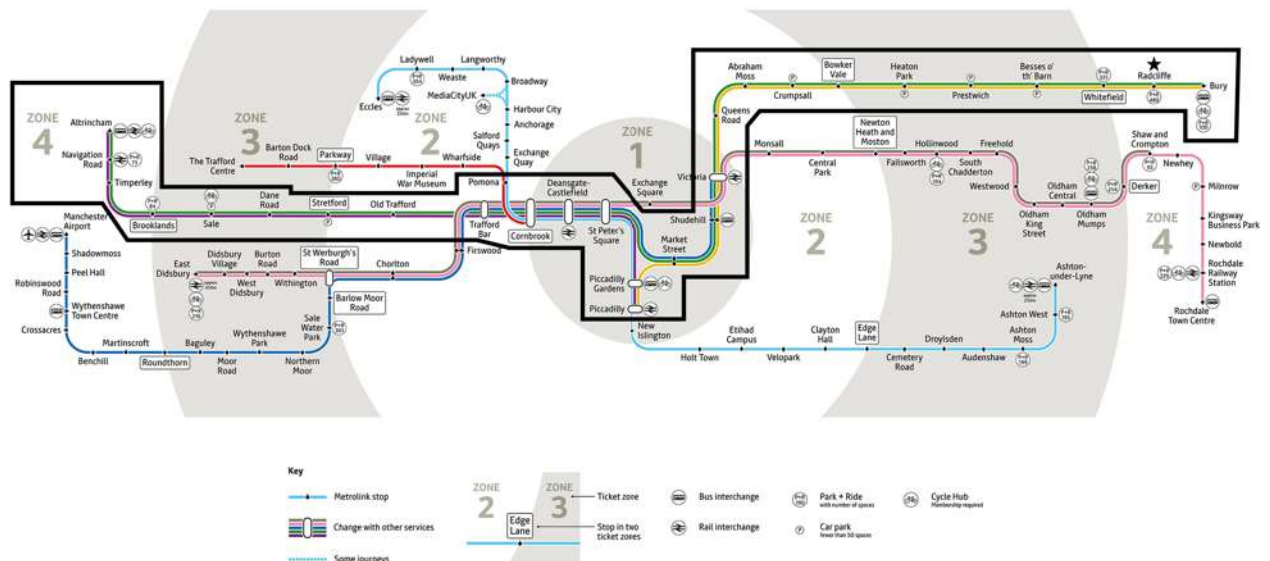
Destination	Approx. Frequency	Approx. Journey Time
Southport via Wigan Wallgate	1 service / hour	1 hour
Stalybridge via Manchester Victoria	1 service / hour	30 minutes

- 3.4.7 As shown in [Table 3.4](#), regular direct rail services are available from Kearsley Station to destinations including Manchester Victoria, Wigan and Southport, as well as to other local destinations located along the routes.

Tram Services

- 3.4.8 The closest tram station is Radcliffe Metrolink Station c.810m from the site (10-minute walk). It forms part of the TfGM Metrolink network with services available every 2 to 4 minutes.
- 3.4.9 Radcliffe Metrolink Station serves both the Bury – Altrincham (green) line and the Bury – Piccadilly (yellow) line. This can be seen in Figure 3.4.

Figure 3.4 : TfGM Metrolink Network (source: TfGM)



- 3.4.10 As shown in Figure 3.4, Radcliffe Metrolink Station provides direct access to destinations around Greater Manchester including Bury, Altrincham, Victoria and Piccadilly. Accessing the latter two can form part of a multimodal journey along with rail services.

4. Overarching Aim, Objectives and Benefits

4.1 Objectives

4.1.1 This RTP is targeted at combating over-dependency on cars by boosting and encouraging alternatives to private car use. In order to do this, the RTP has the following broad objectives:

- To instil a culture of sustainable travel behaviour amongst residents on the site;
- To deliver ease of access to key facilities by enabling walking, cycling, public transport and car sharing to employment, education, health, shopping and leisure facilities;
- To promote healthy lifestyles and raise awareness about the benefits of utilising sustainable travel opportunities; and
- To design the development using best practice urban design principles that open up the permeability of the development, encouraging walking and cycling as the first choice for local trips.

4.2 Benefits

4.2.1 By meeting the objectives, the RTP will bring about the following benefits:

Resident Benefits

- Health benefits associated with walking and cycling, including reduced levels of stress;
- The opportunity to save money using alternative modes of travel to the car; and
- Improved quality and reliability of journeys to and from work.

Housebuilder Benefits

- An improved compliance with the planning context;
- A demonstration of any environmental credentials; and
- An incentive to retaining residents.

Wider Community Benefits

- On-going reductions in vehicular generated traffic on the local highway network;
- Increasing patronage on existing public transport modes;
- Health benefits associated with walking and cycling; and
- A contribution towards overall reduction in travel emissions.

4.3 Indicators

- 4.3.1 The, now superseded, *'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'* highlights the importance of establishing clear indicators to monitor travel behaviour at the site. This information can subsequently be used to identify where the greatest potential for mode shift may lie and to inform the implementation strategy for the RTP over the coming year. A number of indicators will be measured at the proposed development.
- 4.3.2 The responsibility for measuring these indicators lies with the Travel Plan Coordinator (TPC), with support from Bury Metropolitan Borough Council (BMBC), and could include the following:
- Percentage of trips made by residents and workers on foot;
 - Percentage of trips made by residents and workers by bicycle;
 - Percentage of trips made by residents and workers using public transport; and
 - Percentage of trips made by residents and workers car sharing and registered with a car sharing database.

5. Baseline Data Collection

5.1 Introduction

5.1.1 To provide an accurate representation of the modal split at the site prior to the baseline surveys being completed, the journey to work data for the population working in the site area has been reviewed. The modal split from the 2011 Census for 'Bury 015' Middle Super Output Area (MSOA) will be reviewed.

5.2 Baseline Travel Survey

5.2.1 A baseline resident travel survey will be undertaken upon 25% occupation of the site. The results of the travel survey will be submitted to BMBC.

5.2.2 The baseline travel survey results will be used to inform updated modal split targets. The survey results will provide a valuable 'baseline' against which the success of the TP, in reducing car journey and increasing journey by walking, cycling and public transport, will be measured.

5.2.3 An example travel survey is attached in [Appendix B](#). A travel survey will be distributed by the developer to residents via hard copy form or by electronic / online platforms.

5.2.4 The travel survey will be recirculated every 2 years following the submission of baseline survey results to BMBC as part of the monitoring and review process. The survey results will be collated and analysed by the TPC and the TP will be updated to reflect the latest modal share results and any changes to the TP targets as necessary, along with any other changes from the previous monitoring period.

5.2.5 Travel surveys will be anonymous and the TPC will have access to all raw survey data and results. The TPC will ensure that BMBC also have access to the results once these have been processed. The following information will be obtained:

- How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others);
- Where site users are generally travelling to;
- Which places are considered to be dangerous for walking or cycling, and why;
- Any problems there are with bus services and where a new service might be helpful; and
- How residents would like to travel if they had the choice and whether they own a bicycle or have a bus pass.

5.2.6 The updated TP will be issued to BMBC for review and the TPC will amend the TP in response to any comments as necessary.

6. Travel Plan Targets

6.1 Purpose of Target Setting

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

6.2 Mode Share Targets

Resident Mode Share Targets

- 6.2.1 The resident modal share targets are outlined in **Table 6.1**. Due to the limited control over modes of travel adopted by visitors to the site, targets are not set specifically for these site users. However, measures outlined in this TP may also benefit visitors as well as residents. These are based on the modal split data for the 'Bury 015' MSOA outlined in **Table 2.1**.

Table 6.1 : Pre-Survey Modal Share Targets

Mode of Travel	Modal Share Targets by Timescales				
	Year 1	Year 2	Year 3	Year 4	Year 5
Single Occupancy Vehicle (SOV)	62%	57%	54%	53%	52%
Sustainable Travel Modes	38%	43%	46%	47%	48%

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

6.3 Summary

- 6.3.1 It is recognised that it is not possible to set accurate targets far into the future, even when based on actual mode share data. Given this, it should be acknowledged that the targets will be reviewed once the initial surveys have been completed and existing travel behaviour is known.
- 6.3.2 All future data collection will be undertaken in accordance with local authority standards, to ensure the TP is being accurately monitored and that targets are being met.

7. Travel Plan Management

7.1 Overview

7.1.1 This chapter sets out the actions and responsibility for managing the RTP. Further actions are presented in the Action Plan in [Chapter 9](#).

7.2 Travel Plan Co-ordinator

Role and Responsibilities

7.2.1 The TPC will act as a liaison point for residents for any issues relating to the RTP. The role will also include liaising with the local authority and public transport operators, where required.

7.2.2 The roles and responsibilities of the TPC will include:

- Administer and manage the RTP and provide a liaison with BMBC when implementing the plan;
- Ensure travel awareness amongst residents and workers;
- Provide a point of contact to discuss travel information and options;
- Promote and encourage the use of sustainable travel modes as an alternative to single occupancy car trips, where appropriate; and
- Ensure the availability of the most up to date travel information.

7.2.3 The TPC will be responsible for conducting travel surveys. The TPC will submit these results to BMBC and they will inform the relevant targets and measures for the RTP document.

Contact Details

7.2.4 The details for the TPC are provided in [Table 7.1](#).

Table 7.1 : Travel Plan Coordinator Details

Travel Plan Coordinator Details	
Name:	Mode Transport Planning - Manchester
Email address:	manchester@modetransport.co.uk

7.3 Lifespan

7.3.1 The RTP will continue as a formal process for 5 years after first occupation. After this period the responsibility for monitoring and reporting will cease.

7.4 Funding

- 7.4.1 The RTP will be funded by the developer who will cover the cost of the TPC role, all the measures, as well as the cost of the monitoring and reporting.

7.5 Liaising with Stakeholders

- 7.5.1 It will be necessary for the TPC to liaise with BMBC and local public transport operators on a regular basis to obtain information and share ideas, review the existing RTP, to monitor the effectiveness and to agree new measures required to meet the RTP aims, objective and targets.
- 7.5.2 As part of the TPC role, where required, they would need to liaise with other interested parties which can include sharing ideas with other adjacent businesses or developments, working with a transport authority to obtain/development information to pass on to users and liaising with other groups such as cycle user groups.

8. Travel Plan Measures

8.1 Overview

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

8.2 Travel Survey

8.2.1 Travel Survey's will be undertaken every 2 years. The Resident Travel Survey results will provide valuable data which the success of the RTP, in reducing car journey and increasing journey by walking, cycling and public transport, will be measured.

8.2.2 Results of the survey will be recorded in a GDPR compliant database by the TPC.

8.2.3 The Travel Survey will be distributed to residents electronically. The Travel Survey will aim to generate a response rate of 50%. Further opportunities to improve response rates will be explored throughout the duration of the RTP.

8.3 Residents Travel Information

8.3.1 A Travel Information Flyer has been produced to circulate to residents, which includes various links to travel information. The Travel Information Flyer is attached in [Appendix C](#).

8.3.2 A Residential Travel Information Pack in the form of a brochure will be issued to residents upon first occupation. The Travel Information Pack will include:

- Site specific public transport information: this will explain what buses can be taken to specific destinations (shopping, education, employment etc), as well as information relating to any discounted travel season tickets etc;
- Information about the TP and its benefits;
- Summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services; and
- Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping.

8.4 Encouraging Walking

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

8.4.2 Walking routes can be planned via the following links:

- <https://www.google.co.uk/maps>
- <https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner>

8.4.3 The TPC will promote key events throughout the year, such as 'Walk to Work'.

8.5 Encouraging Cycling

8.5.1 In terms of proposed operational measures, the TPC role will include the promotion of cycling, including providing details of the local cycle routes/ facilities accessible from the development and other relevant information such as bicycle purchase/ repair.

8.5.2 Cycle journeys and routes can be planned via the following links:

- <https://www.cyclinguk.org/journey-planner>
- <https://www.sustrans.org.uk/national-cycle-network>
- <https://www.bikemap.net/en/routeplanner/>

8.5.3 Further information regarding local cycle routes around Radcliffe and Bury, groups and facilities can be found via the following sites:

- <https://www.bury.gov.uk/index.aspx?articleid=11670>
- <https://tfgm.com/cycling-advice/bury>

8.6 Working from Home

8.6.1 The development will include the provision of infrastructure for broadband service to be delivered to the new homes.

8.6.2 The TPC will further highlight to residents the benefits of working from home, including teleworking on a part-time basis, thereby reducing travel to work for a portion of the working week.

8.7 Promoting Public Transport

8.7.1 The promotion of walking and cycling will encourage many residents to adopt these modes, but for those travelling further from the site, public transport provides a more suitable alternative to the private car. A lack of awareness of the facilities available is often cited as a reason for not using public transport facilities.

8.7.2 The TPC will therefore ensure that up-to-date public transport frequency information is available to residents to maximise the potential use of these modes.

Local Bus Services

8.7.3 Bus routes, timetables and ticketing information can be accessed via the following links:

- <https://www.gonorthwest.co.uk/>
- <https://www.stagecoachbus.com/plan-a-journey>

Rail Services

8.7.4 Local rail services can be viewed on the following websites:

- <https://www.thetrainline.com/>
- <https://www.nationalrail.co.uk/>

Tram Services

8.7.5 Information regarding routes and times of journeys on the TfGM Metrolink network can be viewed on the Metrolink website, which is also available as an app on the App Store and Google Play.

- <https://tfgm.com/public-transport/tram>

8.7.6 To build more sustainable travel habits, the TPC will explore the opportunity to provide discounted bus or tram tickets for residents.

8.8 Promoting Car Sharing and Car Hire

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

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

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

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

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

8.8.4 The TPC will identify a car share scheme to be promoted to residents. For example, TfGM's car sharing website, <https://travelplankit.tfgm.com/implement/supporting-initiatives/car-sharing>, is suitable.

8.8.5 There is no fee for registering or using the website or a cost to the developer. This proposal has the advantage of the 'pool' of potential car sharers being able to also include existing residents of Radcliffe, and residents at other locations that may share a route for journey to work with residents of the development.

8.8.6 Car sharers do not need to work for the same company or be based in the same building. In order to maximise this potential, the strategy is that, from initial occupation:

- A car share scheme is to be promoted to residents;
- Information about this scheme is to be included in Travel Packs; and
- The benefits of car sharing are to be highlighted in the Travel Pack. This is to provide information to appeal to the widest range of reasons for deciding to car share, including for example, environmental, cost saving, potential to not need a car.

8.9 Car Alternatives

8.9.1 It is understood that sometimes access by car is necessary. Residents will also be provided with the details of local minicab / taxi firms, as necessary.

9. Monitoring and Review

9.1 Overview

9.1.1 Monitoring of the Travel Plan includes the following key roles led by the TPC:

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

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

9.2 Monitoring Strategy

9.2.1 A Monitoring Report will be submitted to the Local Planning Authority, BMBC, to illustrate to what extent the agreed 'outputs' and 'outcomes' in the RTP have been achieved. Once submitted, the Local Planning Authority will provide written comments on the report, which may lead to modifications to the original measures if required. The full TP will be submitted to BMBC within 3 months of the first survey.

9.2.2 The success of a RTP should be assessed in terms of the effect the implemented measures have had on the achievement of the RTP targets.

9.2.3 The monitoring programme will begin with the initial baseline resident travel questionnaire survey, to be undertaken upon 25% occupation. Further surveys will be undertaken every 2 years.

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

9.3 Travel Plan Review

9.3.1 The TPC will arrange for a review of the RTP every 2 years to assess the success of the plan to date. The TPC will then prepare a monitoring report which will summarise the results of the travel surveys taken every 2 years, assess the results against the RTP targets to provide an indication of the success of the RTP, and identify measures which could potentially be included in the future.

9.3.2 The re-issue of the travel questionnaire will provide the opportunity for residents to gather new information regarding attitudes to travel and on the travel planning to residents.

10. Action Plan

10.1.1 A Timetable and Action Plan is outlined in [Table 10.1](#). This provides a schedule of the key actions detailed within this RTP in terms of who is responsible and their timescale. All actions are directed at influencing travel patterns to achieve the stated targets in-line with the objectives.

Table 10.1 : Travel Plan Action Plan

Activity	Description	Frequency for Review	Deadline for Completion After Occupation	Lead
Appoint Travel Plan Co-ordinator	Lead person identified to co-ordinate the development and implementation of the Travel Plan	Annual	Prior to Occupation	Developer
Baseline assessment of modes of travel and preferences and questionnaires	Engagement with residents and workers through questionnaires in order to provide a baseline assessment.	Every 2 years	Undertaken upon 25% occupation	TPC
Analysis of Baseline Information	Analysis of survey information in order to identify trends, make recommendations and develop action plan.	Every 2 years	2 years	TPC
Develop Action Plan	Information used to identify initiatives which are set out in a detailed action plan	Every 2 years	2 years	TPC
Sign Off Plan	Formal approval of Travel Plan and its activities by BMBC	One-off sign off	Within 6 months of initial occupation	TPC
Review, Update and Report	Review travel plan, including results of surveys and questionnaires. Update action plan as required and submit progress report to BMBC	Every 2 years	For a 5-year period, post occupation	TPC

APPENDICES

APPENDIX A

Bus Timetables



From 1 October

513

Normal timetable and route reintroduced following the completion of roadworks near Kearsley train station. Monday to Friday early morning times will also change. Sunday and public holiday journeys will run 3 minutes later

Bus



513

 Easy access on all buses

Farnworth
Kearsley
Ringley
Outwood
Stand
Whitefield
Radcliffe
Warth Fold
Bury

From 1 October 2023

For public transport information
visit **beenetwork.com**

or phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays



This timetable is also available at **beenetwork.com**

For information about using public transport phone our friendly team on **0161 244 1000** 7am – 8pm Mon to Fri 8am – 8pm Sat, Sun and public holidays or download the Bee Network app

Other formats

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone **0161 244 1000** or visit **beenetwork.com**

Easy access on buses



All buses have no steps at the entrance, making getting on and off easier. Low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. Ask the driver for any assistance you require.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, it means the bus does not stop there on that journey.

Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

Visit **beenetwork.com** or download the Bee Network app.

Check the service change posters displayed in the bus station or pick up a service change leaflet from your local library, town hall, shops, post office, community centre and lots of other places.

Lost property

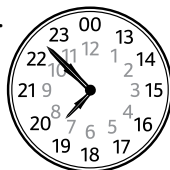
For lost property information visit **beenetwork.com/lost-property**

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am morning.

1953 is 53 minutes past 7pm evening.



Information and tickets

There's a range of tickets to use on buses and multi-modal tickets for buses, trams and trains. For more information on which is the best ticket for you, visit **beenetwork.com**, download the Bee Network app or call into one of our information and ticket offices in bus stations where the team will provide you with journey planning advice on buses, trams and trains.

Information and tickets office

Bolton Interchange

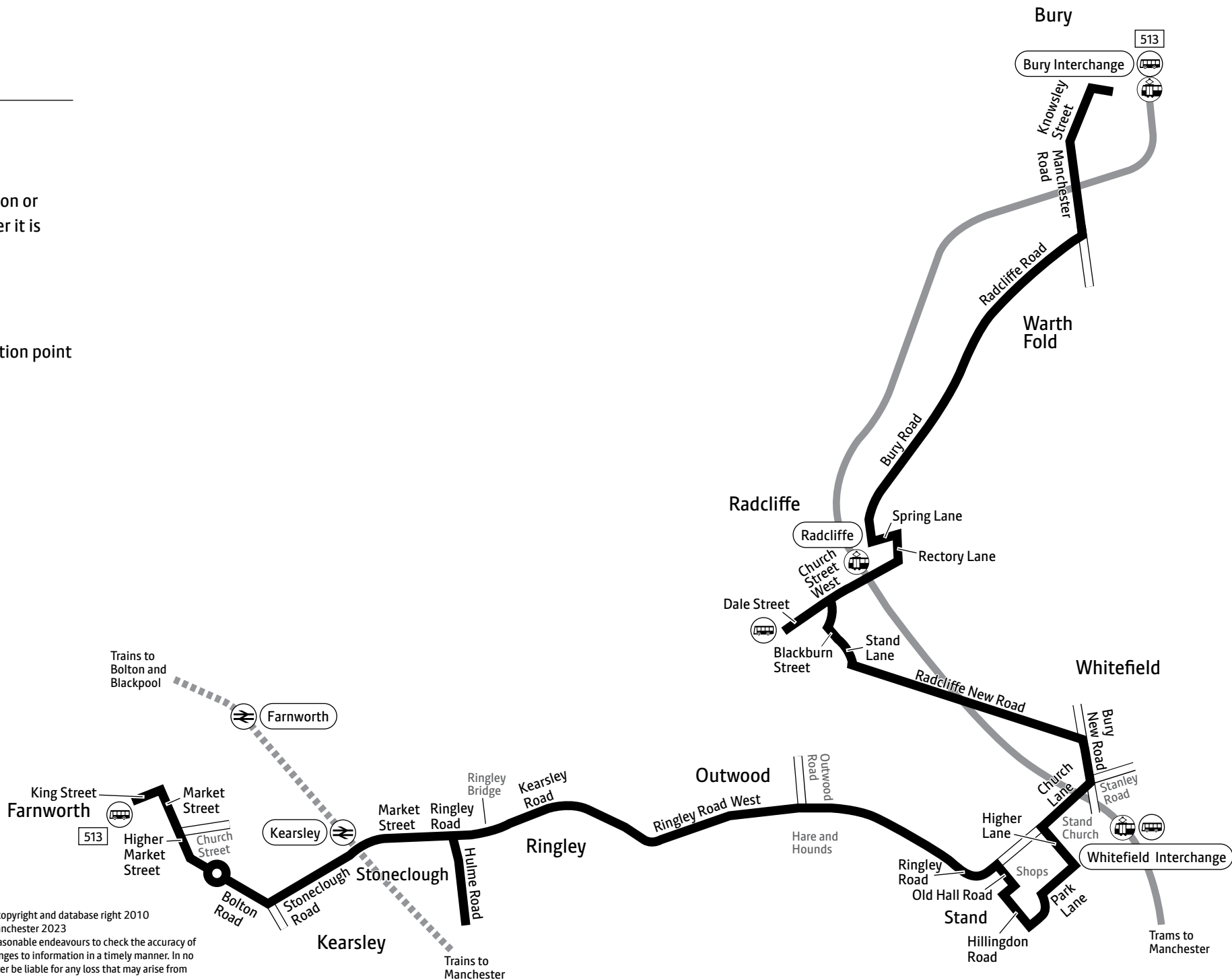
Monday to Friday: 7am – 5.30pm
Saturday: 8am – 5.30pm
Sunday and public holidays: Closed

Bury Interchange

Monday to Friday: 7am – 5.30pm
Saturday: 8am – 5.30pm
Sunday and public holidays: Closed

Printed on paper made from 100% post-consumer waste, using sustainable inks or toners.

- Key
- Bus route
 - Hail and ride:
passengers can get on or
off the bus wherever it is
safe
 - Train line
 - Tram line
 - Direction of travel
 - Bus station/connection point
 - Train station
 - Metrolink stop
 - Terminus



Contains Ordnance Survey data ©Crown copyright and database right 2010
©0100022610 Transport for Greater Manchester 2023
Transport for Greater Manchester uses reasonable endeavours to check the accuracy of
information published and to publish changes to information in a timely manner. In no
event will Transport for Greater Manchester be liable for any loss that may arise from
this information being inaccurate.

Mondays to Fridays

Farnworth, Bus Station	0607	0729	0831	0936		1836	2006	2206
Kearsley, Train Station	0613	0735	0837	0942	and	1842	2012	2212
Ringley Bridge, Hulme Road	0620	0740	0842	0947	every	1847	2017	2217
Stand, Park Lane Shops	0631	0751	0853	0958	hour	1858	2028	
Whitefield, Stand Church	0635	0755	0857	1002	until	1902	2032	
Radcliffe, Bus Station	0644	0805	0906	1011		1911	2041	
Bury, Interchange	0657	0818	0919	1024		1924	2054	

Saturdays

Farnworth, Bus Station	0836		1836	2006	2206	
Kearsley, Train Station	0842	and	1842	2012	2212	
Ringley Bridge, Hulme Road	0847	every	1847	2017	2217	
Stand, Park Lane Shops	0858	hour	1858	2028		
Whitefield, Stand Church	0902	until	1902	2032		
Radcliffe, Bus Station	0811	0911	1911	2041		
Bury, Interchange	0824	0924	1924	2054		

Sundays and public holidays (except Christmas and New Year period)

Farnworth, Bus Station	1015	1215	1415	1615	1815	2015
Kearsley, Train Station	1021	1221	1421	1621	1821	2021
Ringley Bridge, Hulme Road	1026	1226	1426	1626	1826	2026
Stand, Park Lane Shops	1037	1237	1437	1637	1837	
Whitefield, Stand Church	1041	1241	1441	1641	1841	
Radcliffe, Bus Station	1050	1250	1450	1650	1850	
Bury, Interchange	1103	1303	1503	1703	1903	

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♿ – All bus 513 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Bury, Interchange	0703	0802	0908	1010		1510	1613	1713	1810	2010	2210
Radcliffe, Bus Station	0715	0814	0920	1022	and	1522	1625	1725	1822	2022	2222
Whitefield, Stand Church	0619	0723	0822	0928	1030	every	1530	1633	1733	1830	2030
Stand, Park Lane Shops	0625	0729	0828	0934	1036	hour	1536	1639	1739	1836	2036
Ringley Bridge, Hulme Road	0637	0741	0840	0946	1048	until	1548	1651	1751	1848	2048
Kearsley, Train Station	0641	0745	0844	0950	1052		1552	1655	1755	1852	2052
Farnworth, Bus Station	0647	0751	0850	0956	1058		1558	1701	1801	1858	2058

Saturdays

Bury, Interchange	0808	0908	1010		1510	1613	1711	1810	2010	2210
Radcliffe, Bus Station	0820	0920	1022	and	1522	1625	1723	1822	2022	2222
Whitefield, Stand Church	0828	0928	1030	every	1530	1633	1731	1830	2030	
Stand, Park Lane Shops	0834	0934	1036	hour	1536	1639	1737	1836	2036	
Ringley Bridge, Hulme Road	0846	0946	1048	until	1548	1651	1749	1848	2048	
Kearsley, Train Station	0850	0950	1052		1552	1655	1753	1852	2052	
Farnworth, Bus Station	0856	0956	1058		1558	1701	1759	1858	2058	

Sundays and public holidays (except Christmas and New Year period)

Bury, Interchange	1016	1216	1416	1616	1816	2016
Radcliffe, Bus Station	1028	1228	1428	1628	1828	2028
Whitefield, Stand Church	1036	1236	1436	1636	1836	
Stand, Park Lane Shops	1042	1242	1442	1642	1842	
Ringley Bridge, Hulme Road	1054	1254	1454	1654	1854	
Kearsley, Train Station	1058	1258	1458	1658	1858	
Farnworth, Bus Station	1104	1304	1504	1704	1904	

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♿ – All bus 513 journeys are run using easy access buses. See inside front cover of this leaflet for details



BEE NETWORK

From 24 September

524

Additional journeys introduced with Monday to Saturday daytime journeys running every 12 minutes, daytime journeys on Sundays and public holidays running every 20 minutes and evening journeys running every 30 minutes. The last journey from both Bury and Bolton will be 30 minutes later

Bus



524

 Easy access on all buses

Bury
Radcliffe
Little Lever
Moses Gate
Bolton

From 24 September 2023

For public transport information
visit **beenetwork.com**

or phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

PO Box 429, Manchester, M1 3BG
©Transport for Greater Manchester 23-SC-0506–3000–0823



Transport for
Greater Manchester

This timetable is also available at **beenetwork.com**

For information about using public transport phone our friendly team on **0161 244 1000** 7am – 8pm Mon to Fri 8am – 8pm Sat, Sun and public holidays or download the Bee Network app

Other formats

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone **0161 244 1000** or visit **beenetwork.com**

Easy access on buses



All buses have no steps at the entrance, making getting on and off easier. Low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. Ask the driver for any assistance you require.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, it means the bus does not stop there on that journey.

Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

Visit **beenetwork.com** or download the Bee Network app.

Check the service change posters displayed in the bus station or pick up a service change leaflet from your local library, town hall, shops, post office, community centre and lots of other places.

Lost property

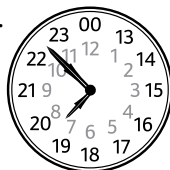
For lost property information visit **beenetwork.com/lost-property**

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am morning.

1953 is 53 minutes past 7pm evening.



Information and tickets

There's a range of tickets to use on buses and multi-modal tickets for buses, trams and trains. For more information on which is the best ticket for you, visit **beenetwork.com**, download the Bee Network app or call into one of our information and ticket offices in bus stations where the team will provide you with journey planning advice on buses, trams and trains.

Information and tickets office

Bolton Interchange

Monday to Friday: 7am – 5.30pm
Saturday: 8am – 5.30pm
Sunday and public holidays: Closed

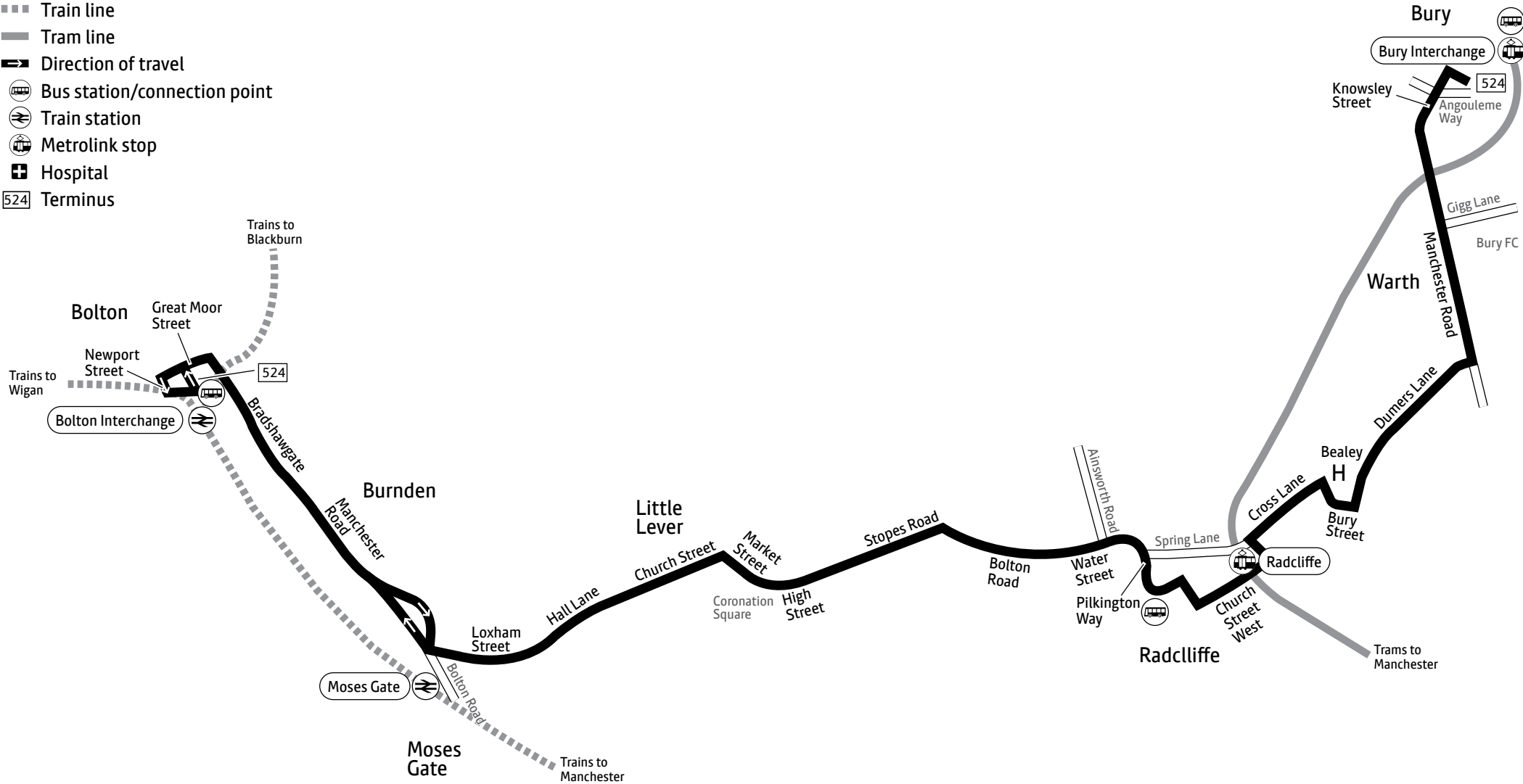
Bury Interchange

Monday to Friday: 7am – 5.30pm
Saturday: 8am – 5.30pm
Sunday and public holidays: Closed

Printed on paper made from 100% post-consumer waste, using sustainable inks or toners.

Key

- Bus route
- - - Train line
- Tram line
- ➔ Direction of travel
- 🚌 Bus station/connection point
- 🚆 Train station
- 🚊 Metrolink stop
- 🏥 Hospital
- 524 Terminus



Contains Ordnance Survey data ©Crown copyright and database right 2010
©0100022610 Transport for Greater Manchester 2023
Transport for Greater Manchester uses reasonable endeavours to check the accuracy of information published and to publish changes to information in a timely manner. In no event will Transport for Greater Manchester be liable for any loss that may arise from this information being inaccurate.

Mondays to Fridays

Bury, Interchange	0445	0515	0545	0605	0625	0640	0655	0709	0724	0736	0748	0758	0810	0822	0834	0846	0858	0912	0924
Radcliffe, Bus Station	0459	0529	0601	0621	0642	0657	0712	0726	0741	0753	0807	0817	0829	0841	0853	0905	0917	0929	0941
Little Lever, Coronation Square	0509	0539	0612	0632	0653	0708	0723	0737	0752	0804	0818	0830	0842	0854	0906	0918	0928	0940	0952
Bolton, Interchange	0521	0551	0627	0647	0708	0723	0738	0752	0807	0819	0833	0845	0857	0909	0921	0933	0943	0955	1007

Bury, Interchange	0936	and	1448	1500	1512	1524	and	1700	1712	1724	1736	1748	1800	1812	1824	1836	1848		
Radcliffe, Bus Station	0953	every	1505	1519	1531	1543	every	1719	1731	1743	1753	1805	1817	1829	1841	1852	1904		
Little Lever, Coronation Square	1004	12 mins	1516	1530	1542	1556	12 mins	1732	1742	1754	1804	1816	1828	1840	1852	1903	1915		
Bolton, Interchange	1019	until	1531	1545	1557	1611	until	1747	1757	1809	1819	1831	1843	1855	1907	1917	1927		

Bury, Interchange	1900	1930	and	0000															
Radcliffe, Bus Station	1914	1944	every	0014															
Little Lever, Coronation Square	1924	1954	30 mins	0024															
Bolton, Interchange	1936	2006	until	0036															

Saturdays

Bury, Interchange	0530	0600	0630	0700	0730	0800	0815	0830	0845	0900	0912	and	1736	1748	1800	1815	1830	1845	
Radcliffe, Bus Station	0544	0614	0644	0714	0744	0814	0829	0844	0859	0915	0929	every	1753	1805	1814	1829	1844	1859	
Little Lever, Coronation Square	0554	0624	0655	0725	0755	0825	0840	0855	0910	0926	0940	12 mins	1804	1816	1825	1840	1855	1910	
Bolton, Interchange	0606	0636	0708	0739	0809	0839	0854	0909	0924	0941	0955	until	1819	1830	1837	1852	1907	1922	

Bury, Interchange	1900	1930	and	0000															
Radcliffe, Bus Station	1914	1944	every	0014															
Little Lever, Coronation Square	1924	1954	30 mins	0024															
Bolton, Interchange	1936	2006	until	0036															

Sundays and public holidays (except Christmas and New Year period)

Bury, Interchange	0730	0800	0830	0900	0930	and	1630	1650	1710	1730	1750	1810	1830	1900	and	0000			
Radcliffe, Bus Station	0744	0814	0844	0914	0944	every	1644	1704	1724	1744	1804	1824	1844	1914	every	0014			
Little Lever, Coronation Square	0754	0824	0854	0924	0954	20 mins	1654	1714	1734	1754	1814	1834	1854	1924	30 mins	0024			
Bolton, Interchange	0806	0836	0906	0936	1008	until	1708	1726	1746	1806	1826	1846	1906	1936	until	0036			

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♿ – All bus 524 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check beenetwork.com for details

Mondays to Fridays

Bolton, Interchange	0500	0530	0600	0619	0633	0645	0657	0709	0721	0732	0743	0800	0816	0830	0842	0854	0905	0915	0925
Little Lever, Coronation Square	0512	0542	0612	0633	0647	0700	0712	0724	0736	0749	0800	0817	0833	0847	0859	0911	0922	0930	0940
Radcliffe, Bus Station	0522	0552	0622	0643	0657	0711	0723	0744	0756	0809	0820	0834	0848	0902	0914	0924	0933	0941	0951
Bury, Interchange	0535	0605	0635	0656	0710	0724	0738	0800	0812	0825	0836	0850	0904	0918	0930	0940	0949	0957	1007

Bolton, Interchange	0937	and	1425	1436	1446	1456	and	1708	1720	1732	1744	1756	1811	1826	1841	1855	1915
Little Lever, Coronation Square	0952	every	1440	1451	1503	1513	every	1725	1737	1747	1759	1811	1826	1841	1856	1910	1929
Radcliffe, Bus Station	1003	12 mins	1451	1502	1514	1526	12 mins	1738	1748	1758	1810	1822	1837	1852	1907	1921	1939
Bury, Interchange	1019	until	1507	1518	1530	1542	until	1754	1804	1814	1826	1838	1850	1905	1920	1934	1952

Bolton, Interchange	1945	and	2345
Little Lever, Coronation Square	1959	every	2359
Radcliffe, Bus Station	2009	30 mins	0009
Bury, Interchange	2020	until	0020

Saturdays

Bolton, Interchange	0545	0615	0645	0715	and	0900	0912	0924	and	1712	1724	1736	1748	1800	1815	1845	1915
Little Lever, Coronation Square	0559	0629	0659	0730	every	0915	0927	0939	every	1727	1738	1750	1802	1814	1829	1859	1929
Radcliffe, Bus Station	0609	0639	0709	0740	15 mins	0925	0937	0950	12 mins	1738	1748	1800	1812	1824	1839	1909	1939
Bury, Interchange	0622	0652	0722	0755	until	0940	0952	1006	until	1754	1803	1813	1825	1837	1852	1922	1950

Bolton, Interchange	1945	and	2345
Little Lever, Coronation Square	1959	every	2359
Radcliffe, Bus Station	2009	30 mins	0009
Bury, Interchange	2020	until	0020

Sundays and public holidays (except Christmas and New Year period)

Bolton, Interchange	0715	0745	0815	0845	0915	0945	and	1745	1815	1845	1915	1945	and	2345
Little Lever, Coronation Square	0729	0759	0829	0859	0929	0959	every	1759	1829	1859	1929	1959	every	2359
Radcliffe, Bus Station	0739	0809	0839	0909	0939	1009	20 mins	1809	1839	1909	1939	2009	30 mins	0009
Bury, Interchange	0752	0822	0852	0922	0952	1022	until	1822	1852	1922	1950	2020	until	0020

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♿ – All bus 524 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check beenetwork.com for details

APPENDIX B

Example Travel Survey

Travel Survey Questionnaire

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

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

1. Your postcode:

2. Are you: Male ☐ Female ☐

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

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

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

5. How do you usually travel off site?

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

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

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

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

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

.....

.....

.....

.....

Thank you taking the time to complete this questionnaire

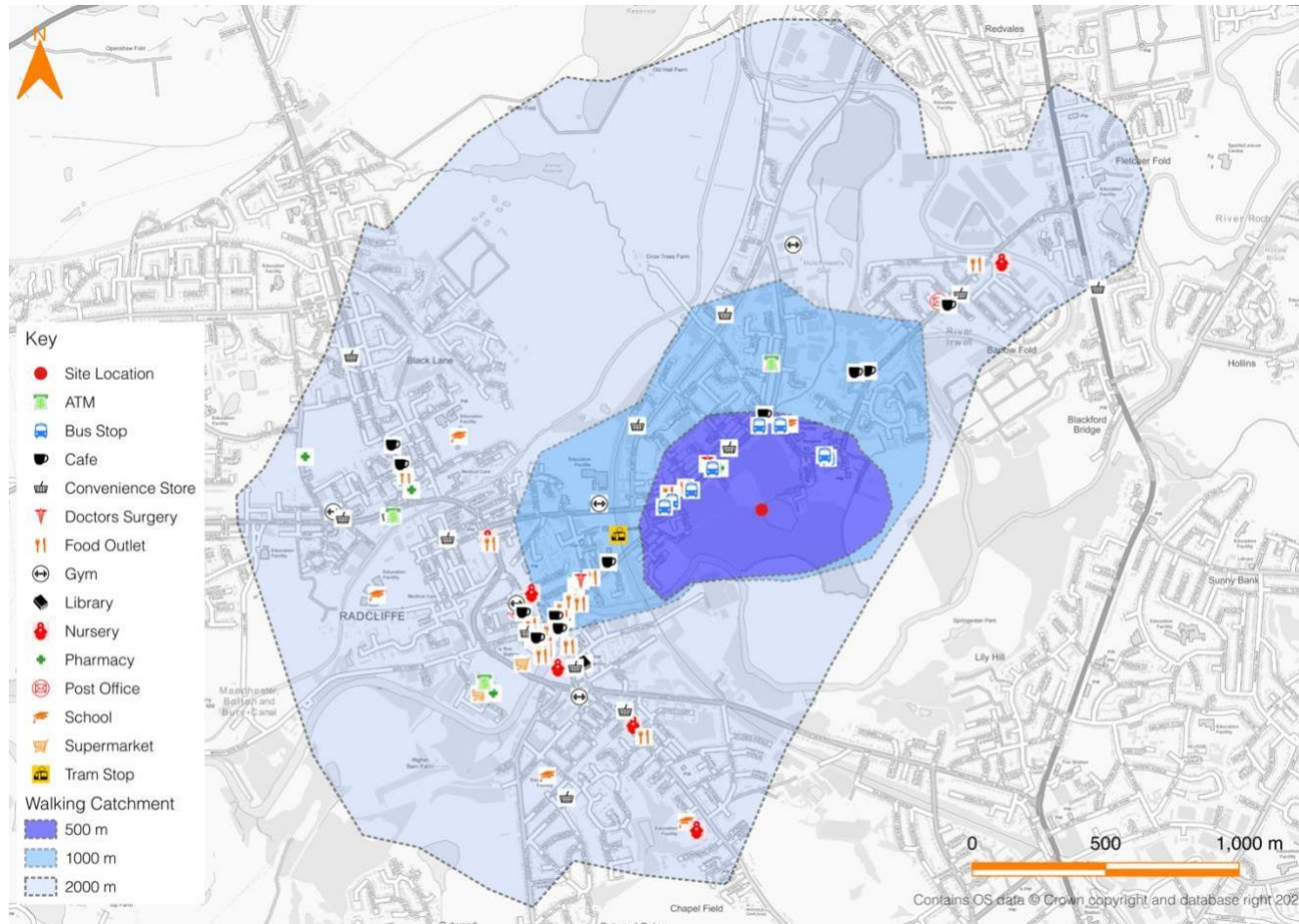
APPENDIX C

Travel Information Flyer

Local Travel Information: East Lancs Paper Mill, Radcliffe

Your Local Area

The plan below shows the local transport connections and amenities in the local area.



Useful Walking Information

Walking routes and journey planning information is available using the following website:

<https://www.google.co.uk/maps>

Useful Cycle Information

Cycling routes and journey planning information is available using the following websites:

<https://www.sustrans.org.uk> <https://www.cyclinguk.org/>

<https://www.letsride.co.uk>

<https://www.bury.gov.uk/index.aspx?articleid=11670>

Useful Public Transport Information

Your nearest bus stops are located on Cross Lane. The nearest Metrolink Station is Radcliffe.

Public transport information is available on the following websites:

Local bus services - <https://www.gonorthwest.co.uk/> Metrolink

services - <https://tfgm.com/public-transport/tram>

Useful Car Share Information

If you have no choice but to use your car, you could try car sharing. Further details of local schemes, including how to register, are available using websites including <https://liftshare.com/uk>.



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 211 8180