



Faith in Nature

Miller Street, Higher Ainsworth, Radcliffe

Framework Travel Plan (RIBA Stage 3)

December 2021



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Framework Travel Plan (RIBA Stage 3)

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CONTENTS

1.	Introduction	4
1.1	Preamble	4
1.2	Overview of the Travel Planning Process	4
1.3	BREEAM Sustainability Assessment	6
1.4	Report Structure	6
2.	Existing Conditions	7
2.1	Site Location and Existing Use	7
2.2	Local Highway Network	8
3.	Development Proposals	10
3.1	Proposed Use	10
3.2	Site Access Arrangement	11
3.3	Parking	11
4.	Sustainable Accessibility Appraisal	13
4.1	Introduction	13
4.2	Pedestrian Accessibility	13
4.3	Cycle Accessibility	16
4.4	Public Transport Services	19
5.	Objectives, Targets and Benefits	22
5.1	Overarching Aim	22
5.2	Targets	22
5.3	Initial Targets	22
5.4	Benefits	23
6.	Travel Plan Management	25
6.1	Overview	25
6.2	Travel Plan Co-Ordinator	25
7.	Travel Plan Measures	26
7.1	Overview	26
7.2	Promotion and Marketing	26
7.3	Travel Pack	26
7.4	Travel Database	27
7.5	Encouraging Walking	28
7.6	Encouraging Cycling	28
7.7	Promoting Public Transport	28

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7.8	Promoting Car Sharing and Car Hire	29
7.9	Car Alternatives	29
7.10	Liaising with Stakeholders	30
8.	Monitoring and Review	31
8.1	Overview	31
8.2	Monitoring Strategy	31
8.3	Enforcement	31
9.	Timetable and Action Plan	32

APPENDICES

APPENDIX A BREEAM AI Calculator

APPENDIX B Bus Timetables

APPENDIX C Example Travel Survey

1. Introduction

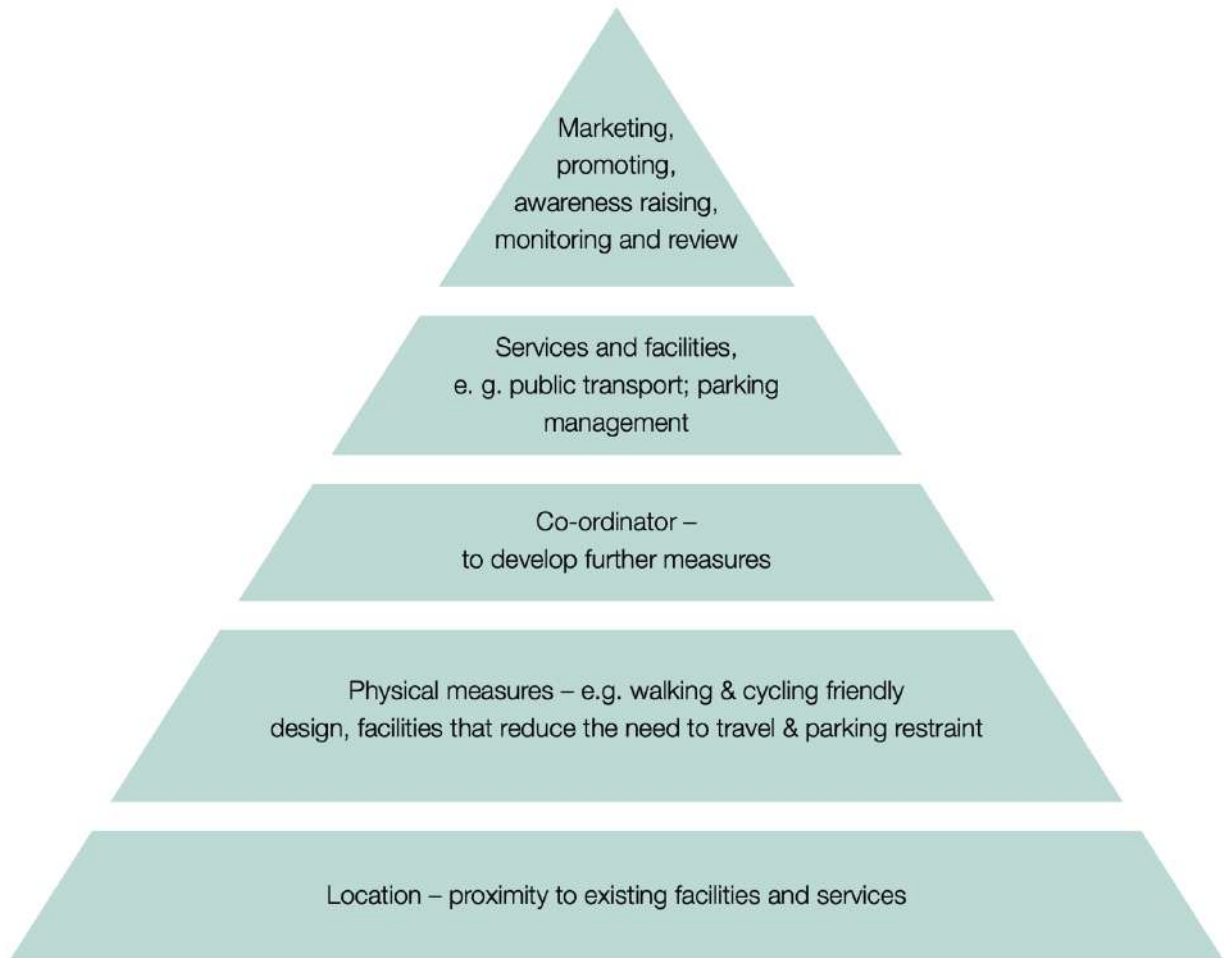
1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Faith in Nature (the 'Applicant'), to provide transport and highways advice in relation to the expansion of an existing industrial and warehouse development off Miller Street in Radcliffe, Greater Manchester.
- 1.1.2 The development proposals comprise the demolition of 2no. single storey extensions to the existing factory building within the north courtyard and the construction of a 906sqm infill warehouse.
- 1.1.3 As a Framework Travel Plan (FTP) submitted with the planning application, the purpose of this document is to provide the agreed reference point for the future Travel Plan to be prepared once the unit is completed.
- 1.1.4 Future full Travel Plan will be submitted to and approved in writing by Bury Metropolitan Borough Council (BMBC) prior to completion. The full Travel Plan should include clear objectives to influence and encourage reduced dependency on the private car with a package of measures to meet this objective.

1.2 Overview of the Travel Planning Process

- 1.2.1 A Travel Plan (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.
- 1.2.2 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, as a result mitigating the impact of travel.
- 1.2.3 A successful TP can be established by the Travel Plan Pyramid shown in [Figure 1.1](#).

Figure 1.1 – Travel Plan Pyramid (Source: Department of Transport)



1.2.4 This FTP 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 (TPC) who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.2.5 The key objectives of the TP will be taken forward by a TPC 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 staff on sustainable modes of travel to and from the site; and
- Provide information to staff on the alternative sustainable modes of travel.

1.3 BREEAM Sustainability Assessment

1.3.1 The site is intended to be a BREEAM rated development, and therefore will be a more sustainable environment that will enhance the well-being of the people who work in the building. As such, this FTP will assess the site in accordance with BREEAM 2018.

1.4 Report Structure

1.4.1 Following this introduction, the remainder of this FTP is set out as follows:

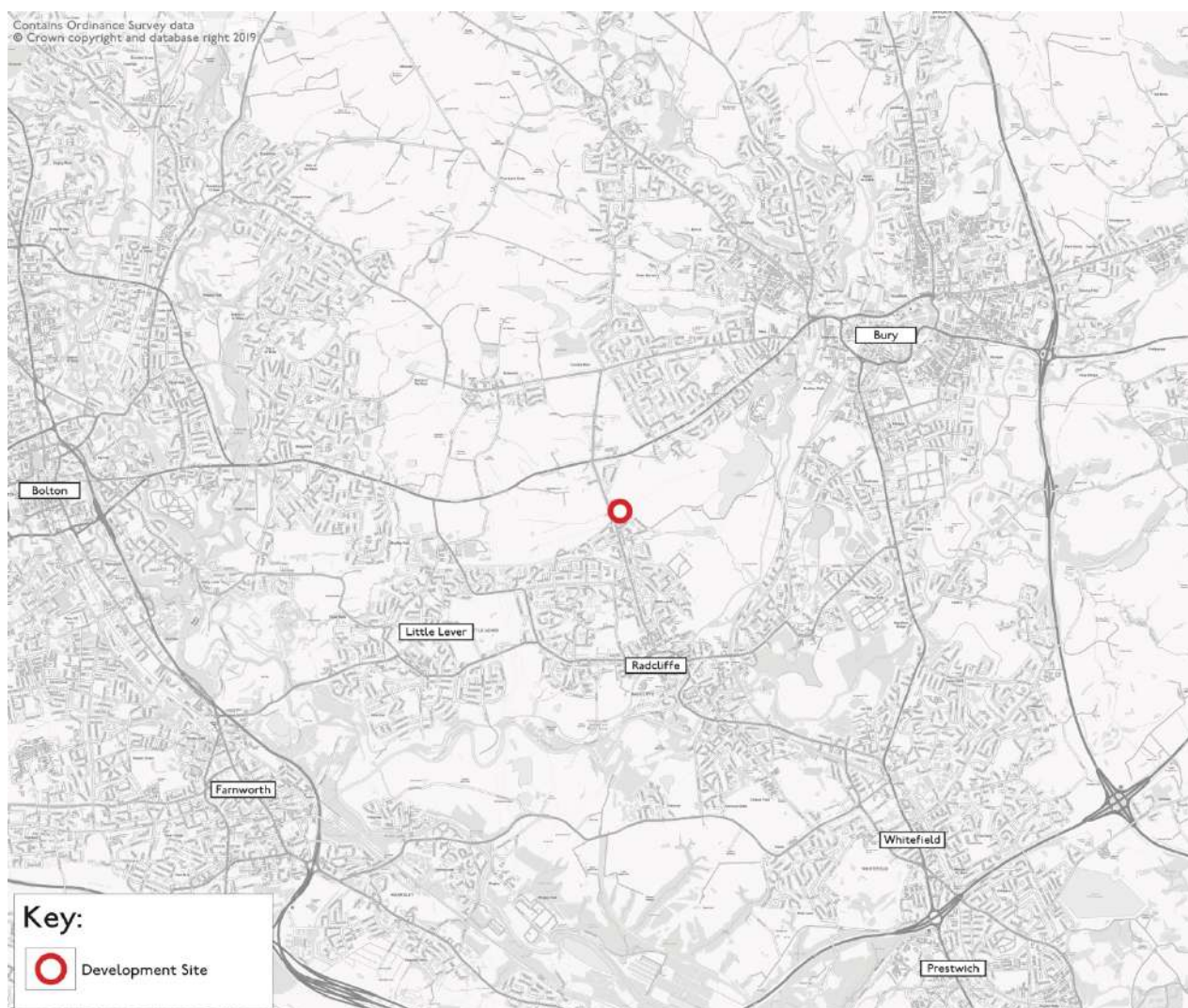
- Section 2 reviews the exiting conditions of the site;
- Section 3 outlines the development proposals;
- Section 4 describes the sustainable accessibility of the site;
- Section 5 presents the proposed objectives and targets of the FTP;
- Section 6 describes the travel management plan of the FTP;
- Section 7 identifies the FTP measures;
- Section 8 explains the monitoring and review process; and
- Section 9 presents a timetable and action plan.

2. Existing Conditions

2.1 Site Location and Existing Use

2.1.1 The development site is located on Miller Street in Radcliffe c.2km north of Radcliffe town centre and c.3km west of Bury. The location of the site in the wider context of the area is shown in Figure 2.1.

Figure 2.1 – Strategic Site Location



2.1.2 The site is currently occupied by a number of buildings with industrial uses.

2.1.3 There are a number of vehicle accesses to the site directly off Miller Street serving various areas of the site, two of which will be retained.

- 2.1.4 Pedestrian access to the site is currently via the southern footway on Miller Street. This connects to a marked pedestrian crossing point within the site for access to buildings on the west of the site. The footway along Miller Streets ends prior to the access for the buildings on the east of the site, therefore pedestrians are required to walk within the carriageway to access these areas.

2.2 Local Highway Network

- 2.2.1 The location of the development site in the context of the local highway network is shown in Figure 2.2

Figure 2.2 – Local Highway Network



Miller Street

- 2.2.2 Miller Street is a two-way single carriageway road connecting the site and number of small residential roads to Higher Ainsworth Road to the west.
- 2.2.3 The road consists of a c.6m wide carriageway with a c.2-3m wide footway on the southern side and a c.1m wide footway on the northern side. The road benefits from a single street lighting column close to the junction with Higher Ainsworth Road.
- 2.2.4 The existing site access locations on Miller Street do not include dropped crossings or tactile paving.
- 2.2.5 There are no traffic regulation orders along the length of Miller Street as it is unadopted according to BMBC online mapping.

Higher Ainsworth Road (B6292)

- 2.2.6 Higher Ainsworth Road is a two-way single carriageway road extending on a broadly north-south alignment connecting Radcliffe Town Centre to the south and to Bury and Bolton Road (A58) to the north.
- 2.2.7 In the vicinity of the site the road is subject to a 30mph speed limit and consists of a c.7.3m carriageway with a c.1.7m footway on the eastern side and a c.2m footway on the western side. To the north of the site the eastern footway narrows to c.1m for a distance of c. 90m.
- 2.2.8 The road benefits from streetlighting columns and 'no-waiting at any-time' traffic regulation orders on both sides of the carriageway.
- 2.2.9 Due to the lack of footway to the north, the road markings for the Miller Street junction are extended into the southbound carriageway with an area of hatching to the north in order to improve visibility at the junctions.

3. Development Proposals

3.1 Proposed Use

3.1.1 The development proposals comprise the demolition of 2no. single storey extensions to the existing factory building within the north courtyard and the construction of a 906sqm infill warehouse. A total of 80 car parking spaces will be provided.

3.1.2 The overall floor area for the site is 8,042sqm with a net increase of 668sqm as part of the development proposals.

3.1.3 The proposed layout is shown in [Figure 3.1](#).

Figure 3.1 – Proposed Layout



3.2 Site Access Arrangement

- 3.2.1 Two of the three existing site accesses will be retained as part of the proposals. The eastern access will be retained as the access to the primary parking area. The western access will serve the loading areas and some car parking. The existing middle access which is currently fenced off will be removed.
- 3.2.2 A continuous pedestrian footway along Miller Street will be provided into the site to serve the proposed office building. Dropped kerbs and tactile paving will be provided across the service access.

3.3 Parking

Cycle Parking

- 3.3.1 As indicated in Chapter 0, cycle parking will be provided at levels sufficient to achieve a BREEAM credit (1 per 10 staff).
- 3.3.2 BMBC's adopted parking standards for cycle parking are:
- B2 General Industry – 1 per 700m² (10% short stay/90% long stay)
 - B8 Storage or Distribution – 1 per 850m² (10% short stay/90% long stay)
- 3.3.3 B2 parking standards require a minimum of 12 cycle parking spaces. There are anticipated to be a maximum of 60 staff on-site at any time, therefore the BREEAM parking requirement is 6 spaces.
- 3.3.4 As Parking provision onsite will need to be the higher of the adopted standards or BREEAM requirements a minimum of 12 spaces will be required. A cycle shelter is proposed to the northeast corner of unit two containing 10 Sheffield stands which can accommodate 20 cycle parking spaces.

Car Parking

- 3.3.5 BMBC's adopted maximum parking standards are:
- B2 General Industry – 1 per 60m²
 - B8 Storage or Distribution – 1 per 100m²
- 3.3.6 The maximum car parking provision for B2 use is 134 spaces whilst the maximum provision for B8 use is 80 spaces. The proposed provision of 80 spaces confirms with the B2 and B8 maximums.
- 3.3.7 Based on a provision of 80 spaces a minimum of 4 DDA compliant spaces will be required, with 7 provided close to building entrances.

3.3.8 10 electric vehicle charging points will be provided to ensure that 10% of the parking provision will include electric charging apparatus. The site receives **1 BREEAM Credit** for Tra02 Private Transport Measures.

3.3.9 In co-ordination with measures identified in this Framework Travel Plan, namely the promotion of CarShareGM, 5% of the parking provision, 4 spaces, will need to be identified as car sharing spaces, as shown on the scheme drawing 5 spaces have been provided. The site receives **1 BREEAM Credit** for Tra02 Private Transport Measures.

Motorcycle Parking

3.3.10 BMBC's adopted parking standards for motorcycle parking are:

- B2 General Industry – 1 per 2800m²
- B8 Storage or Distribution – 1 per 4000m²

3.3.11 3 motorcycle parking spaces will be provided to conform with the minimum B2 standard.

4. Sustainable Accessibility Appraisal

4.1 Introduction

- 4.1.1 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.
- 4.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development. Paragraph 14 states that at the heart of NPPF is a *"presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision making"*.
- 4.1.3 Paragraph 105 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health."*
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

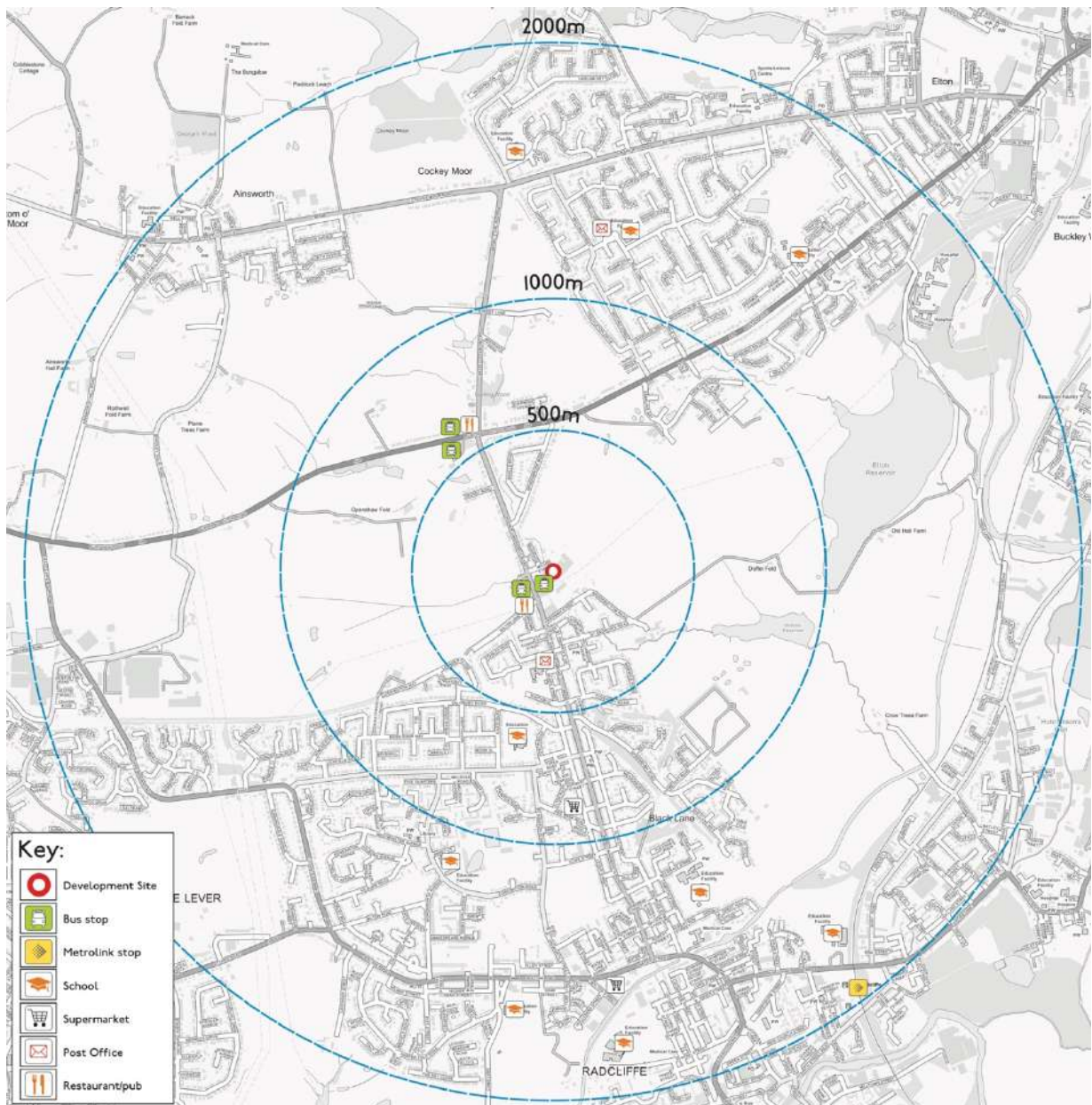
- 4.2.1 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.2.2 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'* are shown in [Table 4.1](#).

Table 4.1 – CIHT Guideline Acceptable Walking Distances

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

- 4.2.3 The CIHT guidelines shown in Table 4.1 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.
- 4.2.4 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.
- 4.2.5 As specified within CIHT guidance, walking catchment areas from the centre of the site have been produced to show local amenities within a 500m, 1000m and 2000m catchment area. The results are shown in Figure 4.1.

Figure 4.1 – Walking Catchment Area and Amenity Plan



4.2.6 As shown in Figure 4.1, the site is surrounded by a range of key amenities, including bus stops, schools and a Metrolink station. Local residential areas such as Starling and Radcliffe are within a 2,000m catchment area of the site and therefore within the preferred maximum walking distance of the site.

4.2.7 Table 4.2 provides an indication of the distances and approximate walking times to local amenities. The distances have been measured from 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 4.2 – Local Amenities – Distance and Walking Times

Amenity	Distance (m)	Average Walking Time (mins)
Bus Stops – Higher Ainsworth Road	150m	2 minutes
Railway Hotel Restaurant	200m	3 minutes
Post Office	450m	5 minutes
Bus Stops – Bury and Bolton Road	700m	9 minutes
Toby Carvery Restaurant	700m	9 minutes
Convenience Store	1.1km	13 minutes
Supermarket	1.7km	20 minutes
Radcliffe Tram Stop	2.1km	25 minutes

4.2.8 As summarised in Table 5.2, the site is located within a **10-minute** walk of two bus stops. Two restaurants, a post office, and a convenience are located within a **13-minute** walk of the site, and Radcliffe Metrolink Station is located within a **25-minute** walk of the site.

4.2.9 In summary, it has been demonstrated that the site complies with CIHT guidance for commuting walking distances. The site is well-placed in terms of pedestrian connectivity, with walking representing a realistic alternative to car trips. Based on the site's location, proximity to local bus service, local Metrolink Stations and connectivity to local footways, walking can be considered to be a realistic method of travel for commuting trips, particularly as an alternative to private car trips.

4.2.10 The BREEAM 2018 Tra02 'proximity to amenities' tool has been utilised to determine the key amenities within 500m of the site. The development building type is categorized as Type 1 – Offices, Retail, Industrial or Court. The results of the 'proximity to amenities' are shown in Table 4.3.

Table 4.3 – BREEAM 2018 Accessible Amenities

Amenity	Distance (m)	Average Walking Time (mins)
Food Outlet	200m	2 minutes
Access to cash (post office)	450m	5 minutes
Access to an outdoor open space (St Andrews Park)	500m	6 minutes
Access to a recreation/leisure facility (Durable Fitness)	350m	4 minutes
Publicly available postal facility	450m	5 minutes
Over the counter services associated with pharmacy	-	-
Childcare facility or school (St Andrews School)	500m	6 minutes

4.2.11 In accordance with BREEAM 2018, the development is required to be within 500m of three amenities. The data in Table 4.3 demonstrates that the development will be located within 500m of six amenities, and therefore receives **1 BREEAM Credit**.

4.3 Cycle Accessibility

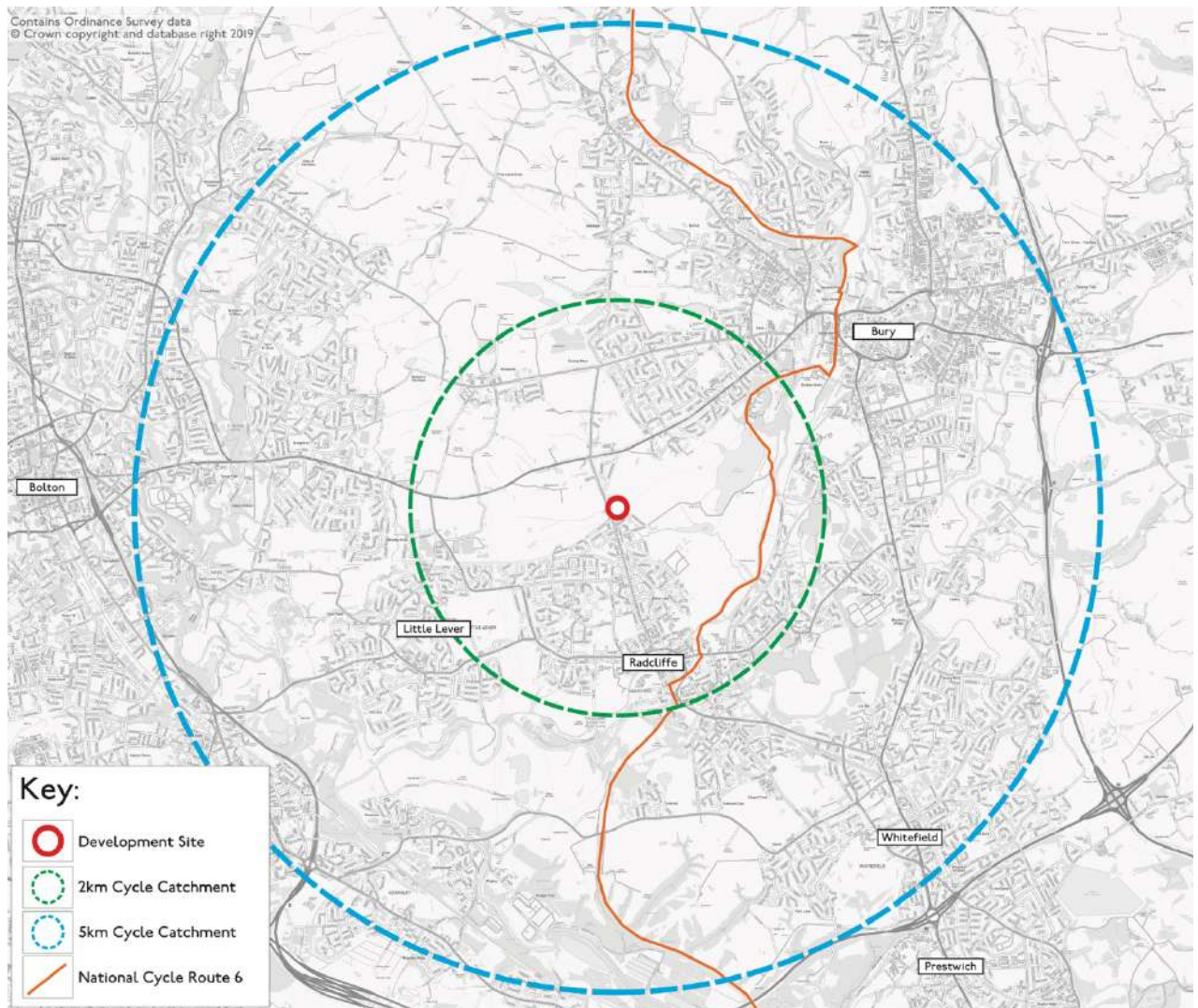
4.3.1 It is generally accepted that cycling has the potential to replace short car journeys, particularly those under 5km.

4.3.2 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*'.

4.3.3 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 the cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.4 Figure 4.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

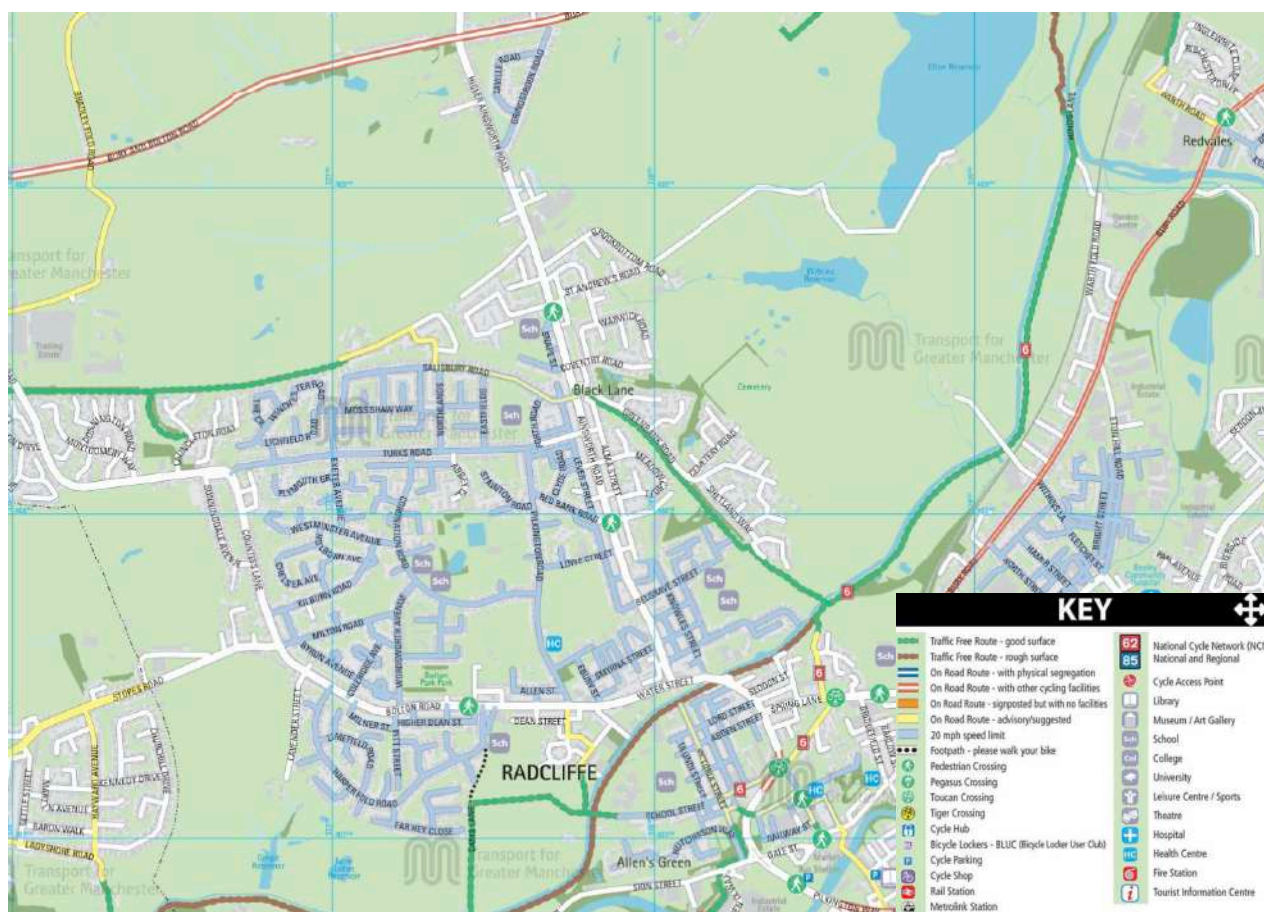
Figure 4.2 – Cycling Catchment Area



4.3.5 A review of cycle routes shows that National Cycle Route (NCR) 6 can be accessed within a 2km radius of the site, and therefore has the potential to be utilised by the site. Bury is located within a 5km catchment area of the site and therefore has the potential for commuting by cycling to the site.

4.3.6 The local cycle routes which are available in the vicinity of the site, including traffic free routes and advisory cycle routes are shown in Figure 4.3.

Figure 4.3 – Local Cycle Routes (Source: TfGM)



4.3.7 As demonstrated, there is a very good network of cycle routes and infrastructure in vicinity of the site, which will facilitate and encourage cycling with an off-road route connecting to National Cycle Route 6, an on-road cycle route on Bury and Bolton Road and a network of 20mph streets.

4.3.8 Greater Manchester's recently proposed 'Bee Network' scheme will expand on the existing cycle infrastructure in the region by providing 1,800 miles of cycling and walking network. The scheme will create safe routes to be used by two modes of sustainable transport; walking and cycling.

4.3.9 In terms of cyclist facilities (Tra02) there are two credits available to the site in accordance with BREEAM 2018. The two credits can be achieved through the following:

- Cycle storage
 - 1 space per 10 staff
- Cyclist facilities (at least 2 of the following are required)
 - Showers; changing facilities; lockers; and drying Spaces.

4.3.10 The development site will provide cycle storage for staff and visitors to the site, as well as providing all the facilities mentioned. Cycle parking conforms with the adopted parking standards which are more onerous than the BREEAM requirements. The site receives **2 BREEAM Credits** for Tra02 Cyclist Facilities.

4.4 Public Transport Services

Local Bus Services

4.4.1 The nearest bus stops are located adjacent to the site on Higher Ainsworth Road and serve the 98 bus service. The bus stops in both directions consists of a flag and pole with bus cage markings. The bus stops are shown in [Photograph 4.1](#).

Photograph 4.1 – Higher Ainsworth Road Bus Stops



4.4.2 In addition to the bus stops on Higher Ainsworth Road, the 471 service is available from bus stops on Bury and Bolton Road c.700m to the north of the site. Details of the services from both stops are shown in [Table 4.4](#).

Table 4.4 – Local Bus Services

Service No.	Route	Weekday			Weekend	
		AM Peak	PM Peak	Inter Peak	Saturday	Sunday
98	Bury – Radcliffe – Prestwich – Manchester	30mins	30mins	30mins	30mins	30mins
471	Rochdale – Heywood – Bury – Bolton	10mins	10mins	12 mins	12mins	30mins

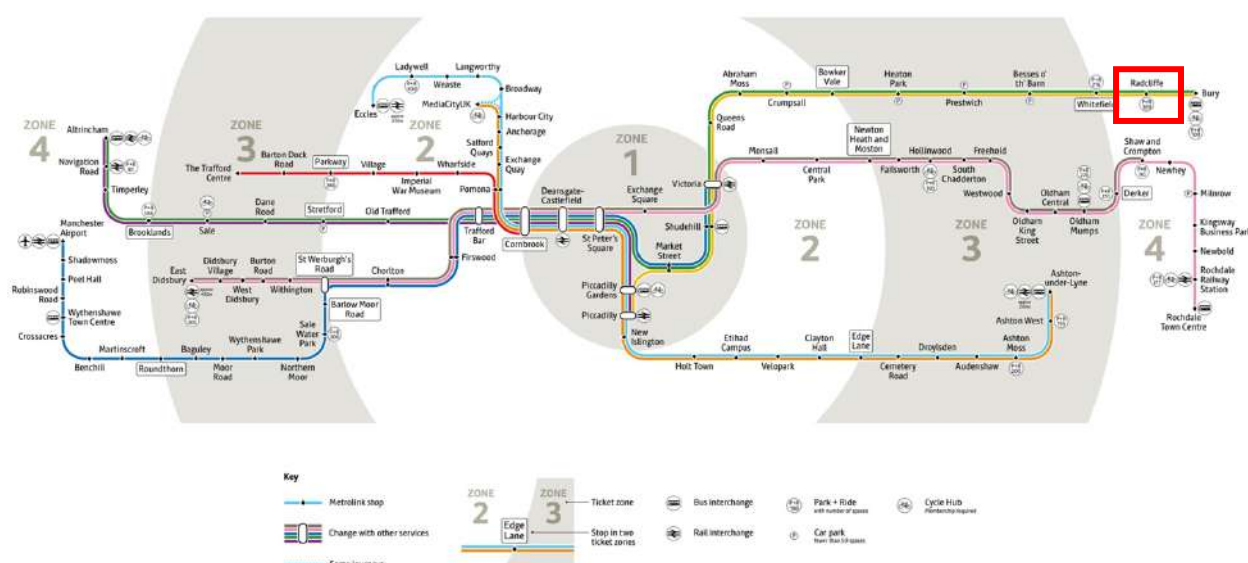
4.4.3 The BREEAM 2018 Tra01 Accessibility Index (AI) calculator tool has been utilised to demonstrate the 'AI' of the bus service within 650m of the site. The 'AI' calculator tool provides local bus services on Ainsworth Road with an 'AI' of 1.59. The 'AI' calculations are attached in [Appendix A](#).

4.4.4 Bus timetables are attached in [Appendix B](#).

Metrolink Services

4.4.5 The nearest Metrolink Station is Radcliffe which is located c.2.1km from the site. The Metrolink services which operate here are: Green Line (Bury – Altrincham) and Yellow Line (Bury – Piccadilly), other lines can be accessed within Manchester City Centre. [Figure 4.4](#) presents the Greater Manchester Metrolink Tram network.

Figure 4.4 – Metrolink Tram Network (Source: TfGM)



- 4.4.6 Each available tram service operates on a 10-minute frequency throughout the day, resulting in a tram every 5 minutes in each direction at Radcliffe. All tram stops have step-free access to all platforms, help points, tactile edges and security camera coverage.
- 4.4.7 Radcliffe Stop has 5 cycle stands and 5 cycle lockers which would support multi-modal journeys.

5. Objectives, Targets and Benefits

5.1 Overarching Aim

- 5.1.1 The overarching aim of this FTP is to put in place the management tools deemed necessary to enable employees to make informed decisions about how they travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This aim is achieved by setting out a strategy for eliminating barriers that keep staff from making use of sustainable modes.
- 5.1.2 Improving transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development. It will also provide travel options for all the site users, regardless of whether they own a car or not.

5.2 Targets

- 5.2.1 Realistic and achievable targets should be selected for the site. The targets should be set to reflect the reductions in car use that are expected as a result of the FTP measures. Targets should be linked to the objectives with an aim to achieve them.
- 5.2.2 The objectives will be realised through the achievement of **SMART** targets, which are:
- **S** – Specific: stating exactly what needs to be achieved;
 - **M** – Measurable: to allow effective monitoring and to identify when the objectives have been achieved;
 - **A** – Achievable: targets that can be achieved within the Travel Plan's duration;
 - **R** – Realistic: targets that can be achieved by the proposed Travel Plan measures; and
 - **T** – Time-related: to be achieved by a set deadline.
- 5.2.3 The site should aim to achieve the following targets before the initial occupation of the site.
- Make available safe pedestrian / cycle links to the site;
 - Make available FTP marketing for employees of the proposed development; and
 - Make available a Travel Packs and/ or information to all employees.

5.3 Initial Targets

- 5.3.1 In order to set an initial target, an assessment of the baseline mode share has been carried out by utilising the 2011 Census Travel to Work data for Bury area 014 Middle Layer Super Output Area (MSOA) by using the 'Nomis' website for official labour market statistics from the Office for National Statistics. The percentage modal share is shown in [Table 5.1](#).

Table 5.1 - 2011 Census Travel to Work Data - Modal Split (MSOA: Bury 014)

Model of Travel	Percentage
Driving a car or van	64%
Passenger in a car or van	8%
Taxi	1%
Metro, tram, light rail	1%
Train	1%
Bus, minibus or coach	5%
Motorcycle, scooter or moped	1%
Bicycle	1%
On foot	18%
TOTAL	100%

It should be noted that Manchester's Metrolink Network has improved since Census 2011 data was release, with several new Metrolink Lines

- 5.3.2 As shown in Table 5.1, based on existing travel patterns in the area, 72% of staff could potentially travel to/from work by driving in a car or van, and 28% of staff could potentially travel to/from the site via sustainable modes of transport.
- 5.3.3 The FTP sets a target of reducing private use of the staff when travelling to work by up to 5%. This target would be reviewed annually by undertaking staff surveys after the site is occupied.
- 5.3.4 The targeted 5% reduction in single occupancy car journeys would result in an increase in travel by sustainable modes of transport. The primary aim is to reduce the number of single occupancy car journeys and therefore individual targets for sustainable modes of travel have not been set.
- 5.3.5 The FTP would need to operate for a period in the region of 5-years from the occupation of the site, to allow sufficient time to enable all targets are achieved.

5.4 Benefits

- 5.4.1 If the FTP is supported by a long-term commitment and mechanisms for implementation, the FTP will bring about the following benefits:

Employee 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 employee journeys to and from work.

Operator Benefits

- An improved compliance with the planning context;
- A demonstration of environmental credentials;
- An incentive to recruiting and retaining employees; and
- A healthier and more productive work force.

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;
- A contribution to reduced traffic, congestion, air pollution and accidents; and
- Improving accessibility and travel choice for reaching local facilities.

6. Travel Plan Management

6.1 Overview

6.1.1 In order to meet the objectives and targets, it will be necessary to implement a number of measures and initiatives both prior to and during the occupation of the site. A summary of the potential TP measures is set out below:

- Appointing a Travel Plan Co-ordinator;
- Undertaking Travel Surveys;
- Encouraging Walking;
- Encouraging Cycling;
- Promoting Public Transport; and
- Promoting Sustainable Car Sharing.

6.2 Travel Plan Co-Ordinator

6.2.1 A TPC is needed to implement the measures and to sustain participation. The TPC will be appointed prior to construction completion to implement the TP measures and encourage staff members to travel by sustainable modes.

6.2.2 The anticipated roles and responsibilities of the TPC include:

- Administer/manage the TP and provide a liaison in implementing the plan with the Local Authority;
- To ensure travel awareness amongst staff;
- To provide a point of contact to discuss travel information and options;
- Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate;
- To monitor the success of the TP measures and targets;
- Ensure the availability of the most up to date travel information; and
- To liaise with Local Planning Authorities and local public transport operators to identify inefficiencies and share ideas for improvements for public transport.

6.2.3 The site operator will be responsible for implementing the TP and will submit full contacts details to the Bury Metropolitan Borough Council (BMBC), once available.

7. Travel Plan Measures

7.1 Overview

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

7.2 Promotion and Marketing

7.2.1 Employees will be made aware of the existence of the TP upon commencement of their employment. The following methods could be used as a means of disseminating information to employees as well as promoting events / campaigns / promotions:

- TPC will utilise notice boards to promote the TP;
- Employee newsletters (where possible);
- The TP will be presented and promoted to staff members as an opportunity and possibly a challenge rather than as a chore;
- All staff members employed by the site will be provided with a Travel Pack upon starting employment at the site. This pack will inform staff of the information that they need to make an informed choice with regards to their travel options.
- E-groups and forums; and
- Other means of promoting the TP will also be investigated, which might take the form of staff newsletter or mailings.

7.3 Travel Pack

7.3.1 For when new employees start their employment at the site, the TPC would prepare a Travel Pack and to be provided to each new staff member:

7.3.2 The Travel Pack will inform staff of the TP and would contain some or all of the following information:

- Location of nearest bus stops and tram/train station(s);
- Up to date local bus timetables;
- Up to date local tram/train timetables;
- Maps showing safe walking routes to the nearest key facilities including bus stops and tram/train stations;
- Maps showing safe cycling routes to the site;
- Promotional material highlighting the health and financial benefits of walking and cycling;
- Promotion events, where applicable;
- Details of trip planning apps;
- Details of the community website for the proposed development;

- Details of car share services such as <https://liftshare.com/uk/journeys/from/manchester-united-kingdom>;
- Details of websites such as www.walkit.com which provides a free online walking journey planner;
- Details of journey planning websites such as <https://www.traveline.info/>; and
- Details of websites and apps where you can get the next departures from any bus stop sent to your mobile phone.

7.3.3 Incentives to staff members to travel by sustainable modes of transport could also be implemented to encourage a shift from single occupancy car travel to sustainable modes of travel.

7.4 Travel Database

7.4.1 The TPC will produce and maintain a travel database of the travel characteristics of the staff. The TPC will obtain travel data by asking staff to complete a travel questionnaire on an annual basis during the 5-year period.

7.4.2 The survey would request details of the following (this is not an exhaustive list):

- Normal working hours;
- Mode of travel to work;
- Car ownership;
- Reasons for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;
- Estimates of public transport journey times and cost; and
- Staff profile, including age, gender etc.

7.4.3 All data collected in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the database and be responsible for the release of information.

7.4.4 The Travel Survey should be undertaken within 3 months of first occupation. The Travel Survey results also 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.

7.4.5 A sample Travel Survey that may be used as a starting point by the TPC is attached in **Appendix C**.

7.5 Encouraging Walking

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



7.6 Encouraging Cycling

- 7.6.1 In terms of proposed operational measures, the TPC's role will include the promotion of cycling to staff and visitors. This may be through the provision of details on local cycle routes/ facilities accessible from the development and other relevant information such as bicycle purchase/repair.
- 7.6.2 Further information regarding the benefits of regular exercise, cycling events within the local area and cycle club will also be promoted through similar measures.
- 7.6.3 Other national campaigns can be promoted by the development including 'The Bike Week' where staff and visitors can register (<https://www.cyclinguk.org/bikeweek>) to take part in The Bike Week Challenge.
- 7.6.4 The TPC could also encourage staff and visitors to join events run by British Cycling at www.letsride.co.uk
- 7.6.5 Consultation with the local authority will take place in relation to the current state of the local cycle network and on improvements.



7.7 Promoting Public Transport

- 7.7.1 The promotion of walking and cycling will encourage many staff and visitors to adopt these modes, but for those travelling further from the proposed development 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.
- 7.7.2 The TPC will therefore ensure that up-to-date public transport frequency information is available to staff and visitors at the development to maximise the potential use of this mode.
- 7.7.3 Public Transport information would be displayed prominently on notice boards.
- 7.7.4 Transport across Greater Manchester is evolving; the Metrolink is expanding, new cycle routes are created under the Bee Network Scheme and other new innovative transport and journey planning options are available which makes travel across Greater Manchester easier.



7.7.5 To encourage and promote the use of public transport, Transport for Greater Manchester (TfGM) is providing support and information (timetables, walking/cycling routes) online on www.tfgm.com/public-transport. The TPC could encourage staff and visitors to use the TfGM website when travelling to and from the site.

7.8 Promoting Car Sharing and Car Hire

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



7.8.2 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.



7.8.3 Staff 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://gocarshare.com/>
- <https://liftshare.com/uk>
- <https://carsharegm.com/index.html>

7.8.4 There are large number of car clubs in the area, there also is a service that allows people to provide their vehicles for hire (<https://turo.com>). This allows owners to earn money by hiring out their vehicles and allows renters to benefit from the use of a vehicle without car ownership. Those hiring vehicles will also need to think about when they will need the vehicle rather than use a car to make ad hoc trips. The TPC will promote this service.



7.9 Car Alternatives

7.9.1 It is understood that sometimes access by car is necessary. Staff and visitors will also be provided the details of local minicab/ taxi firms, popular services and facilities they require as necessary.

7.10 Liaising with Stakeholders

- 7.10.1 Once appointed, contact details of the TPC will be shared with local planning authorities and local transport operators.
- 7.10.2 It will be necessary for the TPC to liaise with local planning authorities and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.
- 7.10.3 The TPC will seek to negotiate with local transport operators to receive a discounted travel card for employees traveling to work via public transport.
- 7.10.4 As part of the TPC role, 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. Monitoring and Review

8.1 Overview

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

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

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

8.2 Monitoring Strategy

8.2.1 A Monitoring Report should be submitted to the Local Planning Authority, Bury Metropolitan Borough Council, and illustrate to what extent the agreed 'outputs' and 'outcomes' in the TP 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.

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

8.2.3 The monitoring programme will begin with the initial baseline employee travel questionnaire survey, to be undertaken within the first 3 months of operation of the site. Further surveys will be undertaken on an annual basis.

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

8.3 Enforcement

8.3.1 Enforcement by the Local Planning Authority will only be necessary if agreed 'outputs' and 'outcomes' are failing to be achieved or implemented and there is no evidence through monitoring reports that remedies are being employed to help achieve those outputs and outcomes.

9. Timetable and Action Plan

9.1.1 A Timetable and Action Plan is outlined in [Table 9.1](#). This provides a schedule of the key actions detailed within this TP 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 9.1 – Travel Plan Timetable and Action Plan

Measure	Responsibility	Timescale
Appointment of TPC	Site Operator	Prior to construction completion
Provision of sustainable travel information	TPC	Upon occupation
Carry our first Staff Travel Survey and preparation of baseline traffic survey information and issue to BMBC	TPC	Within 3 months of occupation
General promotion of sustainable travel opportunities	TPC	Ongoing
Monitor usage of cycle parking	TPC	Ongoing
Undertake further employee travel questionnaire surveys	TPC	Annually
Issue survey results and monitoring findings for the preceding period to LPA	TPC	Within 3 months of each survey

APPENDICES

APPENDIX A

BREEAM AI Calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	150										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	2										

Accessibility Index 1.59

APPENDIX B

Bus Timetables



From 31 January
97 and 98
Times are changed

Buses

97 98



Easy access on all buses

Bury
Fishpool
Hollins
Unsworth
Hillock
Besses o' th' Barn
Starling
Radcliffe
Whitefield
Prestwich
Broughton
Manchester

From 31 January 2021

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Go North West

Additional information

Alternative format

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

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

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, 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

www.tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

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
1953 is 53 minutes past 7pm



Operator details

Go North West

Queens Road Depot,
Boyle Street,
Manchester,
M8 8UE

Telephone 0330 1234 121

email ask@gonorthwest.co.uk

Travelshops

Bury Interchange

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday Closed

Public hols 10am to 1.45pm
and 2.30pm to 5.30pm

*Including public holidays

Mondays to Fridays

Bury, Interchange	0523	0553	0623	0653	and	1853	1923
Unsworth, Pole	0538	0608	0638	0708	every	1908	1938
Prestwich, Longfield Centre	0551	0621	0651	0721	30	1921	1951
Broughton, Upper Camp Street	0604	0634	0706	0736	mins	1936	2001
Manchester, Shudehill Interchange	0617	0647	0720	0753	until	1953	2015

Saturdays

Bury, Interchange	0632	0653	0723	0753	0823	and	1823	1853	1923
Unsworth, Pole	0647	0708	0738	0808	0838	every	1838	1908	1938
Prestwich, Longfield Centre	0700	0721	0751	0821	0851	30	1851	1921	1951
Broughton, Upper Camp Street	0713	0736	0806	0836	0906	mins	1906	1933	2001
Manchester, Shudehill Interchange	0726	0749	0820	0850	0923	until	1923	1948	2015

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

Bury, Interchange	0728	0813	0843	0913	0950	and	1820
Unsworth, Pole	0743	0828	0858	0928	1005	every	1835
Prestwich, Longfield Centre	0756	0841	0911	0941	1018	30	1848
Broughton, Upper Camp Street	0806	0851	0921	0951	1033	mins	1903
Manchester, Shudehill Interchange	0821	0906	0936	1006	1050	until	1920

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

♿ – All bus 97 journeys are run using easy access buses. See inside front cover of this leaflet for details

Key

Bus route

Train line

Tram line

Direction of travel

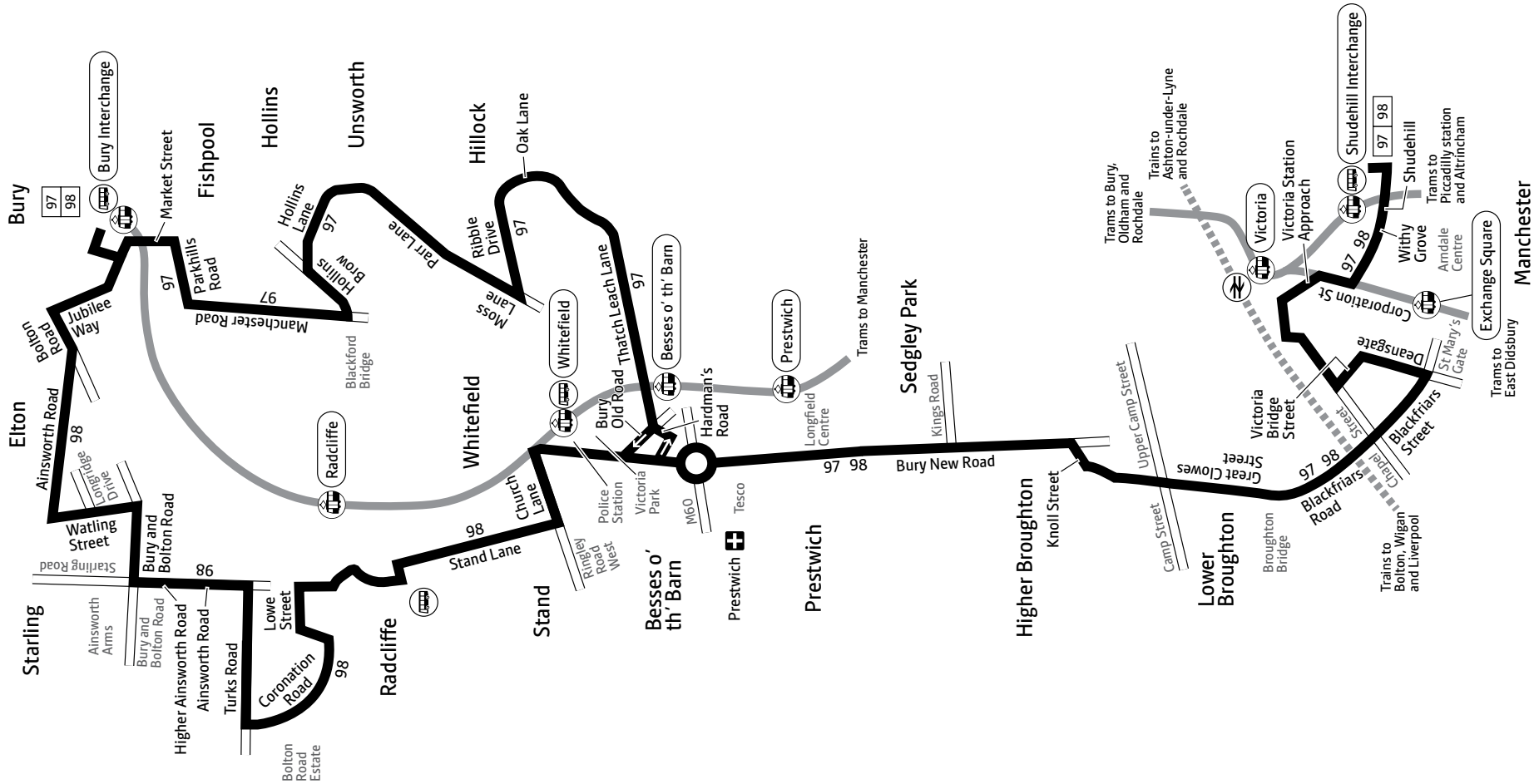
Bus station/connection point

Train station

Metrolink stop

Hospital

Terminus



Mondays to Fridays

Manchester, Shudehill Interchange	0620	0650	and	1820	1850	1920	1950	2020
Broughton, Upper Camp Street	0635	0705	every	1835	1903	1933	2003	2033
Prestwich, Tesco	0650	0720	30	1850	1916	1946	2015	2045
Unsworth, Pole	0703	0733	mins	1903	1929	1959	2026	2056
Bury, Interchange	0718	0748	until	1918	1944	2014	2041	2111

Saturdays

Manchester, Shudehill Interchange	0750	0820	and	1820	1850	1920	1950	2020
Broughton, Upper Camp Street	0805	0835	every	1835	1903	1933	2003	2033
Prestwich, Tesco	0820	0850	30	1850	1916	1946	2015	2045
Unsworth, Pole	0833	0903	mins	1903	1929	1959	2026	2056
Bury, Interchange	0848	0918	until	1918	1944	2014	2041	2111

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

Manchester, Shudehill Interchange	0835	0920	0950	1020	1050	and	1720	1750	1820	1850	1920
Broughton, Upper Camp Street	0845	0930	1000	1030	1103	every	1733	1800	1830	1900	1930
Prestwich, Tesco	0855	0940	1010	1040	1118	30	1748	1810	1840	1910	1940
Unsworth, Pole	0907	0952	1022	1052	1130	mins	1800	1822	1852	1922	1952
Bury, Interchange	0921	1007	1037	1107	1145	until	1815	1837	1907	1937	2007

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

♿ – All bus 97 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Bury, Interchange	0440	0507	0537	0607	0627	0654		1824	1854	1935	2035	2135	2235
Watling Street/Longridge Drive	0448	0515	0545	0615	0637	0704	and	1834	1903	1944	2044	2144	2244
Radcliffe, Bus Station	0458	0525	0555	0625	0651	0719	every	1849	1913	1954	2054	2154	2254
Whitefield, Victoria Park	0504	0531	0601	0631	0659	0729	30	1859	1920	2001	2101	2201	2301
Prestwich, Longfield Centre	0509	0536	0606	0636	0706	0736	mins	1906	1925	2006	2106	2206	2306
Broughton, Upper Camp Street	0522	0549	0619	0651	0721	0751	until	1921	1935	2016	2116	2216	2316
Manchester, Shudehill Interchange	0535	0602	0632	0708	0738	0808		1938	1949	2030	2130	2230	2330

Saturdays

Bury, Interchange	0546	0616	0632	0654	0724		1854	1935	2035	2135	2235		
Watling Street/Longridge Drive	0554	0624	0642	0704	0734	and	1904	1944	2044	2144	2244		
Radcliffe, Bus Station	0604	0634	0656	0719	0749	every	1919	1954	2054	2154	2254		
Whitefield, Victoria Park	0610	0640	0704	0729	0759	30	1929	2001	2101	2201	2301		
Prestwich, Longfield Centre	0615	0645	0711	0736	0806	mins	1936	2006	2106	2206	2306		
Broughton, Upper Camp Street	0628	0658	0726	0751	0821	until	1948	2016	2116	2216	2316		
Manchester, Shudehill Interchange	0641	0711	0739	0804	0838		2003	2030	2130	2230	2330		

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

													
Bury, Interchange	0656	0756	0826	0856	0926	0956		1726	1805	1835		2235	
Watling Street/Longridge Drive	0705	0805	0835	0905	0935	1004	and	1734	1814	1844	and	2244	
Radcliffe, Bus Station	0715	0815	0845	0915	0945	1019	every	1749	1824	1854	every	2254	
Whitefield, Victoria Park	0722	0822	0852	0922	0952	1027	30	1757	1831	1901	hour	2301	
Prestwich, Longfield Centre	0727	0827	0857	0927	0957	1034	mins	1804	1836	1906	until	2306	
Broughton, Upper Camp Street	0737	0837	0907	0937	1007	1049	until	1819	1846	1916		2316	
Manchester, Shudehill Interchange	0751	0851	0921	0951	1026	1105		1835	1900	1930		2330	

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

 – Journey provided with the financial support of Transport for Greater Manchester

 – All bus 98 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Manchester, Shudehill Interchange	0520	0540	0605	0635		1835	1905	1935	2005	2035		2235
Broughton, Upper Camp Street	0529	0549	0614	0650	and	1850	1917	1945	2015	2045	and	2245
Prestwich, Tesco	0539	0559	0624	0705	every	1905	1930	1955	2025	2055	every	2255
Whitefield, Police Station	0545	0605	0630	0712	30	1912	1937	2002	2032	2102	hour	2302
Radcliffe, Bus Station	0552	0612	0637	0722	mins	1922	1945	2010	2040	2110	until	2310
Watling Street/Longridge Drive	0606	0626	0651	0736	until	1936	1955	2020	2050	2120		2320
Bury, Interchange	0617	0637	0702	0747		1947	2005	2030	2100	2130		2330

Saturdays

Manchester, Shudehill Interchange	0705	0735		1835	1905	1935	2005	2035		2335		
Broughton, Upper Camp Street	0720	0750	and	1850	1917	1945	2015	2045	and	2345		
Prestwich, Tesco	0735	0805	every	1905	1930	1955	2025	2055	every	2355		
Whitefield, Police Station	0742	0812	30	1912	1937	2002	2032	2102	hour	0002		
Radcliffe, Bus Station	0752	0822	mins	1922	1945	2010	2040	2110	until	0010		
Watling Street/Longridge Drive	0806	0836	until	1936	1955	2020	2050	2220		0020		
Bury, Interchange	0817	0847		1947	2005	2030	2100	2230		0030		

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

										☞	☞		☞
Manchester, Shudehill Interchange	0805	0905	0935	1005	1035		1705	1735	1805	1835	1908	1935	2335
Broughton, Upper Camp Street	0815	0915	0945	1015	1048	and	1718	1748	1815	1845	1918	1945	2345
Prestwich, Tesco	0825	0925	0955	1025	1103	every	1733	1803	1825	1855	1928	1955	2355
Whitefield, Police Station	0832	0932	1002	1032	1110	30	1740	1810	1832	1902	1935	2002	0002
Radcliffe, Bus Station	0840	0940	1010	1041	1120	mins	1750	1820	1840	1910	1943	2010	0010
Watling Street/Longridge Drive	0850	0950	1020	1055	1134	until	1804	1830	1850	1920	1953	2020	0020
Bury, Interchange	0900	1000	1030	1105	1145		1815	1840	1900	1930	2003	2030	0030

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

☞ – Journey provided with the financial support of Transport for Greater Manchester

♿ – All bus 98 journeys are run using easy access buses. See inside front cover of this leaflet for details



From 31 January

471

Times are changed on Mondays to
Saturdays

Bus

471



Easy access on all buses

Rochdale

Sudden

Heywood

Heap Bridge

Bury

Brightmet

Bolton

From 31 January 2021

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
Diamond

Additional information

Alternative format

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

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

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Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

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

1953 is 53 minutes past 7pm



Operator details

Diamond

Weston Street,

Bolton,

BL3 2AW.

Telephone 01204 937535

Email commentsdiamondbusnorthwest@rotala.co.uk

www.diamondbuses.com

Travelshops

Bolton Interchange and Bury Interchange

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

Rochdale Interchange

Mon to Fri 7am to 5.30pm

Saturday 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

*Including public holidays

Rochdale — Sudden — Heywood — Bury — Brightmet — Bolton

471

Mondays to Fridays

Rochdale, Interchange			0540		0615		0640		0700		1010		1510		1730	1740	1750	1800	1810
Heywood, Library			0553		0630		0655		0719	and	1029	and	1529	and	1749	1759	1809	1819	1829
Heap Bridge, Crown Oil			0600		0637		0702		0726	every	1036	every	1536	every	1756	1806	1816	1826	1836
Bury, Interchange arr			0606		0643		0711		0736	10	1046	12	1546	10	1806	1816	1826	1836	1846
Bury, Interchange dep	0520	0550	0610	0630	0647	0700	0715	0730	0740	mins	1050	mins	1550	mins	1810	1818	1828	1838	1848
Bradley Fold, Taylor's Lane	0534	0604	0624	0644	0701	0714	0729	0744	0754	until	1104	until	1604	until	1824	1832	1842	1852	1902
Bolton, Interchange	0549	0619	0639	0659	0716	0730	0748	0808	0819		1119		1619		1839	1846	1856	1906	1916

Rochdale, Interchange	1820	1830	1845	1900	1915	1930	1945	2000		0000									
Heywood, Library	1839	1849	1904	1915	1930	1945	2000	2015	and	0015									
Heap Bridge, Crown Oil	1846	1856	1911	1921	1936	1951	2006	2021	every	0021									
Bury, Interchange arr	1854	1904	1919	1928	1943	1958	2013	2028	30	0028									
Bury, Interchange dep	1858	1908	1923	1932	1947	2002	2017	2032	mins	0032									
Bradley Fold, Taylor's Lane	1913	1923	1938	1945	2000	2015	2030	2045	until	0045									
Bolton, Interchange	1925	1935	1950	1956	2011	2026	2041	2056		0056									

Saturdays

Rochdale, Interchange			0615		0700	0730	0750	0810		1722	1734	1746	1758	1815	1830	1845	1900		0000
Heywood, Library			0628		0715	0745	0809	0829	and	1741	1753	1805	1817	1834	1849	1904	1915	and	0015
Heap Bridge, Crown Oil			0635		0722	0752	0816	0836	every	1748	1800	1812	1824	1841	1856	1911	1921	every	0021
Bury, Interchange arr			0641		0729	0759	0826	0846	12	1758	1810	1822	1834	1851	1906	1919	1928	30	0028
Bury, Interchange dep	0611	0643	0713	0733	0803	0830	0850	mins	1802	1814	1826	1838	1855	1910	1923	1932	mins	0032	
Bradley Fold, Taylor's Lane	0624	0657	0727	0747	0817	0844	0904	until	1816	1827	1839	1851	1908	1923	1936	1945	until	0045	
Bolton, Interchange	0637	0712	0742	0802	0832	0859	0919		1831	1842	1854	1906	1923	1938	1951	1956		0056	

♿ – All bus 471 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 www.tfgm.com for details

Continues after route plan

Key

Bus route

Train line

Tram line

Direction of travel

Bus station/connection point

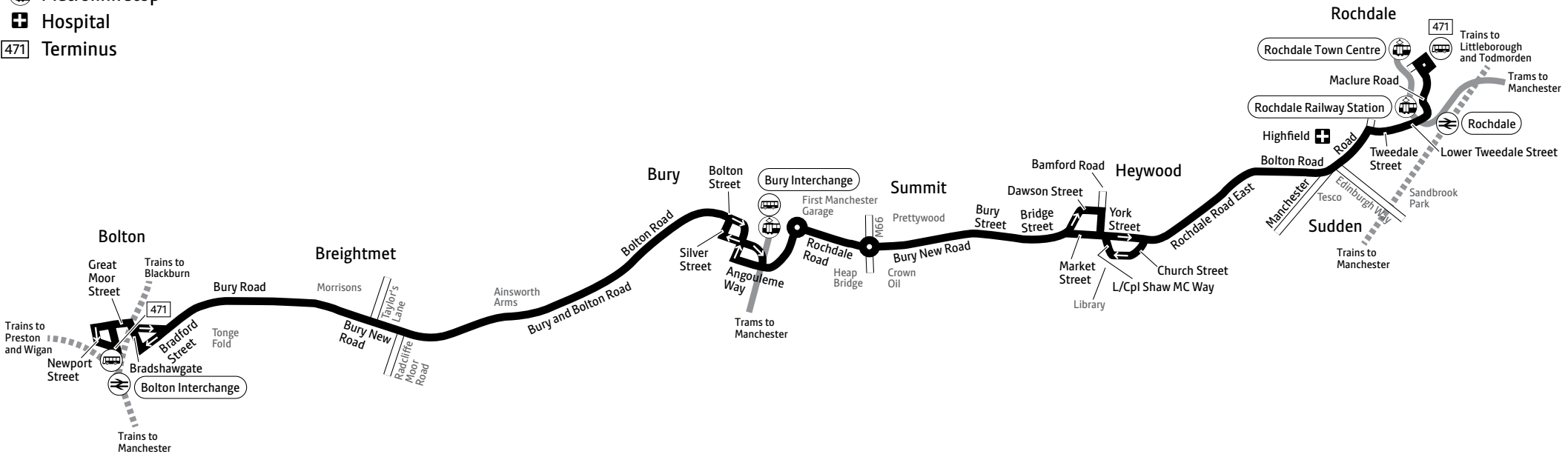
Train station

Metrolink stop

Hospital

471

Terminus



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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.

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

Rochdale, Interchange			0835		1635	1705	1735	1805	1830		0000
Heywood, Library			0854	and	1654	1724	1754	1824	1845	and	0015
Heap Bridge, Crown Oil			0901	every	1701	1731	1801	1831	1851	every	0021
Bury, Interchange arr			0911	30	1711	1741	1811	1841	1858	30	0028
Bury, Interchange dep	0815	0845	0915	mins	1715	1745	1815	1845	1902	mins	0032
Bradley Fold, Taylor's Lane	0829	0859	0929	until	1729	1758	1828	1858	1915	until	0045
Bolton, Interchange	0844	0914	0944		1744	1811	1839	1909	1926		0056

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

♿ – All bus 471 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Bolton, Interchange	0437	0507	0530	0545	0558		0638	0648		0848		1400		1730	1750	1805	1820	1835	1900
Brightmet, Post Office	0446	0516	0539	0554	0607	and	0647	0658	and	0858	and	1410	and	1740	1800	1815	1830	1846	1908
Bury, Interchange arr	0505	0535	0558	0613	0626	every	0706	0718	every	0918	every	1430	every	1800	1820	1835	1850	1908	1924
Bury, Interchange dep	0509	0539	0602	0617	0630	10	0710	0722	10	0922	12	1434	10	1804	1824	1839	1854	1912	1928
Heap Bridge, Crown Oil	0515	0545	0609	0624	0637	mins	0717	0729	mins	0929	mins	1441	mins	1811	1831	1846	1901	1919	1934
Heywood, Market Street	0521	0551	0618	0633	0646	until	0726	0738	until	0938	until	1450	until	1820	1840	1855	1910	1925	1941
Rochdale, Interchange	0535	0605	0633	0648	0701		0741	0753		0955		1505		1835	1855	1910	1925	1939	1956

Bolton, Interchange	1930		2300	2330
Brightmet, Post Office	1938	and	2308	2338
Bury, Interchange arr	1954	every	2324	2354
Bury, Interchange dep	1958	30	2328	
Heap Bridge, Crown Oil	2004	mins	2334	
Heywood, Market Street	2011	until	2341	
Rochdale, Interchange	2026		2356	

Saturdays

Bolton, Interchange	0514	0559	0622	0642	0700	0712		1724	1736	1748	1800	1812	1832	1900		2300	2330
Brightmet, Post Office	0523	0608	0631	0651	0709	0722	and	1734	1746	1758	1810	1822	1842	1908	and	2308	2338
Bury, Interchange arr	0542	0627	0650	0710	0728	0742	every	1754	1806	1818	1830	1842	1902	1924	every	2324	2354
Bury, Interchange dep	0544	0629	0652	0712	0730	0746	12	1758		1822		1846		1928	30	2328	
Heap Bridge, Crown Oil	0550	0635	0659	0719	0737	0753	mins	1805		1829		1853		1934	mins	2334	
Heywood, Market Street	0556	0641	0708	0728	0746	0802	until	1814		1838		1902		1941	until	2341	
Rochdale, Interchange	0610	0655	0723	0743	0801	0817		1829		1853		1916		1956		2356	

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

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

Bolton, Interchange	0720		0920	0950		1620	1650	1725	1800		2300
Breightmet, Post Office	0730	and	0930	1000	and	1630	1700	1735	1808	and	2308
Bury, Interchange arr	0750	every	0950	1020	every	1650	1720	1755	1824	every	2324
Bury, Interchange dep	0755	30	0955	1025	30	1655	1725	1800	1828	30	2328
Heap Bridge, Crown Oil	0802	mins	1002	1032	mins	1702	1732	1806	1834	mins	2334
Heywood, Market Street	0808	until	1008	1040	until	1710	1738	1812	1841	until	2341
Rochdale, Interchange	0825		1025	1057		1727	1755	1826	1856		2356

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

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APPENDIX C

Example Travel Survey

Staff Travel Survey

The following questionnaire seeks to understand how staff currently travel to and from work, and how we can address your needs/concerns regarding sustainable modes of travel.

This questionnaire will only take a few minutes to fill in. We do not require any personal details.

1. How far do you typically travel to work?

- ☐ Less than 2km
- ☐ Between 2km and 5km
- ☐ More than 5km

2. How do you usually travel to work?

- ☐ Car as driver (Please answer Question 3 and 4)
- ☐ Car as passenger
- ☐ Motorcycle
- ☐ Train
- ☐ Bus
- ☐ Taxi
- ☐ Bicycle
- ☐ Walk
- ☐ Other (please specify) _____

3. If you drive, why do you usually travel to work by car?

- ☐ Essential to use a car during the working day
- ☐ Dropping off/collecting children
- ☐ Get a lift
- ☐ Health reasons
- ☐ Personal security
- ☐ Cost
- ☐ Lack of an alternative
- ☐ Reliability
- ☐ Other (please specify) _____

4. If you drive, where do you usually park?

- ☐ On-Site
- ☐ On the local highway
- ☐ Other (please specify) _____

5. Which of the following (if any) would encourage you to CAR SHARE for your journey to work?

(Please tick all that apply)

- ☐ Help in finding a suitable car share partner
- ☐ Alternative lift home if let down by the car sharer
- ☐ Parking permit for car sharers
- ☐ Other (please specify) _____

6. Which of the following (if any) would encourage you to use the BUS or TRAIN for your journey to work?

(Please tick all that apply)

- ☐ More reliable service
- ☐ More direct routes
- ☐ More frequent services
- ☐ Cleaner/smarter buses/trains
- ☐ Cheaper fares
- ☐ Annual season ticket loan
- ☐ Improved or more frequent park and ride service
- ☐ Better quality waiting environments at bus stops
- ☐ Better security at bus, train stations
- ☐ Cleaner/smarter bus, train stations
- ☐ Easier access to timetable information
- ☐ Having my journey planned for me
- ☐ Frequent shuttle bus to train station
- ☐ Other (please specify) _____

7. Which of the following (if any) would encourage you to CYCLE for your journey to work?

- ☐ Improved cycle path/lanes on the journey to work
- ☐ Improved and secure cycle parking
- ☐ Improved changing facilities, showers and lockers at work
- ☐ Improved street lighting
- ☐ Interest free loan to purchase a bicycle
- ☐ Discount at cycle shops
- ☐ Cycling refresher course
- ☐ Map of cycle routes
- ☐ Other (please specify) _____

8. Which of the following (if any) would encourage you to WALK for your journey to work?

- ☐ Better quality footpaths
- ☐ Safer routes
- ☐ Improved road safety
- ☐ Availability of a walking partner
- ☐ Walking maps
- ☐ Financial incentives
- ☐ Improved road crossing facilities
- ☐ Other (please specify) _____

Thank you for your time. Please return your completed survey to the Travel Plan Coordinator



keep up with mode:



Birmingham
☎ 0121 794 8390

London
☎ 020 7293 0217

Manchester
☎ 0161 464 9495

Reading
☎ 0118 206 2945

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