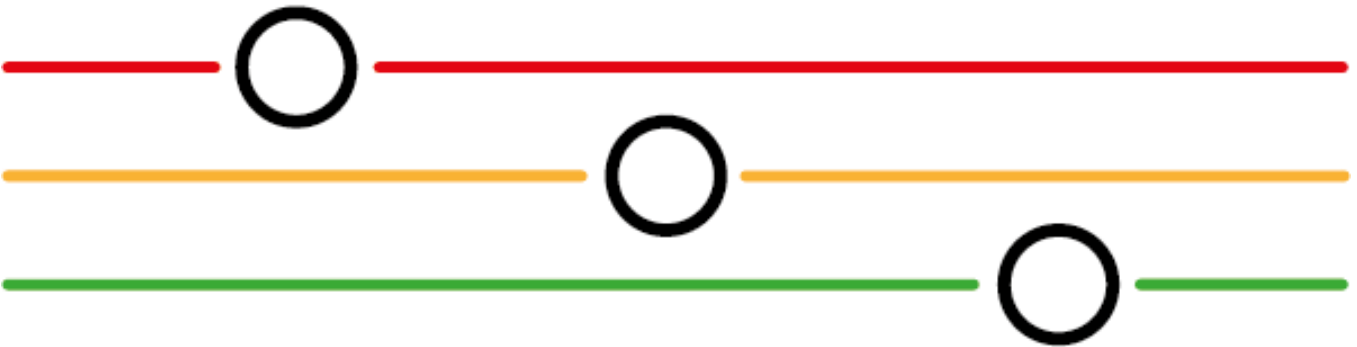




Pearl Forecourts Ltd

Proposed Mixed-Use Development,
B6222 Bell Lane, Bury

Travel Plan

3709923



FEBRUARY 2024

Report Details

Report Number: 3709923-TP

Report Title: Travel Plan, Proposed Mixed-Use Development, B6222 Bell Lane, Bury

Client: Pearl Forecourts Ltd

Date: 09 February 2024

Status: -

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by Peal Forecourts Ltd to report on the anticipated highways and transportation considerations related to the proposals for a mixed-use development at the site of an existing used car dealership situated off B6222 Bell Lane, Bury.

This Travel Plan (TP) has been produced to advise Bury Metropolitan Brough Council (BMBC) as the Local Planning and Transport for Greater Manchester (TfGM) as the Local Highways Authority on the transport planning considerations associated with the development.

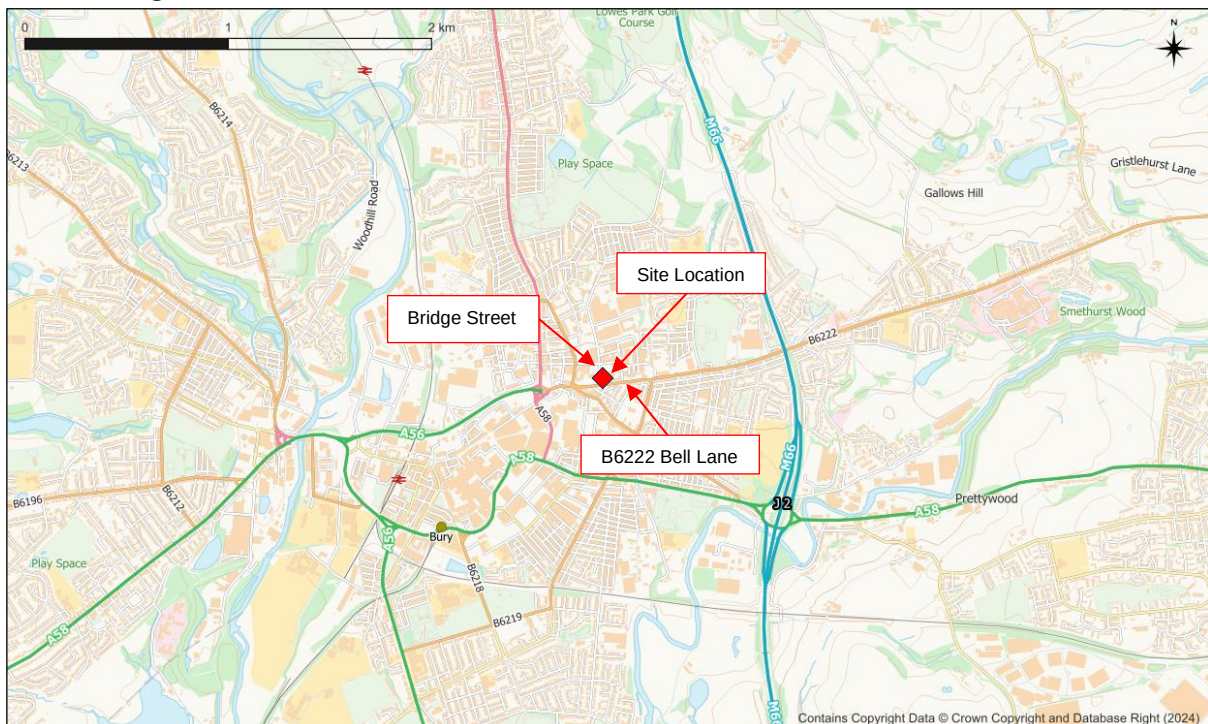
This TP has been produced at the request of TfGM and accompanies the corresponding Technical Note (TN) produced by DTP.

1.2 Site Location

The site is located approximately 900m northeast of Bury Town Centre, 1km north-west of M66 J2 and around 10km north-east of Bolton City Centre.

The location of the site can be seen in **Figure 1.1**:

Figure 1.1 – Site Location Plan



2 Travel Plan Background

2.1 General

A Travel Plan (TP) is an important tool for delivering sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive actions.

TPs can also support the need to promote more healthy lifestyles through increased walking and cycling opportunities. As a result, TPs form a key stage in the forward planning process and forms a live document that needs to be regularly reviewed in order to ensure its effectiveness.

2.2 Benefits of a Travel Plan

TPs can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:

- Reducing congestion and peak time conflicts;
- Reducing energy use and harmful transport emissions;
- Increasing Active Travel uptake;
- Tackling social exclusion and improving accessibility; and
- Facilitating improved public transport through economies of scale and transport efficiency.

2.3 Planning Policy

This TP has been developed in accordance with the Department for Transport (DfT) policy document; “*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*”, this document is an update to previous guidance published in response to changes in travel planning and understanding and awareness of transport contributing to global warming and affecting aspects such as health.

The guidance document promotes the use of sustainable methods of transport, some examples of the recommended measures include:

- Giving people better information about their existing travel options;
- Marketing sustainable travel options more effectively, so they are better used; and
- Providing incentives for changing behaviour such as smart devices and smartcards.

2.3.1 National Planning Policy Framework (2023)

In 2023 the Ministry of Housing, communities and Local Government published the revised National Planning Policy Framework (NPPF) which is the latest revision of the NPPF since it was first published in 2012. The NPPF sets out the Government's planning policies for England and how the policies should be applied to a range of development types, providing a structure for localised plans to be produced.

Paragraph 108 of the latest NPPF discusses the key link between new developments and the transport network, stating that transport issues should be considered from the earliest stages of planning so that:

- *“The potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

The National Planning Policy Framework (NPPF) emphasises that 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. Paragraph 109 notes that *“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

NPPF states, in Paragraph 114, that the assessment of development plans should ensure that:

- *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

Paragraph 115 states that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

It is noted in Paragraph 116 that applications for development should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

Furthermore, Paragraph 117 states that all developments that generate significant amounts of movement should be required to provide a Travel Plan, supported by a Transport Statement or Transport Assessment.

2.3.2 Local Policy

2.3.3 Bury Unitary Development Plan

BMBC are in the process of preparing a new Local Plan to guide future development for the borough. Once adopted and together with the Places for Everyone Joint Development Plan the new local plan will be used as the basis for determining future proposals for the next 20 years.

Bury's Local Plan will contain a range of locally-specific policies, identifying areas for new development and protecting other areas. This TP, therefore, discusses the currently adopted Bury Unitary Development Plan (UDP), which was last updated in line with the 2012 version of the NPPF.

The UDP identifies Key Issues which the document aims to address in order to meet the challenges and development opportunities in the region:

- Economic Prosperity and Development;
- Attractiveness of Bury Town Centre;
- Quality and Control of Urban Development; and
- Traffic Movement and the Transportation Network.

Chapter 10 of the UDP discusses Highways and Transportation and recognises that *“all uses of land generate movement of either people or goods, and it is, therefore, essential that there is an efficient transport system available to ensure the convenient and safe movement of people and goods”*.

Policy HT1 'A Balanced Transport Strategy' will ensure a co-ordinated approach to the upgrading of the transport network by implementing measure to make public transport a viable alternative to private car, facilitating better interchange between transport modes, improving transport accessibility for all users and improving the capacity and safety of the existing network.

As part of HT2 'Highway Network' BMBC aim to improve the overall operation and safety of the highway network and public transport systems, while protecting the environment, where preference is to be given to schemes which seek to achieve these aims.

HT3 'Public Transport' and HT4 'New Development' aim to improve and increase the availability of the public transport, where new developments are to be centred around and integrated into existing infrastructure to provide a viable alternative to private transport.

HT6 and HT6/1 'Pedestrian and Cyclist Movement' identifies the potential of walking and cycling as an alternative form of transport where such users are to be given priority, eliminating points of conflict between pedestrians/cyclists and vehicles.

2.3.4 Places for Everyone Joint Development Plan

The Places for Everyone (PfE) Joint Development Plan Document is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new home and sustainable growth, to be adopted in 2024.

The PfE plan aims to set out how the nine boroughs should develop until 2037, identifying the amount and spatial patterns of new development across the region, defining a new Green Belt boundary for Greater Manchester. The PfE plan will support the delivery of key infrastructure, transport networks and other utilities and protect the environmental assets across the region.

2.3.5 Greater Manchester Transport Strategy 2040

The latest revision of the The Greater Manchester Transport Strategy (GMTS) was produced by TfGM in 2021, to support the vision of making Greater Manchester “*one of the best places in the world to grow up, get on and grow old*”. The GMTS highlights that transport is crucial in supporting sustainable growth in the region.

The GMTS outlines four key elements to achieving the overall vision:

- Supporting sustainable economic growth;
- Protecting our environment;
- Improving quality of life for all; and
- Developing an innovative city-region.

TfGM and local planning theories will work with developers better integrate transport and new development in accordance with the principles of:

- Reducing the need to travel particularly by car;
- Maximising accessibility by sustainable modes;
- Making the best use existing infrastructure, particularly through increasing the density of development close to public nodes;
- Maximising opportunities to provide additional public transport; and
- Designing to encourage active travel.

Part 2 of the GMTS outlines the Policies set out by TfGM to achieve the aforementioned goals, by working with partners to ensure that mobility solutions, including car clubs, cycle hire and other forms of shared transport are available and fully integrated into the Greater Manchester transport network.

Policy 4 discusses working with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network. As part of Policy 20, TfGM will work with developers and partners to ensure all streets are welcoming and safe spaces for all people, enabling more active travel.

In Policy 16 the GMTS aims to work with partners and developers to support a rapid transition towards low emissions vehicles in Greater Manchester.

3 Site Overview

3.1 General

The application site is currently occupied by a used car dealership consisting of a showroom building and areas of hardstanding used for car parking. The site is situated approximately 900m northeast of Bury Town Centre, 1km north-west of M66 J2.

The site is bounded to the north by Cobden Street and the B6222 Bell Lane to the south, with Bridge Street running along the sites' western aspect. To the east the site is bounded by industrial and commercial units with Bright Street running along the eastern aspect.

The surrounding nature of the site is largely commercial, with residential properties located to the south of Bell Lane.

Vehicular access to the site is currently taken off Bridge Street along the western aspect of the site, via an informal priority-controlled junction.

3.2 Proposed Development

The development proposals include the demolition of the existing car showroom building to facilitate the construction of a mixed-use development. The proposals on site will see the construction of a Petrol Filling Station (PFS) with an associated retail store, a drive-thru unit, food-to-go retail unit and parking provisions.

The PFS forecourt and associated retail store will be situated to the north of the development site, which will be comprised of eight-filling bays and approximately 360m² Gross Floor Area (GFA) retail store. An air/water bay and two jet washing bays will be situated to the west of the PFS forecourt.

The food-to-go outlet and drive-thru unit will be located to the south of the site, separated from the PFS unit by an internal access road. The food-to-go outlet and drive-thru unit will have an approximate GFA of 250m² and 25m², respectively.

An internal access road will serve all aspects of the development, with access and egress of the site continuing to be taken via the existing junction off Bridge Street, with priority road markings to be added at the currently informal junction.

The proposals include the construction of 48 parking bays situated across the wider development site. A total of 14 parking bays will be located along the frontage of the PFS retail store, inclusive of three bays to a mobility impaired standard, a further nine standard bays will be located to the south of the PFS unit. Six staff only bays will also be provided to the south of the PFS retail unit.

To the south of the wider site, 22 bays will serve the food-to-go outlet and drive-thru unit, inclusive of five bays to a mobility impaired standard located along the frontage of the food-to-go unit and eight Electric Vehicle (EV) charging bays situated to the south-east.

Cycle parking will be provided across the site, with three Sheffield cycle stands situated adjacent to the PFS retail store and food-to-go outlet. A further Sheffield cycle stand will be provided within the vicinity of the drive-thru unit. Secure, long stay cycle provision will also be provided at the site.

The proposed site layout is shown in **Figure 3.1**.

Figure 3.1 – Proposed Site Layout



Source: Walker Design (2024)

3.3 Proposed Site Access and Internal Arrangements

The existing vehicular access points from Bridge Street will be retained with minor amendments to serve the proposed development. The southern extent of the site access junction will be subject to minor widening and priority-controlled markings will be introduced as part of the development proposals.

Access through the PFS will be one-way, with an access only point to the south-west of the forecourt and an egress only point to the south-east of the forecourt.

Access to the drive-thru unit, food-to-go unit and a parking area will also be provided off the internal access road, to the south of the site. A car parking area will also be provided to the south of the PFS retail unit, where access will be taken from the south-west of the PFS forecourt and all vehicles will return to the internal access road, via an egress only junction, to the north-west of the food-to-go outlet.

Pedestrian access through the site will be supported by new lit footways, supported by a zebra-style crossing with tactile paving between the PFS unit and food-to-go outlet. A pedestrian access point will also be introduced along the southern aspect of the site, off existing footways along Bell Lane.

3.4 Local Highway Network

3.4.1 B6222 Bell Lane

The B6222 Bell Lane is formed of a single carriageway, running in a general east/west orientation, within the vicinity of the site, along the development's southern aspect. To the west of the site, towards Bury Town Centre, Bell Lane connects to the A56, Bambury Street and Derby Way at a signalised crossroad junction. To the east of the site, the B6222 routes under the M66, towards Rochdale.

Within the vicinity of the site, the B6222 Bell Lane is approximately 7.0m in width and is subject to 30mph speed limit, with double yellow line parking restrictions in place along both sides of the carriageway.

Pedestrian footways run along both sides of the B6222 carriageway supported by a streetlighting provision. Along the footways, dropped kerb crossing points, with tactile paving are provided at various location, including its junction with Bridge Street at the southwestern corner of the site. Pedestrian accessibility within the vicinity of the site is further supported by a Toucan crossing approximately 150m to the east of the site.

3.4.2 Bridge Street

Bridge Street is formed of a single carriageway and runs along the western aspect of the site in a general north/south orientation. Within the vicinity of the site, double yellow parking restrictions are in place along both sides of the carriageway, where the road is approximately 7m in width.

At the southwestern corner of the development site, Bridge Street meets the B6222 at a two-way priority-controlled junction and to the north of the site Bridge Street becomes Hudcar Lane.

Pedestrian footways are provided along both sides of the carriageway, supported by dropped kerb crossing points over major junctions surrounding the site, including the site access junction.

4 Access by Non-Car Modes

4.1 General

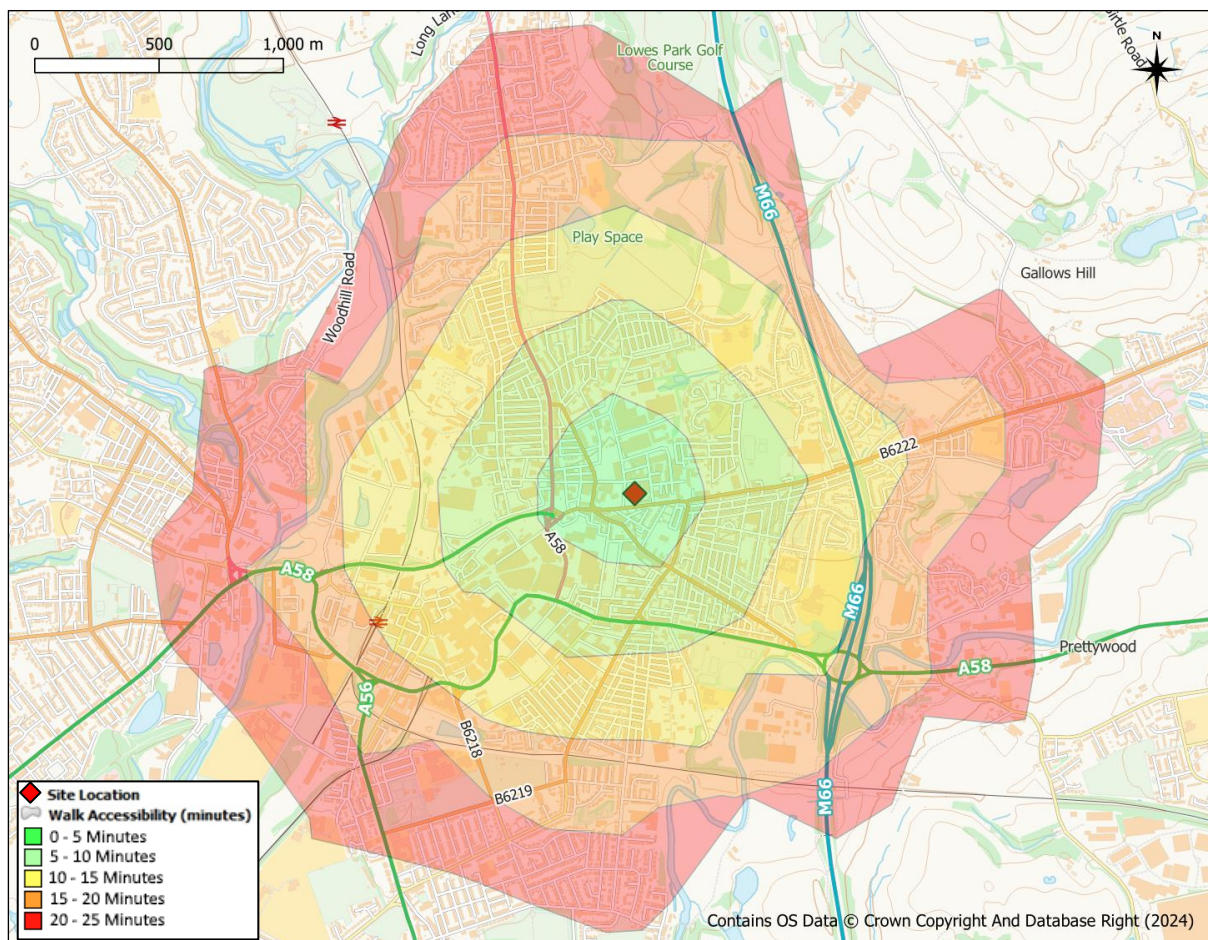
Notwithstanding the primary function of the roadside development, a review of access by all modes of travel has been undertaken, as required by planning policy.

The opportunities for accessing the site by alternatives to the private car are discussed in more detail below.

4.1.1 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A walk accessibility plan is provided at **Figures 4.1** highlighting the accessible walking area within approximately 2km of the site, equivalent to 25 minutes.

Figure 4.1 - Walk Accessibility Plan



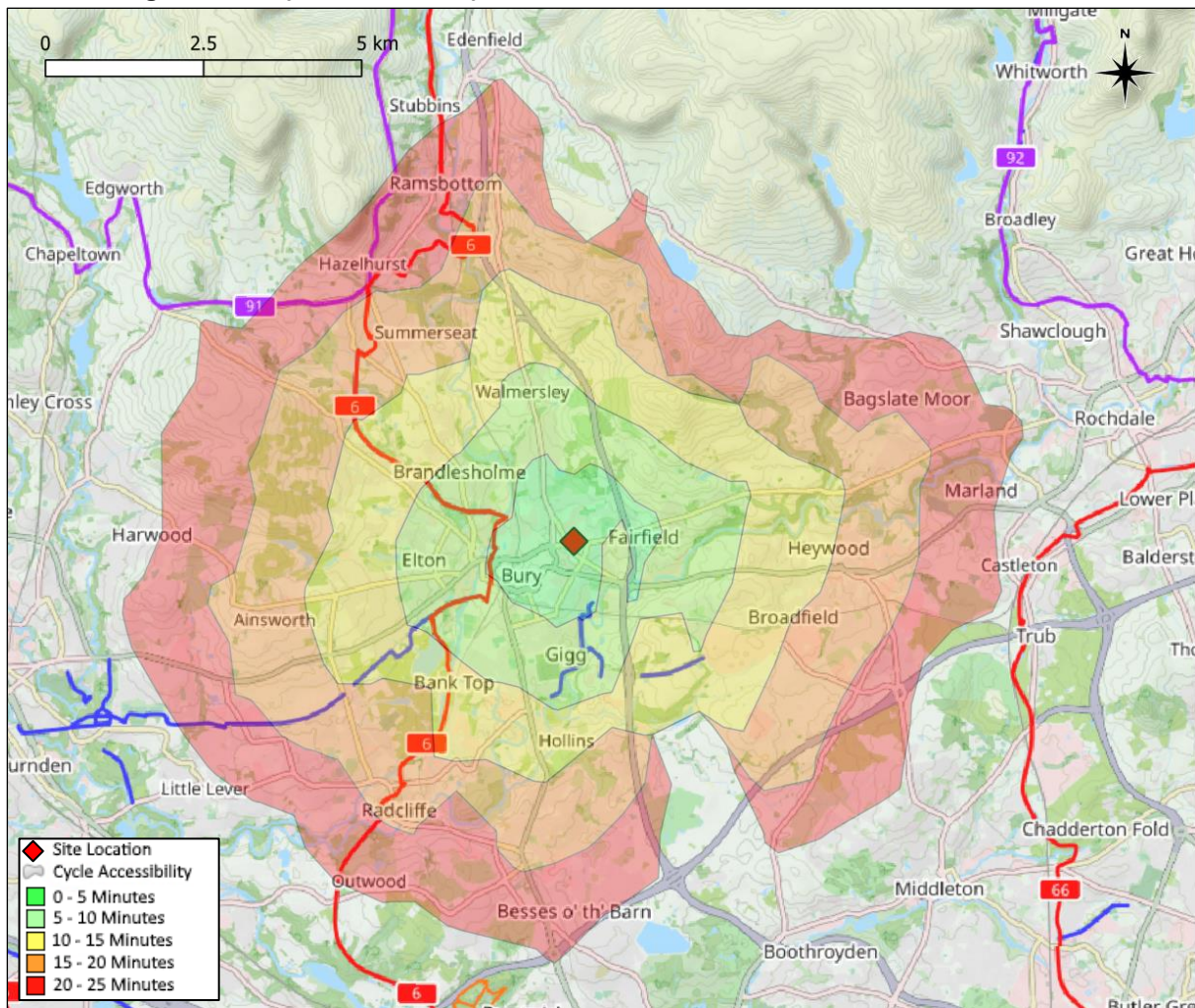
The plan indicates that Bury Town Centre is accessible within a 10-minute walking journey of the site, with the residential areas of Limefield and Fishpool accessible within a 20-minute walking distance. Additionally Bury Interchange can also be accessed within a 15-minute walking journey of the site.

Existing pedestrian infrastructure within the vicinity of the site and nearby residential areas also work to enhance pedestrian access to the site.

4.1.2 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work and leisure purposes. The areas reachable within around a 25-minute cycle journey are identified at **Figure 4.2**:

Figure 4.2 - Cycle Accessibility Plan



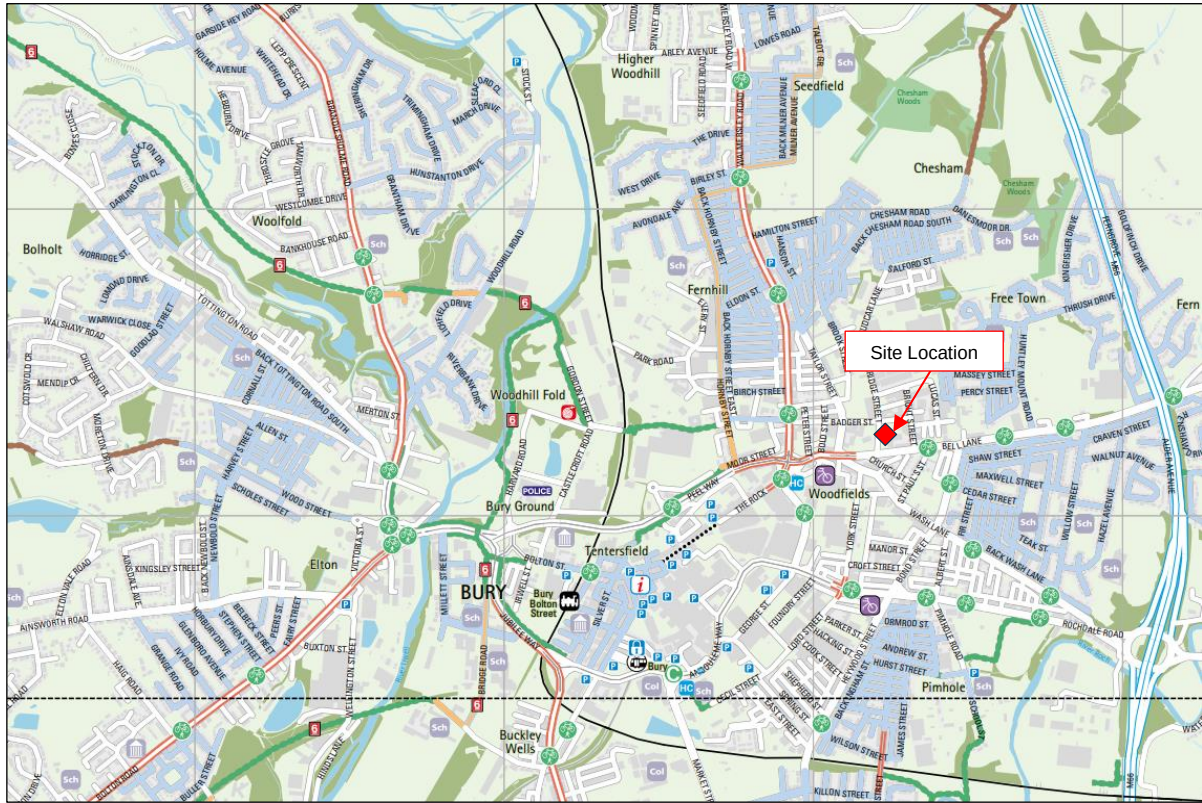
Source: OpenStreetMap (2024)

The plan indicates that much of Bury is accessible within a 10-minute cycling journey from the site. Several nearby settlements including, Heywood and Radcliffe can be reached within a 20-minute cycling journey. Additionally, some residential areas to the east of Bolton are accessible within a 25-minute cycling journey.

The National Cycle Network (NCN) Route 6 runs to the west of the site in an overall north/south orientation, accessible in just over a 5-minute journey from the development site. Locally Route 6 runs south to Manchester where it meets NCN Route 62 and northwards to Blackburn. The route provides a mix of on-road and traffic free routes.

The site is also supported by local on- and off-road cycling routes within the vicinity of the site as shown in **Figure 4.3**.

Figure 4.3 – Local Cycle Routes – Bury



Source: Transport for Greater Manchester (2024)

4.2 Public Transport Access

4.2.1 Bus

The nearest bus stops are located along the B6222 Bell Lane to the south-east and south-west of the site, respectively. The eastbound bus stop is situated approximately 70m south-west of the site, equivalent to around a one-minute walking journey from the site.

The westbound stop bus stop is located around 147m south-east of the site, equivalent to a three-minute walking distance. A summary of main the bus services operating at these stops is provided in **Table 4.1**.

Table 4.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
467	Bury – Rochdale via Daniel Fold	40 Minutes
468	Bury – Rochdale via Cutgate	40 Minutes

Source: Traveline 2024

The service summary shows that there is a regular bus connection between the site and Bury Town Centre, Rochdale Town Centre and surrounding areas, offering the potential for customers and staff to access the site by bus.

4.2.2 Light Rail

Bury Interchange is the nearest tram stop to the site, situated approximately 1km south-west of the site, equivalent to an 18-minute walking or a seven-minute cycling journey from the site. The interchange is the northern terminus on the Manchester Metrolink line, with services provided by TfGM.

A summary of the Metrolink services operating from Bury Interchange are summarised in **Table 4.2**.

Table 4.2 – Metrolink Services Summary

Route	Core Weekday Frequency
Altrincham - Bury	Every 12 Minutes
Bury - Piccadilly	Every 12 Minutes

Source: Transport for Greater Manchester

4.3 Accessibility Summary

On review of the sustainable travel options, it is considered that there is good walking infrastructure connecting the site to Bury Town Centre and the surrounding area and a significant cycle catchment area.

There are also sheltered bus stops within close proximity to the development site and access to the local MetroLink station within walking distance, further providing sustainable transport options to the site from surrounding areas.

Overall, it can be summarised that the site offers good potential for some journeys, by both staff and customers, to be undertaken by modes other than car.

5 Travel Plan Targets

5.1 General

This Travel Plan will promote a combination of measures aimed at encouraging staff to travel by sustainable modes of transport whilst discouraging travel by car, particularly single occupancy car journeys.

5.2 Objectives

The objectives for this TP are outlined below and form the basis for setting reasonable timescales to implement measures to provide a successful TP:

- To provide incentives and/or disincentives for users of a development to reduce the need to travel by car to and from the site;
- To contain a package of measures to encourage alternative and more sustainable means of transport (such as bus, train, bicycle, walking, powered two wheelers and car sharing and car clubs) to a development; and
- To consider all the journeys that may be made to and from the site by staff and inform their options for travel by sustainable modes.

5.3 Timescales

TPs are evolving documents that need to remain adaptable to changing working practices and local conditions. Unless specified, the TP for a site is usually operational for a minimum of five years, which allows targets to be implemented over three timescales to adjust the targets for a site, although a TP requires commitment from occupiers and partners and is not simply means of securing planning permission.

Therefore, the TP targets are given over three timescales:

- Short-term (within one year of the implementation of the TP);
- Medium-term (within three years of the implementation of the TP); and
- Long-term (within five years of the implementation of the TP).

These timescales allow two types of targets to be developed as part of the TP process. These are Aims, which consider modal share and Actions which are non-quantifiable and represent milestones.

5.4 Aims

Travel surveys will be carried out to establish the travel patterns of staff employed at the site within twelve months of the site becoming operational. Visitors will not be surveyed due to the ad-hoc nature of their visit to the development site. In order to achieve the prime objectives of the TP, the analysed staff travel survey results will be used to set realistic short term annual targets for modal share based on the surveyed travel patterns.

The survey will also provide information as to the reasons why some modes of transport are preferred over others. This gives an indication of what measures will be required and realistic targets that can be set.

The setting of targets is essential to ensure that the objectives of the travel plan are met. The key targets will need to be realistic and achievable, therefore, they will be subject to agreement with the LPA following a detailed review of the initial staff travel surveys.

Initial employee targets for the first year will be set utilising travel to work data from the 2011 UK national Census for the local area. The site is located within the area of Bury 007 MSOA covering a section of the north-east of Bury, surrounding the B6222 and the M66, which has been used to generate targets for staff based on-site until surveys are carried out.

Travel Plan guidance asks for TPs to provide SMART targets which are achievable and realistic. The targets have been set out below in relation to the current census whilst also taking into account the national average journey to work choices.

The mode share split for persons travelling to work, excluding those who are currently not in employment and work from home, are as follows:

Table 5.1 – Staff Travel Targets

Mode of Travel	Current Census JTW (%)	Target Change (%)
Light rail or tram	0.8%	+1.5%
Train	0.0%	-
Bus, minibus or coach	7.5%	+1.0%
Taxi	1.4%	-
Motorcycle/scooter/moped	0.0%	-
Driving a car or van	61.7%	-5.0%
Passenger in a car or van	5.5%	+1.5%
Bicycle	0.7%	+0.5%
On foot	22.5%	+0.5%
Other method of travel to work	0.0%	-

Source – 2011 Census Data

The targets will be in place for the duration of the TP (five years) and are only provided as a guideline until the site is occupied and surveys are carried out.

Following the initial surveys and dependent upon the results, if these targets are exceeded then the targets will be revised accordingly to further encourage a reduction in single occupancy car travel and an increase in sustainable modes of transport.

A monitoring framework involving the completion of travel surveys at regular intervals will be agreed. These are envisaged to occur annually over a five-year period following full occupation of the full development.

5.5 Actions

Within 12 months of the opening of the development, a Travel Plan Coordinator (TPC) will be appointed for the site. The TPC will ensure that all staff receive access to a TP information pack before commencing employment at the development site to ensure they are aware of the travel options available to them, as well as allowing staff to make an informed decision on their mode of travel to work.

6 Implementation of the Travel Plan

6.1 General

To ensure the effectiveness of the TP, the 'live' document will be monitored, updated and managed by person(s) on site, as outlined further below.

6.2 Travel Plan Co-ordinator

The implementation and supervision of a successful TP will involve commitment to the plan by senior management and administered by a Travel Plan Co-ordinator (TPC).

Overall responsibility for the TP will lie with a suitable person or people located on-site or by a management company of the wider site, who will provide a key role in delivering a successful TP. The contact details of the appointed TPC(s) will be issued to the LPA once the position has been confirmed.

The TPCs will be responsible for setting up and launching the Travel Plan in accordance with the following schedule:

- Ensure that the relevant information is provided to users of the Travel Plan, and information is kept up-to-date and is visible on notice boards or online on smart devices;
- Set travel plan targets in consultation with the LHA;
- Undertake annual surveys of staff travel patterns;
- Review and update the LHA annually;
- Promote and encourage the use of travel modes other than the car, including publicising events and ensure that information is kept up-to-date;
- Maintain a database of relevant contacts associated with the TP; and
- Approach local businesses and clubs to negotiate discounts/arrange joint ventures.

Once results are reviewed, a comprehensive review of the TP will commence, where revisions will be proposed to continue sustainable travel at the development site.

6.3 Funding

Initial funding will be allocated for the launch and implementation of the TP, whilst an annual budget is set for the day-to-day operation of the plan, including monitoring and reviewing.

The TP will be funded by the developer and the funding stream will allow the TP to operate for a minimum of five years.

7 Travel Plan Measures

7.1 General

A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development, which means that consultation with staff is crucial to achieving support for the development of the TP and the measures contained within the document.

The measures that will be promoted by the TPC are outlined below and will be implemented with assistance from the LPA.

7.2 Travel Awareness

Good accurate information on the range of services and travel initiatives available at the site will be a critical element of a successful TP. The TPC will make staff aware of the existence of the TP and issue a welcome pack on appointment of their position at the development.

The welcome pack should include the following:

- Information about the health benefits of walking and cycling to work;
- A map showing local cycle routes;
- Bus timetables of existing local services from nearby bus stops, including routes;
- Information about car-sharing; and
- Local taxi firms and telephone numbers in case of an emergency.

Travel information boards should be placed in common areas and/or online noticeboards provided, with copies of the same information being available in an electronic and physical welcome pack. Any changes to the TP or any of the relevant information included within the welcome pack will be updated and publicised on the travel information boards.

National events, such as Change for Life, Walk to Work Week, Bike Week and European Mobility Week will be promoted to encourage travel by sustainable modes.

7.3 Walking and Cycling

The National Institute for Health and Care Excellence (NICE) outline the importance of increasing the amount someone walks or cycles for the betterment of both physical and mental health, as well as the sustainability of the environment.

NICE guidance proposes that in order to facilitate an increase in walking and cycling, a more supportive transport environment must be created.

7.4 Walking

The TPC will encourage walking as a mode of travel to work by implementing the following initiatives:

- Raise awareness of the health benefits of walking through promotional material;
- Produce a map illustrating safe walking routes to common destinations;
- Arrange the promotion of events to promote walking such as 'walk to work day'; and
- The promotion of online journey planners, such as Google Maps and the 'Bee Network' section of the TfGM website (<https://tfgm.com/plan-a-journey>).

Employees at the development will be encouraged to join health programmes that are widely available and aimed at encouraging individuals to get active and improve their levels of fitness, as well as being involved in events, such as 'Walk to Work' week, 'Walk4Life' and 'The 10,000 steps challenge'. More information can be found on the NHS website (www.nhs.uk).

7.5 Cycling

The TPC will encourage cycling as an alternative mode of travel by implementing the following initiatives:

- Promote the availability of cycling information, including route maps, free cycle training, maintenance as well as useful tips and guidance, on the Sustrans website and the LPA website;
- Promote the use of Community Cycle Groups such as 'We are cycling UK' website, where 'Bury Clarion Cycling Club' work as part of a network to coach newcomers and encourage all to take up cycling;
- Encourage the use of 'Bury Bike Library' where members can borrow a bike for up to a week, whether as a trial run before purchasing a bike or to replace a bike while in for repair;
- Ensure that adequate cycle parking provision is being offered and arrange for additional installations to be carried out if demand is sufficient; and
- Ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the site through liaison with the LPA cycling officer.

Various cycling training schemes are provided by Bury Council and TfGM including:

- 'On the move' bike repair/intermediate bike maintenance courses;

- Cycling courses for everyone, including cycling in traffic, riding on quiet roads, riding for the first time and ride in confidence courses; and
- Community cycling groups.

7.6 Public Transport Information

The use of public transport is encouraged as a mode of travel to work with the following initiatives:

- Provide up-to-date public transport information, including available route maps and timetables,
- Keep welcome packs up to date on physical and digital notice boards;
- Provide details of local taxi companies in case of an emergency (in both digital and physical formats);
- Promote the TfGM 'Bee Network' smart device app, which allows users to check timetables, live departure times, stop locations, buy tickets for buses and trams and rate their journey; and
- Provide details of the websites, apps and telephone advice services to enable staff to obtain details on their individual journey requirements, including Traveline (<https://www.traveline.info>).

7.7 Accessibility

Access to the development site and the operation of the proposed site parking provisions are detailed within the TS, where staff associated with the mixed uses at the site will use the designated parking bays to the south of the PFS store and customers using the associated parking areas across the site, including the EV charging hub to the south of the site.

To allow safe and easy access to all users of the site, level access (i.e. no steps up and into the building) will be ensured, with lifts provided where necessary to facilitate access to the development throughout the development site. All parking bays for mobility impaired users will be situated close to the main entrance of the building. Dropped kerb crossing points, supported by tactile paving will also be provided at crossing points within the vicinity of the development.

7.8 Personalised Journey Planners

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

The personalised journey planners could include:

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

7.9 Car Sharing Scheme

To promote car sharing across the development the TPC should:

- Consider setting up an in-house car sharing database for staff and/or encourage site staff to sign up to LiftShare – Greater Manchester which is a free car sharing service working with TfGM specifically for those living in and around the Manchester area. (<https://liftshare.com/uk/community/tfgm>); and
- Promote car share initiatives to allow potential car sharers to meet before committing to sharing with someone they previously did not know.

7.10 Car Parking Management

While the measures to encourage employees to walk, cycle, or use of public transport aim to reduce the number of vehicles travelling to the development, the demand for staff parking will be monitored by site management, where further measures will be implemented to ensure no over spill of staff parking into public parking bays and the targets set out in this TP are met.

8 Travel Plan Monitoring

8.1 General

A successful TP should have in place an effective monitoring and review process to ensure that the TP is compliant and assess the effectiveness of the measures and provide the opportunity for review.

8.2 Monitoring

The TPC will monitor travel patterns associated with the site on a regular basis for the first five years upon opening of the development site, or as agreed.

The monitoring of the plan is important for the following reasons:

- It will demonstrate to LPA the effectiveness of the measures implemented and the progress being made towards the aims and objectives of the travel plan;
- It justifies the commitment of the TPC and of other resources;
- It maintains support for the TP by reporting successes; and
- It helps to identify any deficiencies within the TP, including any measures that are not effective.

Questionnaires will be distributed to all staff to monitor travel to and from the site and gain an understanding of travel habits and can be used to monitor the number of staff and customers walking, cycling, travelling by car and public transport to the site. The results will be used to provide a comparison with the initial mode share targets identified in **Chapter 5** and updated accordingly, if required.

The TPC will agree the monitoring programme at the site to ensure that the monitoring procedures are appropriate. The TPC will maintain a monitoring table of progress to key TP targets based on the results of the travel surveys.

8.3 Reviewing

The TPC will undertake a review of the TP following the results of each monitoring stage. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary.

The TPC will compare the mode share statistics obtained from the annual monitoring to the targets set for the development. The TPC may choose to revise these targets, with agreement with the local authority to maintain a realistic goal for the aims and objectives of the TP.

9 Action Plan

The measures summarised in this document will be implemented in order to target specific objectives of the TP within defined timescales.

The action plan below provides a list of actions and related timescales for the TP, from its initial setup through to the monitoring and reviewing of the document for its duration:

Action	Target	Timescale	Cost
Initial Setup of Travel Plan			
Travel Plan Coordinator	Appoint Travel Plan Coordinator	As soon as possible after opening	N/A
Setup Travel Plan Database	Open a working file for the TP	As soon as possible - prior to opening	N/A
Exchange details throughout the development site	Provide phone number and email address details to the Travel Plan Officer(s)	As soon as possible - prior to opening	N/A
Objectives			
To reduce the number of single car occupancy vehicles travelling to the site	Implement a Travel Plan	As soon as possible and for agreed duration	Possible printing costs
	Provide priority car parking spaces for disabled users and EVs	Prior to opening	Cost TBC – to be installed before opening
	Promote car sharing to the site	Upon opening of the building and in perpetuity	Possible costs for printing posters
Promote travelling to/from the site by walking, cycling and public transport	Provide secure cycle parking	As soon as possible – prior to opening of development	Cost TBC
	Review adequacy of cycle provision	Ongoing with formal annual review	N/A unless further cycle stands required
	Provide information on public transport within the vicinity of the development site	Prior to occupation and updated annually	Possible cost for printing leaflets
	Provide information on the health benefits of walking and cycling	Prior to occupation and updated annually	Possible cost for printing leaflets

Monitoring and Reviewing			
Issue and analyse travel surveys to all occupants on the site	-	Within 3 months of the site being fully occupied and annually	Cost for surveys
Submit progress report. Update/modify TP where appropriate	-	Report to be issued within a month of survey analysis being completed and annually	N/A
Issue progress update to all staff	-	Within 3 months of survey analysis being completed	N/A

It should be noted that whilst the majority of the actions listed above are the responsibility of the TPC, in conjunction with support from the management on site, some actions will require being carried out during the construction period and costs are subject to confirmation at the time of launch.