

Tiddlywinks Day Nursery Limited

Proposed Nursery School
Croft Lane, Unsworth, Bury

Travel Plan



Control Sheet

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Acknowledgements

Google My Maps and OpenRouteService have been used to generate figures included in this report for illustrative purposes only

Extracts of 'Providing for journeys on foot,' Transport for Greater Manchester Interactive Cycle Map have been included in this report.

Extracts of CIHT documents 'Planning for Walking,' (2015), 'Planning for Cycling,' (2014) and 'Buses in Urban Developments' (2018) have been included in this report.

Census 2011 data from Nomis has been used to predict modal split and traffic distribution.

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- improve road safety;
- reduce the need for new developments to increase existing road capacity or provide new roads;
- switch investment from parking and roads infrastructure to economic growth and the environment.

1.6 In accordance with Local and National Government policies to protect and enhance the environment and to reduce the reliance on the private car, this Travel Plan assesses the current situation in the vicinity of the site, and proposes initiatives and measure to encourage accessibility via a variety of transport modes. This Travel Plan includes:

- clear and unambiguous objectives to influence a lifestyle less dependent upon the private car;
- a package of measures to encourage and facilitate less car dependent living; and,
- a time-bound programme of implementation.

2. The Development

2.1 Overview

- 2.1.1 The proposals comprise the replacement of the existing car park with a two-storey Nursery School. Proposed site layout plans are included at **Appendix A**. The Nursery will cater for up to 120 children from birth to four years of age with hours of operation being 7:30am to 6pm, Monday to Friday.
- 2.1.2 Drop-off and pick-up times will be to suit parents/ guardians; however, it is anticipated that children will be enrolled on half or full days with drop off tending to be from 7:30 to 10am (AM peak) and collection 3:30pm until 6pm (PM peak). The children whom are enrolled on the half-day session tend to be collected between 12:15pm and 1:15pm.
- 2.1.3 It is expected that there will be 25 members of staff to be on site at any time, with some arriving before, and departing after the operating hours.

2.2 Pedestrian Access

- 2.2.1 At the site access, dropped kerbs and tactile paving will be provided to aid pedestrians crossing the junction. A pedestrian access/egress will be created at the northern side of the access junction. The pedestrian access will provide a direct at grade pedestrian route from Croft Lane to the building entrance.

2.3 Cyclist Access

- 2.3.1 Cycle access to the site will be from the all-purpose access on Croft Lane. Cycle parking will be provided within the site and located adjacent to the site access and directly opposite the building entrance, providing convenient and overlooked cycle parking arrangements.

2.4 Bus Passenger Access

- 2.4.1 Bus stops are located at the site frontage. TfGM have recommended that raised kerbs and a bus clearways are funded by the development. The raised kerbs will help passengers on and off buses, which may help those with prams. The bus clearway would tie in with the current Traffic Restriction Orders, helping to ensure parents do not stop on Croft Lane.

2.5 Vehicular Access

- 2.5.1 The site access is proposed in the location of the existing site access, which was previously used as a vehicular access for the former uses on the site as a car park. The access is to be reconfigured to be 5.5m in width, with a 2.0m footway on the northern side. The site access will be designed to provide tactile paving and dropped kerbs across the junction bellmouth. The gate will be setback a distance of 5m from the footpath to ensure that there are no vehicles waiting on the carriageway or footpath.

2.6 *Parking*

- 2.6.1 The development will provide 29 car parking spaces, with one accessible space. Additionally, new provision for 4 cycle storage spaces will also be installed.
- 2.6.2 A total of 8 spaces are provided with transition zones to allow for easier access by those with small children. Parents dropping children off/picking children up using vehicles will be required to use the onsite spaces designed for this purpose and not park on Croft Lane or local streets. Compliance with this requirement will be closely managed, with an escalating penalty process being imposed for any known breaches. As an ultimate sanction, nursery places could be terminated for persistent offenders.

3. Travel Plan Objectives and Targets

3.1 Objectives

- 3.1.1 Travel Plans exist to influence behaviour towards more sustainable methods of travel using a mixture of increased transportation opportunity, providing information, persuasion, incentive and coercion.
- 3.1.2 National Planning Practice Guidance (2014), defines a Travel Plan as:
- “Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).” (DCLG, 2014).*
- 3.1.3 The overall aim of this Travel Plan is to reduce the reliance on the use of private cars by employees and parents in travelling to the site, through the encouragement of greater use of sustainable modes of travel.
- 3.1.4 To assist with this, staff and parents must be made aware of the available sustainable transport alternatives and of aspects of the Nursery School’s infrastructure that have been designed to assist and encourage their use. This will ensure that positive benefit can be taken from these and so that the number of trips made by sustainable modes is increased.
- 3.1.5 The Travel Plan will remain an evolving document that will grow and development over time. The Travel Plan will be updated at the time of each review to include the results of modal travel surveys. Any alterations to agreed targets and measures contained within the Travel Plan should be agreed upon with Bury Council and Transport for Greater Manchester, prior to implementation.
- 3.1.6 The main objectives of a Travel Plan are as follows:
- To encourage staff and parents to travel to and from the Nursery School using sustainable modes;
 - To make school staff, parents and visitors aware of the benefits to be derived from the Travel Plan;
 - To reduce single occupancy vehicle associated with the school; and,
 - To enable the school to assist in protecting and enhancing the environment.
- 3.1.7 Reducing the number of vehicular trips to the site would not only improve the operation of the local highway network, reduce noise pollution and emissions, but would also provide benefits in terms of improved health and wellbeing of users of the site and the surrounding area.

3.2 Multimodal Assessment

- 3.2.1 In order to determine the modal share of staff of will arrive to work, the Census 2011 category 'QS701EW – Method of travel to work' has been interrogated for the Busy 013 MSOA (Middle Super Output Area). The following results have been obtained from the 2011 Census (people working from home and not in employment have been removed from the sample).

Table 1 – Census Data – Method of Travel to Work

[Nomis]

Method of Travel to Work	Modal Split
Underground, Metro, Light Rail, Tram	2.2%
Train	0.7%
Bus, Minibus or Coach	8.5%
Taxi	0.8%
Motorcycle, Scooter or Moped	0.3%
Driving a Car or Van	69.9%
Passenger in a Car or Van	6.7%
Bicycle	1.3%
On Foot	9.3%
Other Method of Travel to Work	0.3%

- 3.2.2 From the table above, it can be seen that for those travelling to a workplace in Bury 013 MSOA, driving a car is the most common method, with 69.9% choosing this mode. Based on the assumption that a single car passenger shares a lift with a car driver within the same area, single occupancy car trips (to work) are estimated to be 63.2% (69.9% - 6.7%)

3.3 Targets

- 3.3.1 It has been estimated that 63.2% of staff journeys to work at the site are likely to be made as a single car occupant. The initial target is to reduce this by 10% which equates to a maximum of 56.9% (63.2% x 0.9) of staff journeys to be carried out as a single car occupant within 5 years of initial occupation, with a resultant increase by sustainable modes.
- 3.3.2 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related. Development Travel Plan SMART targets to achieve the outcome target are set out at **Table 2**.

Table 2 – Travel Plan SMART Targets

Monitor and Review Cycle Parking Provision	
Specific	Cycle parking will be monitored and the use of the spaces will be reviewed. Consider increasing provision if cycle parking demand consistently exceeds 90% provision.
Measurable	The monitoring and review of on-site cycle parking is recorded by the TPC.
Achievable	TPC to action.
Realistic	Yes. If provision needs to be varied then the TPC will consider increasing provision with the developer.
Time bound	Ongoing monitoring and review.
Provision of Current Travel Information to Parents and Staff	
Specific	The TPC will provide parents and staff with a sustainable travel pack and will maintain notice boards with current information on travel options.
Measurable	This will be verified annually by the TPC.
Achievable	TPC to action. The travel information provided on the notice boards will be the responsibility of the TPC.
Realistic	Yes. The notice boards will be located in the reception and staff areas.
Time bound	Ongoing.
Full Travel Plan Availability to Parents and Staff	
Specific	This Travel Plan will be communicated to all parents and staff. An up to date copy of the Travel Plan will always be available on request.
Measurable	This will be verified annually by the TPC.
Achievable	TPC to action. It will be the responsibility of the TPC to ensure that all parents and staff have constant access to the Travel Plan.
Realistic	Yes.
Time bound	Ongoing.
Increase Proportion of Parents and Staff travelling by active sustainable modes	
Specific	Increase proportion of parents and staff travelling by active sustainable modes such as walking, cycling from public transport.
Measurable	This will be verified through the travel surveys.
Achievable	TPC to action. All parents and staff will be informed of the Travel Plan and its targets.
Realistic	Yes.
Time bound	Within 5 years.

4. Travel Plan Co-Ordinator

- 4.1 It is the responsibility of Sanderson Associates to provide Tiddlywinks Day Nursery Ltd. with a copy of the approved Travel Plan. It is Tiddlywinks Day Nursery (or nominated agents) to make staff and parents fully aware of obligations relating to the Travel Plan and Travel Plan measures.
- 4.2 It is generally accepted that the success of a Travel Plan relies heavily on the appointment of a Travel Plan Co-Ordinator (TPC) whose duties normally include liaison between the staff, parents, visitors, the Local Authority and Local Transport Operators.
- 4.3 Tiddlywinks Day Nursery Ltd. will appoint a TPC three months prior to the occupation of the new building. The details of the TPC will be passed to the appropriate departments at Bury Council and Transport for Greater Manchester.
- 4.4 The TPC will have responsibility for the implementation and management of the Travel Plan and will have an arching role in guiding and co-ordinating the initiative for staff members and parents for a period of five years from the first occupation of the new building. The role will be funded by Tiddlywinks Day Nursery Ltd.
- 4.5 The TPC's role will include:
 - Leading on the delivery of the Travel Plan;
 - Representing the 'human face' of the travel plan – explaining its purpose and the opportunities on offer. The co-ordinator will also play a central role in liaison with parents and staff and the Council.
 - Undertake a baseline modal travel survey of staff and parents within three months of the occupation of the Nursery and report the findings to the Council and other relevant authorities within one month of the compilation of the responses;
 - Promoting the individual measures in the Travel Plan;
 - Liaising with public transport operators – it is helpful if coordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the co-ordinator can also feedback students' opinions to the operators;
 - Ensuring the approved Travel Plan and its component parts are being actioned;
 - Monitoring the Travel Plan implementation;
 - Taking a key role in review of the Travel Plan.
- 4.6 **Table 3** provides an overview of the Travel Plan Co-ordinator's responsibilities.

Table 3 – Travel Plan Co-ordinator Responsibilities

Role	Responsibility	
Travel Plan Co-ordinator	1	Liaise with the Council and other relevant bodies as necessary on a regular basis.
	2	Decide on most appropriate Travel Plan measures to meet the Travel Plan targets and discuss measures with the Council and other relevant bodies as necessary.
	3	Access funding for each suggested measure through liaison with the management company/developer.
	4	Provide staff and parents with (or access to) travel information packs containing information on public transport and sustainable transport links to the site.
	5	Provide staff and parents with a travel survey questionnaire to be completed within three months of first occupation and report the findings to the Council and other relevant authorities within one month of the compilation of the responses.
	6	Co-ordinate an annual travel survey following the anniversary of the initial travel survey for five years. The results should be collated and provided to the Council within 1 month of the completion of the surveys.
	7	Review the Travel Plan annually. Produce an annual Action Plan detailing measures to be undertaken for each 12 month period over the life span of the Travel Plan. The measures should be designed to meet with the Travel Plan targets and should consider the results of the travel surveys. In the event that all targets are met no annual action plan will be required.

5. Accessibility by Sustainable Modes

5.1 Overview

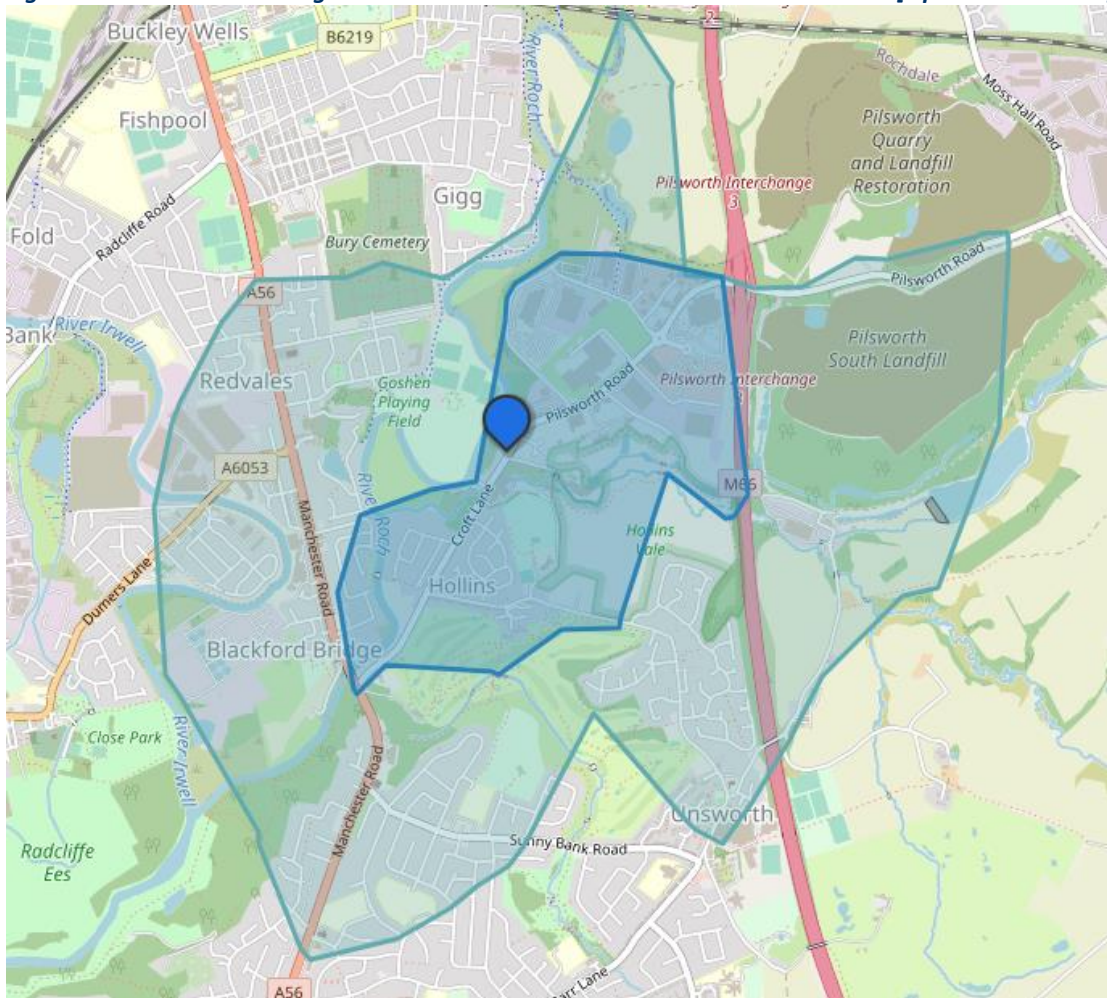
- 5.1.1 The following sections provide an assessment of the accessibility of the Nursery School by sustainable modes of transport, to review the opportunities that exist for staff, parents and visitors to travel by both active travel (walking and cycling) and public transport modes (bus, tram and rail).

5.2 Accessibility on Foot

- 5.2.1 The Planning for Walking Guidance (2015), published by the Chartered Institution of Highways and Transportation [CIHT] highlights that “Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 percent are made on foot (National Travel Survey 2012).”
- 5.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the Institution of Highways & Transportation [IHT] publication “Providing for Journeys on Foot,” (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (24-minute walk).
- 5.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (Department for Transport [DfT], 2008) gives the following advice on pedestrian catchment areas:
- “Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”*
- 5.2.4 **Figure 2** identifies the 1000m and 2000m walking isochrones from the site. It is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

Figure 2 – Indicative Walking Isochrone

[OpenRouteService]



5.2.5 From **Figure 2**, the following amenities and facilities are located within walking distance of the site:

- Bus stops on Croft Lane (30-50m)
- Cohens Chemist (100m)
- Hollins Bakery (800m)
- McDonald's (700m)
- KFC (800m)
- Hollins Grundy Primary School (1.0km)
- Asda Superstore (1.0km)
- Spar/ Greggs (1.2km)

5.3 Accessibility Audit Overview

5.3.1 As part of the site visit, an accessibility audit was undertaken in terms of pedestrian and cycling facilities from areas that staff and parents and children may be able to walk and/ or cycle from to get to/from the Nursery School.

5.3.2 Attached at **Appendix B** is **Diagram 1** which outlines the roads which were assessed. Each route has been colour coordinated to represent different areas people may be expected to walk/ cycle from. The site is represented by the purple outline and the colours below outline the following areas:

- Red: Hollins Brow/ Manchester Road Junction → Croft Lane → Site
- Orange: Manchester Road (N) → Hollins Brow/ Manchester Road Junction
- Yellow: Manchester Road (S) → Hollins Brow/ Manchester Road Junction
- Green: Roach Valley Greenway → Hollins Brow/ Hollins Lane/ Croft Lane Mini Roundabout
- Blue: Hollins Lane → Hollins Brow/ Hollins Lane/ Croft Lane Mini Roundabout
- Brown: Melton Drive/ Wilton Drive → Croft Lane
- Black: Pilsworth Road → Site

5.3.3 The associated photos with the site visit are attached at **Appendix C**, and are referenced through Sections 5.4 and 5.6.

5.4 Accessibility Audit of Pedestrian Infrastructure

Red Route

5.4.1 At the Hollins Brow/ Manchester Road Junction, dropped kerbs and tactile paving (**Photo 1**) are provided for pedestrians to cross Hollins Brow as there is no footway present on the eastern side of the carriageway, until the mini roundabout, located approximately 410m north-east of the junction. Street lighting is provided along Hollins Brow.

5.4.2 After the mini roundabout junction, there is an intermittent footway present on the eastern side of the carriageway, but there are several opportunities for pedestrians to cross the carriageway. There is an informal pedestrian crossing located approximately 55m north of the mini roundabout (**Photo 2**) and a signalised pedestrian crossing approximately 350m south of the site (**Photo 3**).

5.4.3 There are dropped kerbs provided across Ainwick Drive (**Photo 4**).

5.4.4 While there is no pedestrian crossing immediately within the vicinity of the site, there are dropped kerbs present between the access to Borden Way and the Roach Bank Inn which can be utilised by pedestrians.

Orange Route

5.4.5 Manchester Road (N) provides access to two bus stops with high frequency services. For parents and staff using the northbound stop, a signalised pedestrian crossing is available approximately 85m north, with dropped kerbs and tactile paving to allow pedestrians to cross (**Photo 5**). From here, they are either able to back track to the Hollins Brow Junction, or continue north to the Roch Valley Greenway.

- 5.4.6 Footways are provided on either side of the carriageway and Manchester Road is street-lit.
- 5.4.7 It was noted that there were some unfinished surfaces at access points, but markings can be seen to show that improvements are still to be carried out on site. **(Photos 6-8)**

Yellow Route

- 5.4.8 Manchester Road (S) connects southern residential properties to the Hollins Brow Junction. There are wide footways present and the footpaths on both sides of the carriageway are partially separated by a grass verge. Streetlighting is also present.
- 5.4.9 At the junction between the A56 and Sunny Bank Road, there are signalised crossing with pedestrian islands in the centre of the road. This is located approximately 375m from the Manchester Road/ Hollins Brow junction.

Green Route

- 5.4.10 This route is a small part of the Roch Valley Greenway and provides a connection over the River Roch. The beginning and end of this part of the Greenway is tarmacked, while the remainder of the route is a mix of loose stone and unmaintained ground. Parts of the Greenway is also steep which may prove impractical for those with young children or prams or may provide a difficult surface to walk on it wet or icy conditions **(Photo 9)**. However, this does not limit people in this area from accessing the site by walking as they are still able to use Manchester Road as an alternative route.
- 5.4.11 Streetlighting is also present along the Greenway and within the residential areas surrounding the Greenway.

Blue Route

- 5.4.12 Footpaths, street lighting and additional bus stops are located on Hollins Lane. However, it was observed that vehicles park straddling the pavement **(Photo 10)**, which could make it difficult for parents/ guardians with prams to pass the parked cars.
- 5.4.13 To avoid this, pedestrians would be able to follow the Brown Route, through the adjacent residential estate to access Croft Lane, which would provide quieter routes to walk through, compared with Hollins Lane.

Brown Route

- 5.4.14 The Brown Route is located through a quiet residential area and has street lighting and footpaths present throughout the route. Dropped kerbs are provided across junctions and access to houses.

- 5.4.15 At the egress point at Croft Lane/ Melton Drive, dropped kerbs are provided. In order to help pedestrians, cross the carriageway to the site side, the signalised pedestrian crossing is located approximately 80m south of Melton Drive.

Black Route

- 5.4.16 North of the site is predominately industrial and retail premises and therefore it is unlikely that parents will be travelling to the site from the north to drop off their children. However, as there are takeaway food places, for example McDonald's within the acceptable walking distance of 1km, staff may frequent the retail park as part of their lunch break. Footpaths are located on either side of the carriageway and street lighting is also present.

5.5 Pedestrian Audit Summary

- 5.5.1 The pedestrian audit has shown that within the vicinity of the site, there are accessible walking routes, to the north and south of the site. Footpaths are located on either side of the carriageway across the site frontage, and there are opportunities to cross Croft Lane to the south of the site, in the form of a signalised or informal crossing.
- 5.5.2 There is adequate pedestrian infrastructure within the vicinity of the site. Parents/ guardians with small children are unlikely to travel long distances on foot, however, there are residential areas within close proximity to the nursery from which it would not be unreasonable to walk. Staff members will also benefit from the pedestrian infrastructure which will encourage walking if they live within walking distance of the site.

5.6 Accessibility by Cycle

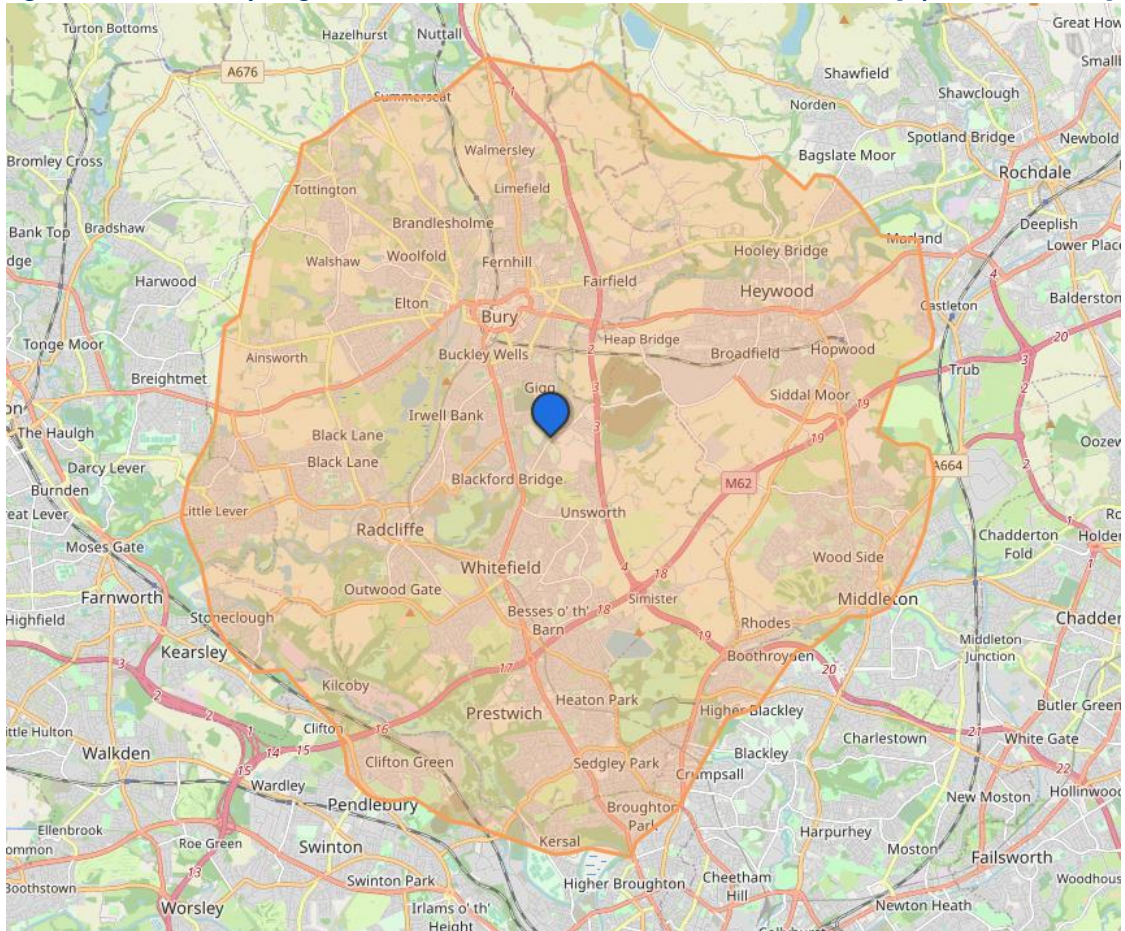
- 5.6.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

- 5.6.2 **Figure 3**, overleaf, indicates destinations that lie within an 8km cycling isochrone of the site. Again, it is provided to given an indication of where destinations lie and the general extent to which the site is accessible by cycle.

Figure 3 – Indicative Cycling Isochrone

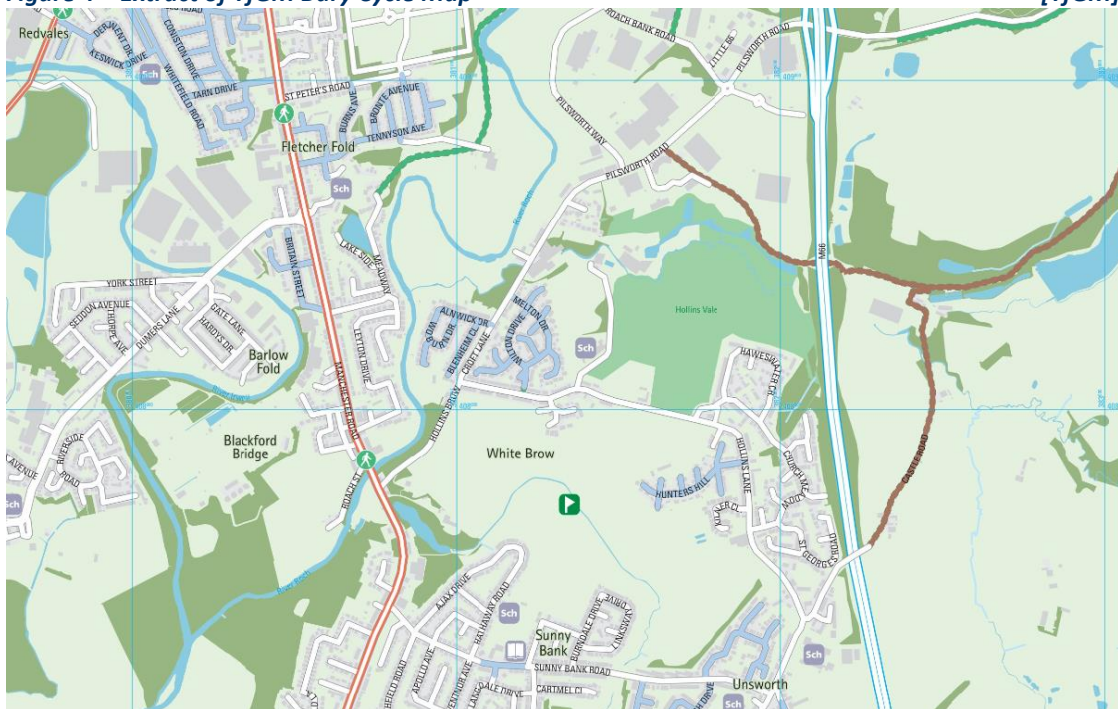
[OpenRouteService]



- 5.6.3 It is acknowledged that parents/ guardians are unlikely to cycle with small children, however members of staff could travel by bicycle either as the sole mode of transport or as part of a multimodal journey.
- 5.6.4 **Figure 3** indicates that Bury, Whitefield, Radcliffe and surrounding areas are located within cycling distance. However, as with walking, it is considered that the available cycle infrastructure is an important factor when it comes to accessibility. **Figure 4** shows an extract of Bury Cycle Map, prepared by Transport for Greater Manchester (TfGM), detailing cycle routes in the vicinity of the site.
- 5.6.5 Roch Valley Greenway is a traffic-free route that can be accessed approximately 900m to the northeast which connects the residential estates located on Harrow Close and Leyton Drive, to the south-west of the proposed development. Manchester Road, approximately 1km to the southwest, has on-carriageway cycle lanes. Manchester Road connects to the north and Whitefield to the south.

Figure 4 – Extract of TfGM Bury Cycle Map

[TfGM]



5.7 Accessibility Audit of Cycling Infrastructure

Red Route

- 5.7.1 While there are no formal cycling facilities located on Croft Lane, it was noted that five cyclists were observed travelling past the site, northbound, during the manual traffic count. The hatched lining in the middle of the road provides drivers with more space to pass cyclists.

Orange and Yellow Route

- 5.7.2 An on-road cycle path begins in the Yellow section of the route, with initially only being present on the western side of the carriageway. After the Manchester Road/ Hollins Brow junction, and as a result of new roadworks which have recently been undertaken along Manchester Road, a peak time cycle lane is in operation. Signs posted along Manchester Road (**Photo 11**) highlight that the cycle path is in operation between 07:30-09:30 and 15:00-18:30. These time periods would therefore be beneficial for parents dropping off children to the Nursery or staff travelling to work. It was noted that vehicles do park in the cycle lane outside of the designated times (**Photo 12**).

Green Route

- 5.7.3 The Green Route represents a small extract of the Roch Valley Greenway which in this area connects the residential estates of Harrow Close and Leyton Drive to Croft Lane. While Roch Valley is an option for cyclists, it will depend on the user's cycling ability whether they use the route due to a narrow bridge and a steep gradient (**Photo 13**) with an unmade surface.

Blue and Brown Routes

- 5.7.4 There is no on-street or off-street infrastructure for cyclist, but there is a cyclist only access point (**Photo 14**) from Hollins Lane to Melton Drive, which would provide a quieter route for cyclist travelling to the site from areas along Hollins Lane and the village of Unsworth to the south-east of the site.

5.8 Cyclist Audit Summary

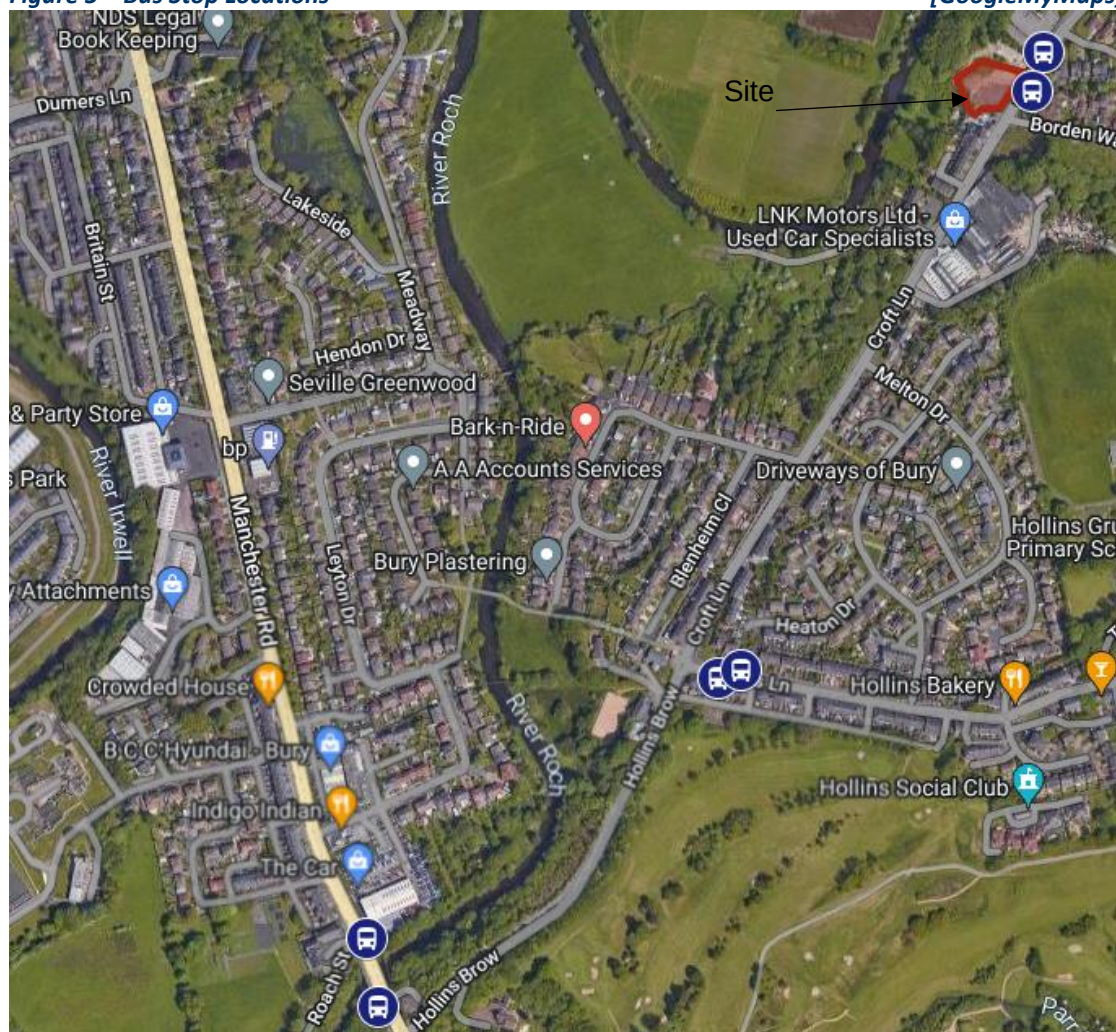
- 5.8.1 From the routes assessed as part of the audit, it would be reasonable to assume that parents and/ or staff would be able to cycle to the site.

5.9 Accessibility by Bus

- 5.9.1 The closest bus stops to the site are located on Croft Lane, at a distance approximately 30-50m from the site. **Figure 5** shows the location of the bus stops within a 1km walking distance, that offer different services from the site frontage. While this is above the maximum walking distance to bus stops, high frequency services available on Manchester Road may be beneficial to staff.

Figure 5 – Bus Stop Locations

[GoogleMyMaps]



5.9.2 Details of the stops are provided in **Table 4**.

Table 4 – Bus Stop Information

Bus Stop Location	Bus Stop Information		
Croft Lane Borden Way	Reference	→	MANTGMPA
	Direction of travel	→	Southbound
	Distance from site	→	Approx. 30m
	Facilities	→	Pole with flag
	Services	→	94
	Reference	→	MANDMGJP
	Direction of travel	→	Northbound
	Distance from site	→	Approx. 50m
	Facilities	→	Pole with flag
	Services	→	94

Bus Stop Location	Bus Stop Information		
Hollins Lane Croft Lane	Reference	→	MANDMPTJ
	Direction of travel	→	Eastbound
	Distance from site	→	Approx. 615m
	Facilities	→	Pole with flag and timetable information
	Services	→	94, 97, 894
	Reference	→	MANDMPTG
	Direction of travel	→	Westbound/ Northbound
	Distance from site	→	Approx. 605m
	Facilities	→	Pole with flag
	Services	→	94, 97, 894
A56 Blackford Bridge	Reference	→	MANDMWTM
	Direction of travel	→	Southeast bound
	Distance from site	→	1km
	Facilities	→	Shelter with seating and timetable information, raised kerbs, and pole with flag
	Services	→	95, 97, 135, 894
	Reference	→	MANDMWTJ
	Direction of travel	→	Northwest bound
	Distance from site	→	1km
	Facilities	→	Shelter with seating and timetable information, raised kerbs, and pole with flag
	Services	→	95, 97, 135, 894

5.9.3 Details of the services available from the stops are given in **Table 5**.

Table 5 – Summary of Bus Services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
94	Bury – Prestwich – Cheetham Hill – North Manchester General Hospital	60 minutes	120 minutes	120 minutes
95	Bury Interchange – Salford Shopping Centre	30 minutes	60-120 minutes	60 minutes
97	Manchester Shudehill – Bury Interchange	30 minutes	30-60 minutes	30 minutes
135	Manchester Piccadilly – Bury Interchange	9 minutes	9-20 minutes	10 minutes
894	St. Monica’s RC High School – Unsworth – Radcliffe – Bradley Fold	1AM/ 1PM Journey	No Service	No Service

5.9.4 These buses provide a frequent service to the site between Bury Interchange and Manchester, which allow for onward journeys by bus and by tram.

5.10 Accessibility by Tram

- 5.10.1 The closest tram stop to the site is Bury, which is located at a distance of approximately 4km. Bury tram stop is part of Bury Interchange, which is served by the aforementioned bus services. The location of the elements of the Interchange are shown on **Figure 6**.

Figure 6 – Location of Bus Station and Tram Stop

[GoogleMyMaps]



- 5.10.2 Bury tram stop is on the Green and Yellow lines, that provide services to Altrincham and Manchester Piccadilly, respectively. Each line provides services every 12 minutes, between the hours of approximately 6am to midnight.

5.11 Accessibility by Rail

- 5.11.1 The closest rail stations to the site are Kearsley (10.0km) and Mills Hill (10.4km). The stations are located such that they are beyond the distance people could be expected to cycle and do not connect with bus services. Therefore, it is not reasonable to expect that members of staff will utilise train as a mode of transport to access the site.

5.12 Accessibility Summary

- 5.12.1 The site is considered to be accessible by active and public transport. As such, parents, staff, and visitors to the site will have opportunity to utilise sustainable travel options, where appropriate.

6. Measures and Incentives

6.1 Overview

- 6.1.1 This section of the report details the measures that have been incorporated into the development and will be implemented throughout the occupation in order to encourage residents to travel by sustainable modes.

6.2 Provision of Travel Information

- 6.2.1 All staff and parents will be made aware of both the opportunities that will be available for alternative sustainable travel, and of the Travel Plan measures, by providing each staff member and parents with a travel information pack. These will be provided prior to initial occupation of the site and to new parents or staff member when they join the Nursery to ensure that everyone is aware of the availability and benefits of sustainable transport at the point of occupation.

6.3 Active Travel

- 6.3.1 Pedestrian access to the site will be gained from Croft Lane, via a new pedestrian gated access/egress point, which will tie into the existing footpath on Croft Lane.
- 6.3.2 Cyclists have access to traffic-free routes and designated infrastructure which can provide a comfortable cycling experience for staff. The development will provide a total of six long stay secure cycle parking spaces, located next to the access point.
- 6.3.3 There are many benefits of walking in relation to an individual's general health and wellbeing. Physically active employees take 27% fewer days off and a 20 minute-walk per day could cut the risk of premature death by a third and also;
- Improve and individual's mood;
 - Have a positive effect on your heart, including lowering blood pressure and reducing the risk of heart disease;
 - Reduces the pollution that would be generated by driving or using public transport; and,
 - It's free! Therefore, considerably cheaper than driving.
- 6.3.4 Including within the travel information packs will include information regarding walking and that further information is available from various website, including <https://www.nhs.uk/live-well/exercise/walking-for-health> ; <https://www.walkingforhealth.org.uk/>.
- 6.3.5 The Travel Plan Co-ordinator will:
- Promote cycle routes and cycle initiatives available within the area;
 - Promote the health and financial benefits of cycling via promotional material and events.

- 6.3.6 Journey planners are available at www.cyclestreets.net and www.traveline.info. In addition, various apps are available for smart devices that provide mapping and route planning, working in conjunction with the GPS locator of the device. This information will be shared in the travel information pack.
- 6.3.7 To further encourage the uptake of cycling by those less confident, the TPC will promote cycle training and maintenance sessions run by Cycling UK or other similar providers. Details of local shops that sell cycles and accessories as well as carrying out servicing and repairs may be able to be provided.

6.4 Public Transport

- 6.4.1 The footways adjacent to the site provide convenient access to bus stops. The services available from these stops, as well as those located slightly further distant, are detailed in Section 5.9
- 6.4.2 The Travel Information Pack will contain information on travel by public transport including the location of bus stops and train stations and links to the most up-to-date timetables and journey planners. Further information on bus services can be found at the following websites:
- <https://www.gonorthwest.co.uk/>
 - <https://www.visionbus.co.uk/>
 - <https://bellevue-mcr.com/>
 - <https://tfgm.com/>
 - <https://bustimes.org/>
 - <https://www.traveline.info/>
- 6.4.3 Further information on tram services can be obtained from:
- <https://tfgm.com/public-transport/tram>

6.5 Motorcycling and Mopeds

- 6.5.1 There are several benefits that may be derived from the use of this form of travel. Motorcycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle. In addition, the physical size of on-site parking requirements for motorcycles and mopeds are less, so releasing more space for operational use.
- 6.5.2 However, concern is however often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to obtain proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle. Information can be found at <https://www.gov.uk/motorcycle-cbt>

6.6 Greener Car Use

- 6.6.1 The development will provide three electric vehicle charging spaces, with an additional three spaces with passive provision for the future conversion to electric vehicle charging.
- 6.6.2 Car sharing is where people have similar journey origins and destinations and therefore share a vehicle rather than each travelling separately, reducing the number of vehicles on the network. Car Share schemes:
- Provide a cheap way to get around;
 - Reduce levels of traffic and congestion;
 - Reduce CO₂ emissions and pollution;
 - Reduce parking problems;
 - Create opportunities for businesses and the local community to work together;
 - Create opportunities to meet other people from the local area; and,
 - Improve relations within the local community.
- 6.6.3 Car sharing will be promoted by the TPC including the provision of links to further information being provided within the Travel information Pack.
- 6.6.4 The website <https://liftshare.com/uk> currently shows that multiple users already travel between Bury and other areas around it using car share services.

6.7 Other Measures

- 6.7.1 Whilst car travel may be a first choice for staff and parents, it must be acknowledged that the cost of fuel has reduced overall car mileage in this country in recent years and drivers have sought to reduce car travel and increase shared trips or use alternative transport.
- 6.7.2 The Theory Test to be passed by all learner drivers now contains questions on issues which relate to how the driving of a vehicle, its loading and maintenance can affect fuel consumption and hence the environment. Unfortunately, many of the answers to these questions tend to be forgotten once the test has been passed. It is therefore of value to remind drivers of the advantages that can be gained from these good practices. Examples are:
- Advantages can be gained from simple attention to the pressure of car tyres through to the use of roof racks and regular servicing at the manufacturer's recommended intervals;
 - The manner in which a vehicle is driven significantly affects its fuel consumption and drivers need to be aware that bad driving practices such as harsh acceleration or braking can be a major influence;
 - The choice of times to drive and careful route planning also affect both the financial running of a vehicle and the basic pleasure of driving. Benefits will be found not only by the users of the vehicles but to the general public, by the possible reduction in congestion and overall environmental impact.

- 6.7.3 All of the above will raise awareness in the part that every car driver can play in reducing congestion, saving energy, improving the local and national environment and contributing towards measure to reduce global warming.
- 6.7.4 The Travel Plan Co-Ordinator will be available to provide personalised sustainable travel planning for staff and parents, as required.

7. Promotion and Marketing

- 7.1 Sanderson Associates will provide Tiddlywinks Day Nursery Limited with a copy of this Travel Plan when approved. The Nursery School will provide the Travel Plan Co-Ordinator (TPC) with a budget for the Travel Plan measures and for monitoring of the Travel Plan for five years from the first occupation of the new building.
- 7.2 A Travel Information Pack will be prepared by the TPC and a copy of this will be provided to members of staff, parents and regular visitors. The Travel Information Pack will include information on sustainable travel options in the vicinity of the school. Links to further information such as timetables and journey planners will also be included as well as contact details for the TPC.
- 7.3 Sustainable travel information will also be displayed on noticeboards, in staff and reception areas and on the nursery website. The TPC will regularly keep this information up to date.
- 7.4 It will be the responsibility of the TPC to prepare annual newsletters that will be distributed to members of staff, parents and regular visitors which will provide an update following each annual travel survey and will contain the latest information on sustainable travel. The Council and other relevant authorities may also be able to provide posters, leaflets and timetables for distribution.
- 7.5 The TPC will promote sustainable travel events to both staff and parents, such as walk/cycle to work/school day/week, in order to encourage participation.

8. Monitoring and Enforcement

- 8.1 Initial travel surveys will be undertaken by the Travel Plan Co-Ordinator (TPC) within three months of the nursery becoming operational. Following this, modal travel surveys will be repeated annually for five years.
- 8.2 Results of the initial travel surveys will allow realistic targets to be set and these will be continually reviewed throughout the lifetime of the Travel Plan. Results of the travel surveys will be compiled by the TPC and will be reported to the Council within one month of response collation.
- 8.3 Targets will be agreed with the Council and other relevant bodies and will not be changed without consultation and agreement.
- 8.4 If the targets are not met, an Action Plan will be prepared by the TPC. An Action Plan will usually contain an annual program of measures designed to help achieve the Travel Plan targets. It will set out the tasks involved, the person(s) responsible and dates by which the measures will be achieved over the next 12 months.

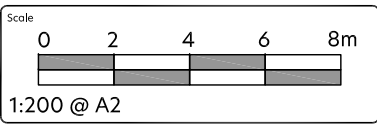
9. Summary and Conclusions

- 9.1 This Travel Plan sets out a series of measures which will encourage changes in travel patterns of staff and parents to the school, away from the use of single private occupancy vehicles to more sustainable forms of transport.
- 9.2 This Travel Plan is submitted in support of the planning application which sets out measures designed to encourage sustainable travel.
- 9.3 This Travel Plan includes reference to compliance and enforcement of the plan and the required monitoring, review and reporting for the life of the plan.
- 9.4 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn the number of trips by other modes of transport should increase, thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 9.5 To ensure the continued success and effectiveness of this Travel Plan, it will be continually reviewed and developed in conjunction with Bury Council and other relevant bodies.



Appendix A

Proposed Site Layout



Notes

Figured dimensions are to be used in all cases.
Dimensions should not be scaled from drawing unless for planning application purposes.

Land Registry and ownership boundaries are produced by Studio KMA using all reasonable endeavors. Studio KMA cannot be held responsible for scale discrepancies in plans supplied by others.

Any discrepancies in dimensions should be clarified with the Architect at the address below prior to commencement of the works.

No deviation from this drawing will be permitted without the prior written consent of the Architect.

This drawing is to be read in conjunction with all the relevant Mechanical and Electrical drawings.

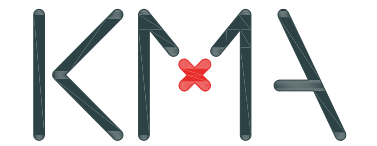
This drawing is to be read in conjunction with the relevant Structural Engineer's drawings, structural calculations and recommendations.

This drawing is to be read in conjunction with the relevant Fire Safety Strategy drawings.

Please note that the use of any quantification data is done so at the users own risk.

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Revision Notes			
Rev	Date	Revision Description	Drawn Checked
P1	24.04.23	Initial Issue	RH AT



Project Name
Unsworth
Croft Lane

Drawing Title
Proposed
Site Plan

Drawing Number
UCL-KMA-XX-XX-DR-A-9402

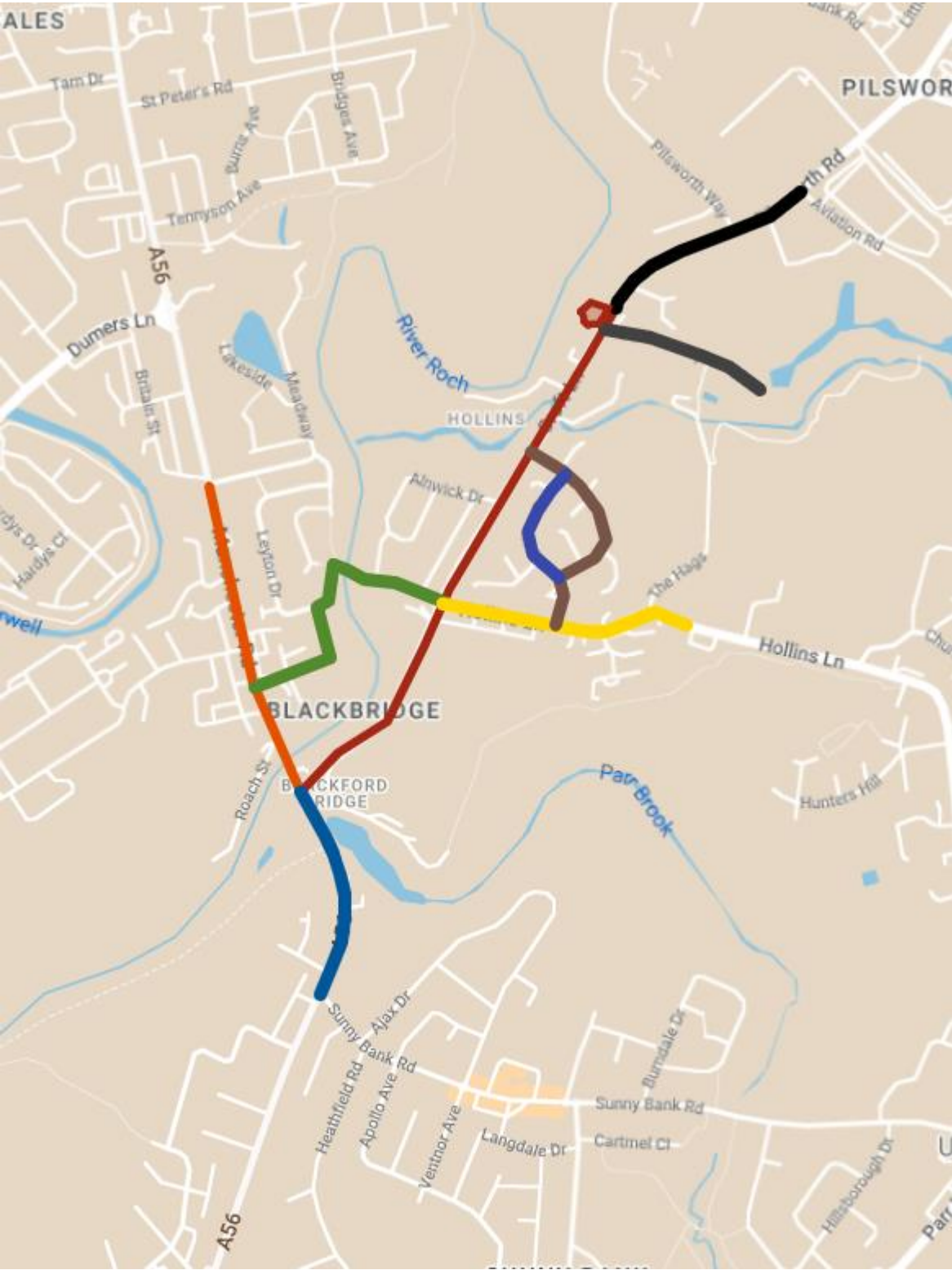
Project Number T1033	Station S2 Information	Revision P1
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Drawn by RH	Authorised by AT	Date 24.04.23
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Appendix B

Diagram 1 - Accessibility Audit Routes





Appendix C

Site Visit Photographs

Photo 1 – Eastern side of Croft Lane Carriageway, approximately 170m south of site



Photo 2 – Signalised Pedestrian Crossing Facilities, approximately 350m south of site



Photo 3 – Steep Hill on Roach Valley Greenway



Photo 4 – Vehicles Parked in Cycle Lane on Manchester Road



Photo 5 -Unlevelled Surfaces due to Recent Road Improvement Works



Photo 6 - Unlevelled Surfaces due to Recent Road Improvement Works



Photo 7 - Unlevelled Surfaces due to Recent Road Improvement Works





FAIRHURST



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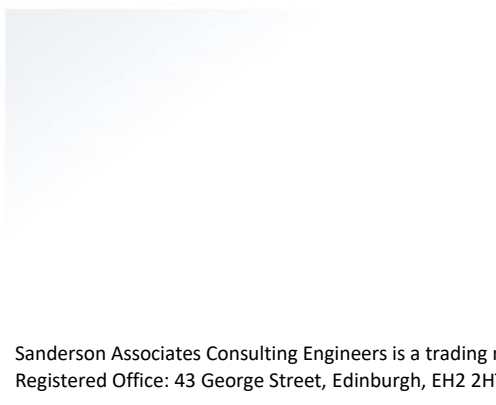


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