

Eccleston Homes Ltd

Travel Plan

Proposed Residential Development
Holcombe Mill, Ramsbottom

220419

FEBRUARY 2025



SCP GENERAL NOTES

Project No.: 220419-TP (0.1)

Title: Travel Plan, Proposed Residential Development Holcombe Mill,
Ramsbottom

Client: Ecclestone Homes Ltd

Date: 04 February 2025

Office: Manchester

Author	<u>Orla Proffitt</u>	Reviewer	<u>Peter Todd</u>
Date:	<u>15.01.2025</u>	Date:	<u>15.01.2025</u>

Revision	Date	Status	Prepared by	Approved by
0	15.01.2025	Issue	OP	PT
1	04.02.2025	Issue	LB	PT

SCP (an RSK company) has prepared this report for the sole use of the client, showing reasonable skill and care, for the intended purposes as stated in the agreement under which this work was completed. The report may not be relied upon by any other party without the express agreement of the client and SCP. No other warranty, expressed or implied, is made as to the professional advice included in this report.

Where any data supplied by the client or from other sources have been used, it has been assumed that the information is correct. No responsibility can be accepted by SCP for inaccuracies in the data supplied by any other party. The conclusions and recommendations in this report are based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.

No part of this report may be copied or duplicated without the express permission of SCP and the party for whom it was prepared.

Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

CONTENTS

1	INTRODUCTION	1
	General	1
	Travel Plan Approach	2
2	POLICY CONTEXT	3
	National Policy	3
	Regional Policy	5
	Summary	7
3	SITE AUDIT	8
	Existing Site	8
	Access by foot	11
	Access by cycle	13
	Access by public transport.....	15
	Summary	17
4	TRAVEL PLAN ADMINISTRATION	18
	Travel Plan Co-ordinator	18
	Funding	18
5	TRAVEL SURVEY.....	19
6	OBJECTIVES AND TARGETS.....	20
	Objectives	20
	Modal Share Targets	20
7	TRAVEL PLAN MEASURES	23
8	ACTION PLAN	28
9	MONITORING AND REVIEW	30
10	SUMMARY	32

APPENDICES

APPENDIX A - SITE PLAN

APPENDIX B - TRAVEL SURVEY

APPENDIX C - WELCOME PACK

1 INTRODUCTION

General

- 1.1 This report has been prepared by SCP on behalf of Ecclestone Homes Ltd, in support of a residential development on the former Holcombe Mill site, Ramsbottom.
- 1.2 A planning application (Application Reference: 70222) was submitted to Bury Council (BC) in November 2023, for a residential development comprising the erection of 57 no. dwellings, the retention of a chimney and the demolition of 3 existing buildings, together with engineering operations to create a development platform, public car park, substation, public open space, landscaping, drainage, the layout of internal estate roads and footways and other associated works. The application was subsequently approved in September 2024, subject to a number of conditions.
- 1.3 Condition 29 requires the submission of a Travel Plan prior to commencement of the development and states the following:-

Condition 29:

No development, other than demolition and remediation, shall commence unless and until Travel Plans for the residential use has been submitted to and approved in writing with the Local Planning Authority/TfGM and shall confirm/provide the following:

- 1. A range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets;*
- 2. A travel plan budget and resources for the implementation and day to day management of travel plan measures;*
- 3. Appropriate management structures;*
- 4. Detailed time frames for the delivery;*
- 5. Handover arrangements for the travel plan or its components when the developer's responsibility ceases;*
- 6. Targets and monitoring arrangements.*

The approved plan shall be implemented within 6 months of occupation of the first dwelling and the measures and facilities proposed implemented to the satisfaction of the Local Planning Authority.

- 1.4 This Travel Plan sets out Ecclestone Homes Ltd commitment to reducing the number of vehicular trips generated by the development and identifies the key measures which will be developed as part of the travel plan implementation, as well as providing the necessary information required to allow Condition 29 to be discharged.

Travel Plan Approach

- 1.5 The main emphasis of this travel plan will be on the journeys made by residents at the site.
- 1.6 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.
- 1.7 This travel plan focuses on influencing greater use of sustainable transport by residents when travelling to and from the site, and will establish and promote the sustainable transport links available. The travel plan will also suggest measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that residents travel.

2 POLICY CONTEXT

- 2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access. The plan will continue to be implemented, for the life of the development.
- 2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

- 2.3 Travel plans 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:
- Promote healthy lifestyles and sustainable, vibrant communities;
 - Provide adequately for all users, with a variety of mobility needs;
 - Reduce demand for car parking, thereby enabling more efficient land use;
 - Reduce pressure on highway capacity, particularly at peak times;
 - Improve social inclusion;
 - Cut carbon emissions and their contribution to climate change;
 - Reduce road danger and protecting vulnerable road users; and
 - Improve local air quality, while reducing noise pollution.
- 2.4 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

National Policy

- 2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

- 2.6 Travel plans were first secured within the planning system within the context of 'Planning Policy Guidance Note 13: Transport' published by the Government in March 2001. The recent publication of the government's 'National Planning Policy Framework' (NPPF – December 2024) is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.
- 2.7 The NPPF notes that:
- 'The planning system should actively manage patterns of growth in support of these objectives. 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.'*
- 2.8 The NPPF also advises the following in relation to sustainable travel and travel plans:-
- All developments that will generate significant amounts of movement should be required to provide a travel plan.
- 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.
- 2.9 The key national policy document for travel plans was published by the Department for Transport in April 2009 entitled *"Good Practice Guidelines: Delivering Travel Plans through the Planning Process"*. This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.
- 2.10 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.
- 2.11 This travel plan has therefore been developed in line with local and national transport policy and guidance.

Regional Policy

Places for Everyone Joint Development Plan (March 2024)

- 2.12 The Places for Everyone Joint Development Plan of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan Councils sits at the foundations of our proposals to improve employment opportunities for our communities, build the right homes in the right places, rejuvenate green spaces and reshape town centres. As a long-term plan for jobs, new homes, and sustainable growth it will enable us to tackle the inequalities experienced by so many of our communities. The Places for Everyone spatial strategy seeks to deliver sustainable, inclusive growth by focusing significant growth in jobs and housing at the core; boosting northern competitiveness through provision of significant new employment and housing opportunities and infrastructure and supporting key economic drivers in the south.
- 2.13 Chapter 10 of the plan details the aims and objectives that are in place to ensure that places are well connected through an integrated network. Some of the policies are listed *below*:
- *An Integrated Network - in order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:*
 1. *Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;*
 2. *Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services*
 3. *Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):*
 - *Pedestrians (and people using mobility aids);*
 - *Cyclists, powered two-wheelers, and public transport users;*

- *People doing business or providing services (such as taxis/private hire, deliveries or waste collection)*
- *People in personal motorised vehicles*
- *Public Transport - In order to help deliver major improvements to public transport, we will support a range of measures, including:*
 1. *Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London with Northern Powerhouse Rail;*
 2. *Increased capacity at the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;*
 3. *Improved public transport routes and services to the City Centre and wider Core Growth Area;*
 4. *Improved public transport routes and services to Manchester Airport;*
 5. *Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;*
 6. *More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;*
- *Streets for All - Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.*
 1. *Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport.*
- *Walking and Cycling - Both walking and cycling have minimal costs and are open to people of all ages. So encouraging more people to walk and cycle will support greater social inclusion and independence.*

1. *The increased physical exercise they bring, particularly in comparison to driving, will also help benefit peoples' health and wellbeing. By encouraging fewer people to drive for shorter journeys we will help reduce carbon emissions, congestion, air and noise pollution and the other negative impacts of vehicle traffic.*
2. *If walking and cycling are to become the natural choice for shorter journeys, then a dramatic improvement in the quality and extent of our walking and cycling infrastructure will be required. New and improved routes will be needed, and the barriers that currently discourage people from walking and cycling will need to be removed. High-quality walking and cycling infrastructure will also be vital in increasing the use of public transport, and so will need to be integrated with the public transport network.*

Summary

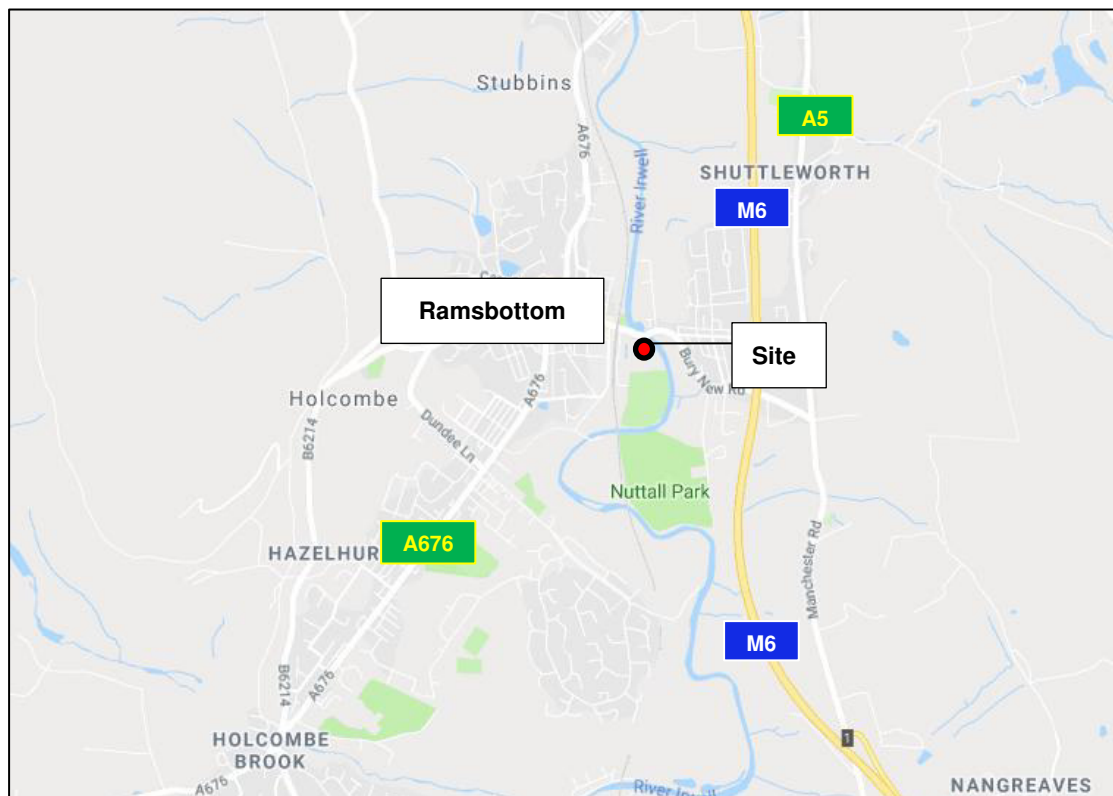
- 2.14 In general, the national and local transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.
- 2.15 This travel plan has been developed in line with local and national transport policy and guidance.

3 SITE AUDIT

Existing Site

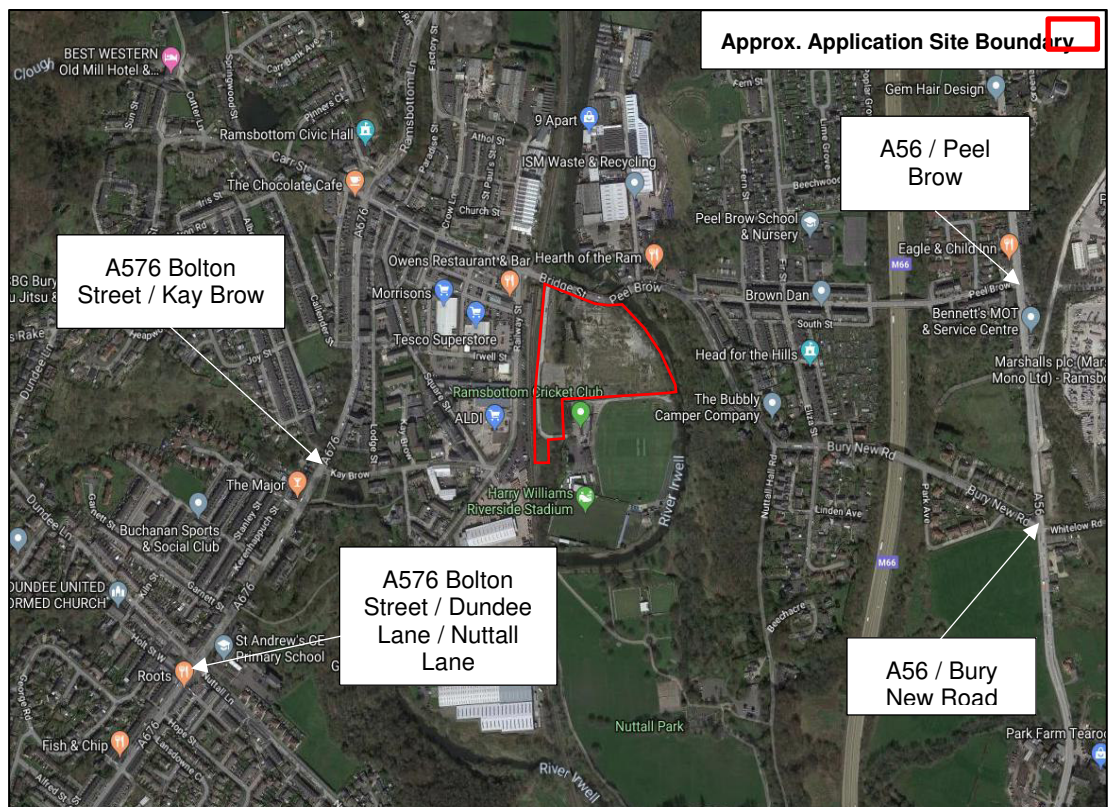
- 3.1 The application site is located to the south of Bridge Street/Peel Brow on the eastern edge of Ramsbottom town centre.
- 3.2 The location of the application site in relation to the wider highway network is shown on **Figure 3.1** below.

Figure 3.1 – Site Location – Wider Highway Network



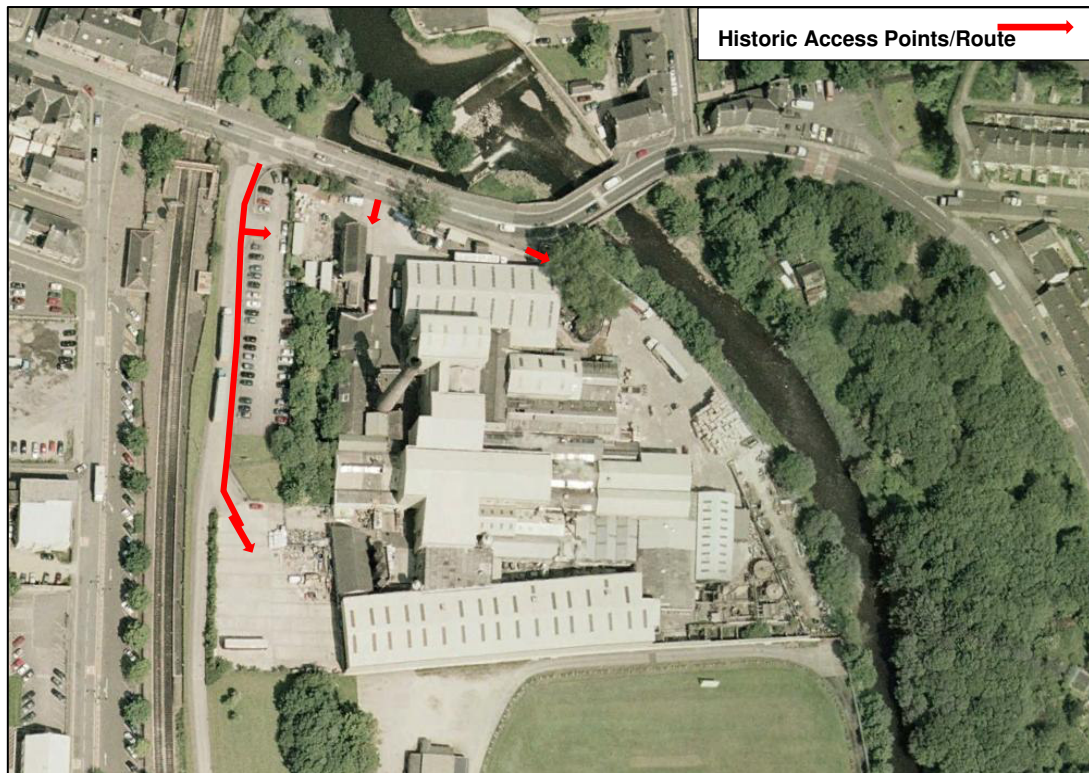
- 3.3 The location of the application site in relation to the local highway network is shown in red on **Figure 3.2** below.

Figure 3.2 – Site Location – Local Highway Network



- 3.4 The application site comprises previously developed land that formerly accommodated the Holcombe Paper Mill, which closed in 2008 and was substantially demolished in 2013.
- 3.5 The site is bounded by Bridge Street/Peel Brow to the north, the river Irwell to the east, Ramsbottom Cricket Club to the south and the East Lancashire Railway and an access road to the site/cricket club to the west.
- 3.6 Vehicular access to the site historically took place from Bridge Street/Peel Brow via three priority-controlled accesses, located to the north-west and north-east of the site as well as centrally, as shown on **Figure 3.3** below. The western access is currently in use and serves Ramsbottom Cricket Club and Harry Williams Riverside Stadium, located to the south of the site.

Figure 3.3 – Existing Site Access off Bridge Street / Peel Brow



Local Highway Network

Bridge Street / Peel Brow

- 3.7 Bridge Street / Peel Brow fronts the northern site boundary and provides a link between the A676 Bolton Street / A676 Ramsbottom Lane / Carr Street / Bridge Street junction, to the west, with the Peel Prow / Bury New Road and Peel Brow / A56 Manchester Road junctions to the east. Bridge Street / Peel Brow are subject to a 30mph speed limit and benefit from regularly spaced street lighting columns and footways on both sides of the road.
- 3.8 The East Lancashire Railway (ELR) crosses Bridge Street, approximately 60m north-west of the existing central site access, at a gated signal controlled crossing. The ELR is a recreational tourist attraction line that provides an hourly steam train service between Rawtenstall and Bury.
- 3.9 There is a bus stop located immediately adjacent the north-west corner of the site, on Bridge Street. Further details on the accessibility of the site are provided in Chapter 5.

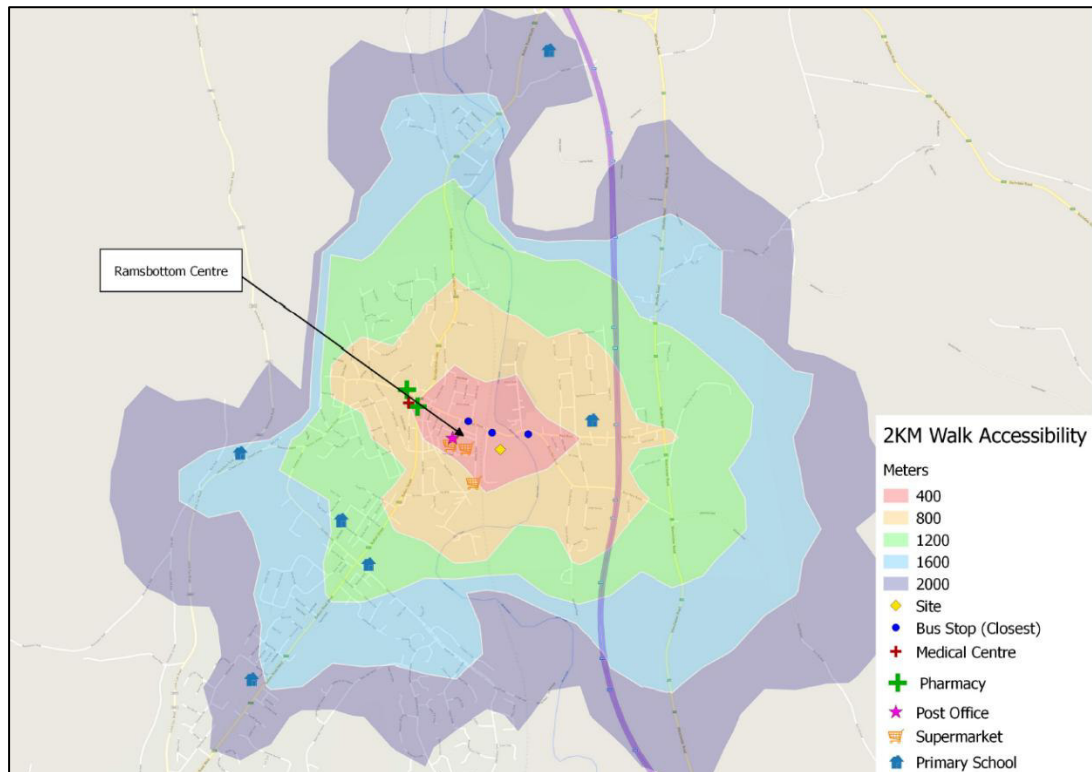
The Development

- 3.10 The development proposals consist of a residential and car park development, comprising 57 dwellings as well as a 47-space public car park, on the former Holcombe Mill site, Ramsbottom.
- 3.11 The proposed site layout plan is contained in **Appendix A** and the proposed accommodation schedule is summarised below:
- 2 no. 2-bed houses;
 - 31 no. 3-bed houses; and,
 - 24 no. 4-bed houses

Access by foot

- 3.12 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which employees may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.13 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site, as shown on **Figure 3.4** below:-

Figure 3.4 – Walk Accessibility



- 3.14 Pedestrian and cycle access will be provided from the proposed vehicular access and the secondary emergency access which will both be taken from Bridge Street. The main walk routes benefit from regularly spaced street lighting columns and natural surveillance from the residential properties and businesses that abut these routes.
- 3.15 **Figure 3.4** demonstrates that the site is within acceptable walking distance of Ramsbottom town centre and the array of amenities on offer. A selection of some of the amenities within a short 1km walk distance from the site are summarised in **Table 3.1** below:-

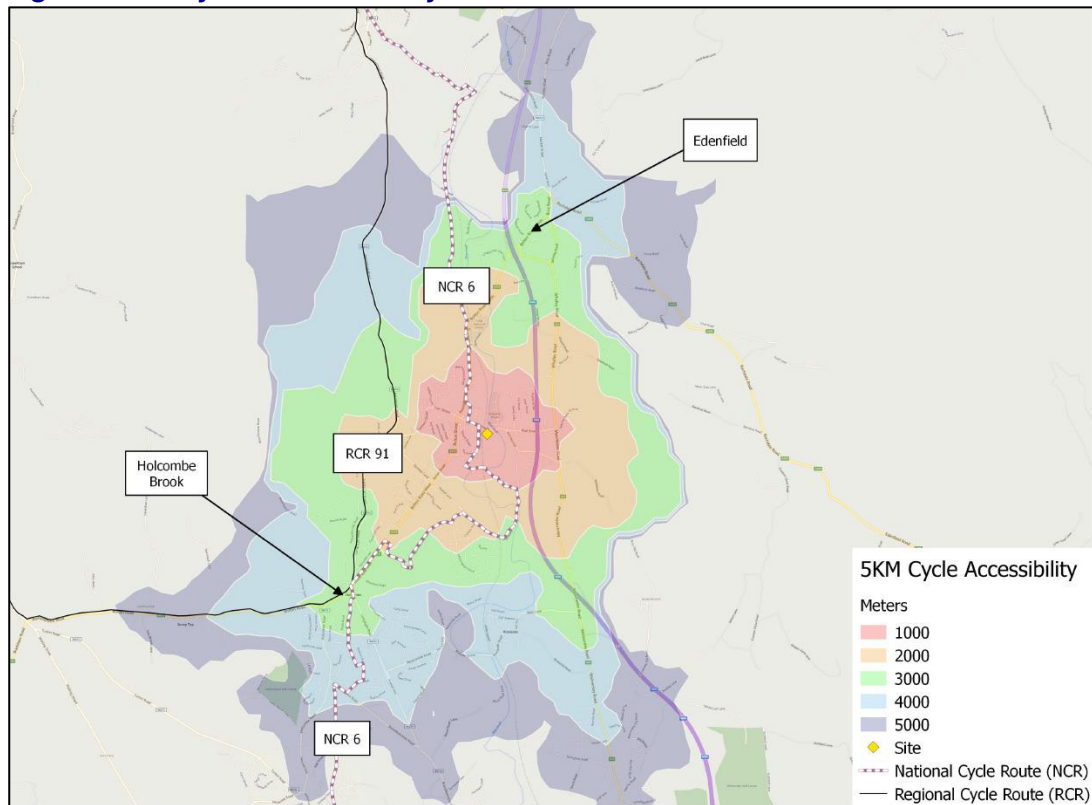
Table 3.1 - Facilities within 1km Walk Distance of the Site

Facility	Details	Distance from Site
Bus Stop	Bus Stop, Bridge Street	30m
Supermarket	Tesco, King Street	210m
ATM	Tesco, King Street	210m
Supermarket	Morrisons, King Street	270m
Post Office	Post Office, King Street	270m
Supermarket	Aldi, Railway Street	300m
Leisure	Ramsbottom Cricket Club	300m
Leisure	Harry Williams Riverside Stadium	300m
Pharmacy	Cohens Chemist	400m
Doctors	Ramsbottom Health Centre	400m
Library	Ramsbottom Library & Adult Learning Centre	400m
Nursery	Tiddlywinks Nursery School	500m
Hair Salon	Elite Hair, Bolton Street	500m
Dentist	Dental Surgery, Bolton Street	500m
Gym/Pool	Ramsbottom Pool & Fitness	700m
Open Space	Nuttall Park	750m
Primary School	St Andrew's CoE Primary School	1.0km
Primary School	St Joseph's RC Primary School	1.0km

Access by Cycle

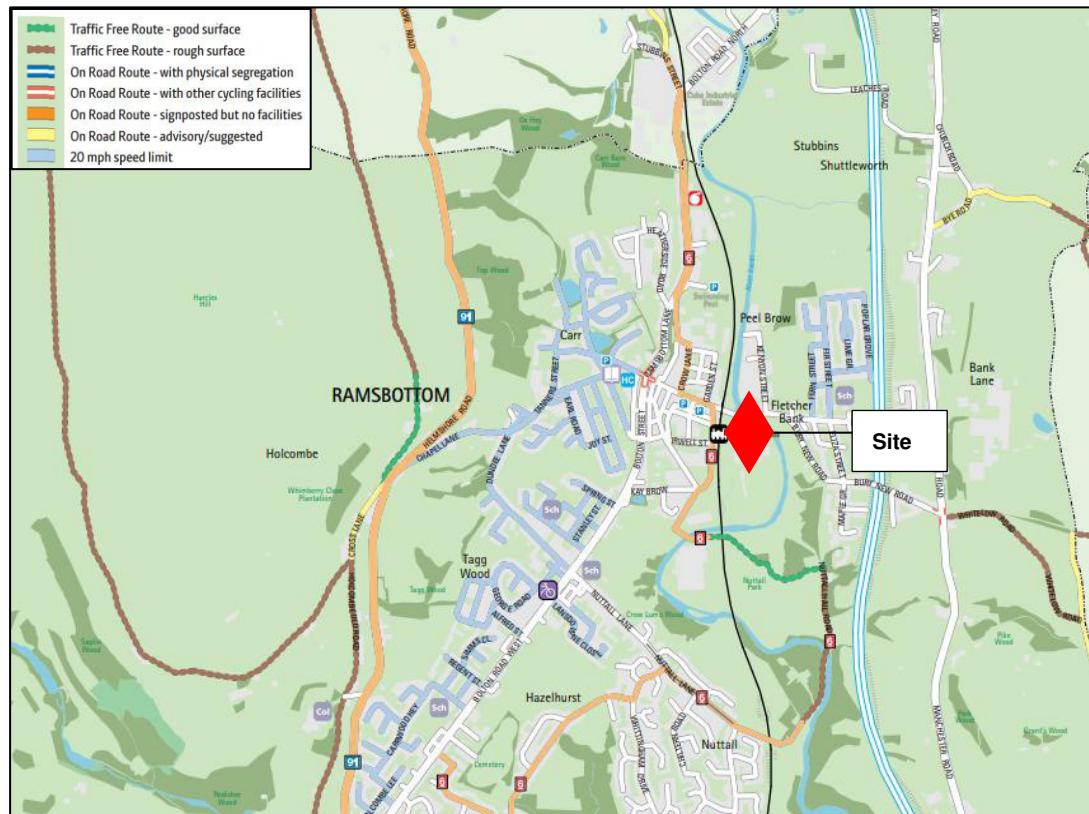
- 3.16 Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport.
- 3.17 **Figure 3.5** illustrates the 5km cycle catchment of the site, which is equivalent to a 25 minute cycle.

Figure 3.5 – Cycle Accessibility



- 3.18 The plan demonstrates that Ramsbottom and Edenfield, are located within the 5km catchment area from the development site. Furthermore, Figure 5.2 demonstrates the sites proximity to National Cycle Route 6 and Regional Cycle Route 91. National Cycle Route 6 runs almost adjacent to the site and locally links Accrington, to the north, with Bury to the south, and also connects to Regional Route 91.
- 3.19 **Figure 3.6** below demonstrates that there are numerous cycle facilities in the vicinity of the site, including numerous 20mph roads, on road signed routes and traffic free routes.

Figure 3.6: Local Cycle Routes Plan



- 3.20 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents of site.

Access by public transport

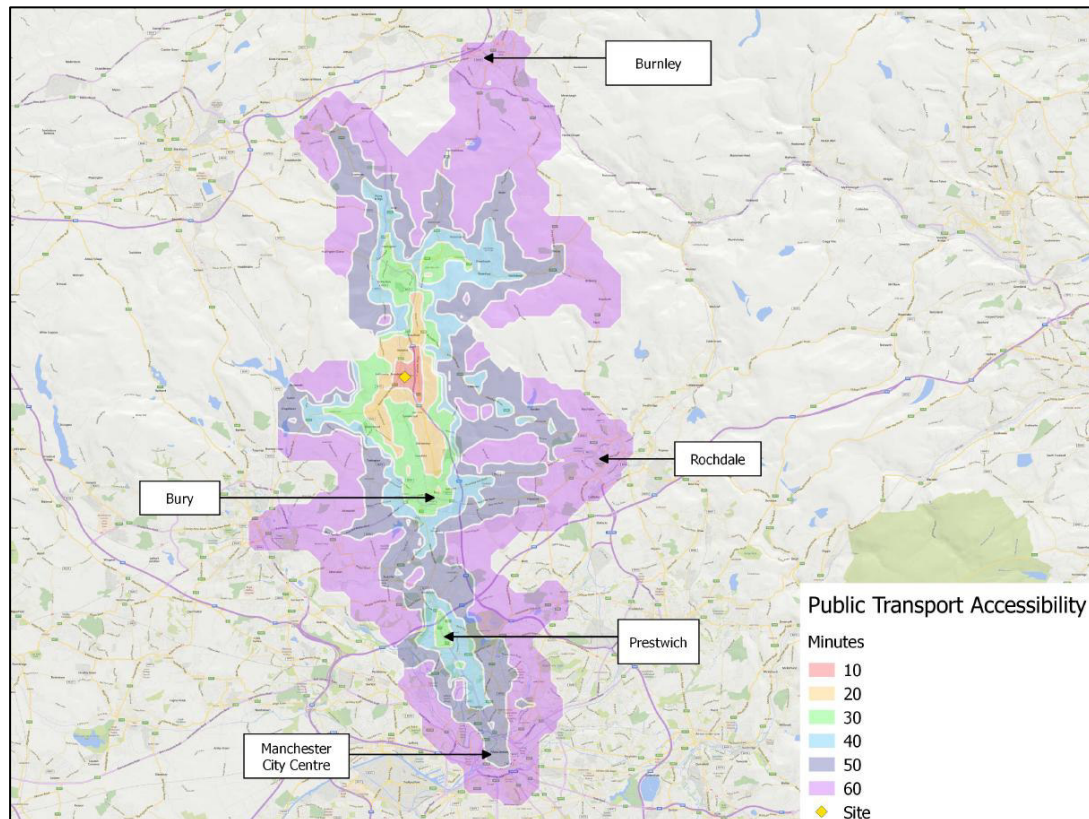
- 3.21 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "*Guidelines for Planning for Public Transport in Developments*" document identifies, at section 6.20, that "*Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.*"
- 3.22 The nearest bus stops to the site are located along the sites frontage along Bridge Street, and are therefore well within the recommended walking distance. A summary of the services provided from these stops are summarised in **Table 3.2** below:-

Table 3.2 – Bus Timetable Summary

Service	Route	Service Frequency
472	Bury / Ramsbottom Circular	Mon – Fri: 15mins
		Sat: 20mins
		Sun: 30mins
474	Bury / Ramsbottom Circular	Mon – Fri: 20mins
		Sat: 20mins
		Sun: 30mins
477	Bury - Ramsbottom	Mon – Fri: 60mins
		Sat: 60mins
		Sun: -
480	Bolton - Bury	Mon – Fri: 60mins
		Sat: 60mins
		Sun: 120mins
X41	Accrington - Manchester	Mon – Fri: 60mins
		Sat: 60mins
		Sun: 60mins

- 3.23 The above demonstrates that prospective residents will have access to bus services stopping close to the site which will provide a viable option for residents to travel by bus.
- 3.24 In terms of rail services, the Ramsbottom ELR Station is located immediately adjacent the site and provides a recreational tourist attraction line that provides steam train services between Rawtenstall and Bury.
- 3.25 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 3.7** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 3.7 – Public Transport Accessibility



- 3.26 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester, Prestwich, Bury, Rochdale and Burnley, amongst others, are in an acceptable 60 minute commute time.

Summary

- 3.27 The above assessments demonstrate that the site is in an accessible location with potential for use of sustainable transport modes and has a large range of local amenities within close proximity.

4 TRAVEL PLAN ADMINISTRATION

Travel Plan Co-ordinator

- 4.1 The travel plan will be managed by a travel plan coordinator (TPC). The TPC will provide a key role in delivering a successful travel plan for the development. The TPC role for the residential development will be overseen by Eccleston Homes.
- 4.2 The TPC role was established prior to the opening of the development and will act as the fulcrum for the development of the travel plan measures and the day to day operation of the plan. The TPC will act as the main contact for the travel plan and will be responsible for implementing plan measures, involving new residents, maintaining a database and monitoring the effects of implementation.
- 4.3 The TPC will inform the LPA of their contact details. Similarly, the TPC will obtain the contact details of residents and complete a 'Contact' form to provide easy reference when dealing with travel plan matters.
- 4.4 The TPC is the first point of contact for all residents and other outside organisations in all matters regarding travel to and from the site, therefore the TPC will set up a file for all correspondence relating to each travel plan.
- 4.5 The primary target of the travel plan has been to replace private car journeys with other means of more sustainable transport. The majority of private car journeys are commuter trips made to and from a workplace; this therefore represents a useful starting point to target.

Funding

- 4.6 Appropriate funding was allocated by the developer at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.
- 4.7 The funding covers all costs relating to the TPC, implementation of measures, marketing of the travel plan, annual monitoring and submission of a review to BC. The funding stream will allow the travel plan to operate for a minimum of five years.

5 TRAVEL SURVEY

- 5.1 Initial travel surveys will be undertaken within 3 months of occupation in order to understand how residents currently travel, how they would like to travel and what would encourage them to make those changes. Repeat surveys will be used to monitor ongoing travel patterns over time.
- 5.2 The survey responses will provide an indication of what targets would be most appropriate for the development and which measures would be most successful in helping to achieve them. A copy of the surveys issued is included in [Appendix B](#).
- 5.3 The TPC will be responsible for the surveys and will undertake a resident survey annually (at the same time of year) for the first five years of site operation.
- 5.4 An annual review will be undertaken following each survey, to identify progress towards delivery of measures and achievement of targets. The review will summarise the data collected and propose revised initiatives and measures where targets have not been met, including a revised action plan.
- 5.5 The TPC will submit the results of the annual review along with the survey data to Bury Council for their review and decision.

6 OBJECTIVES AND TARGETS

Objectives

- 6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.
- 6.2 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.
- 6.3 This travel plan has been prepared to achieve the following objectives:
- Minimising the total travel distance of residents.
 - Reducing reliance upon the private car and improving awareness and usage of alternative modes of transport;
 - Promoting walking, cycling, public transport and car sharing; and
 - Promoting healthy lifestyles and sustainable communities which are accessible by alltravel database to determine the existing travel patterns to the site.

Modal Share Targets

- 6.4 The TPC will analyse the travel survey questionnaires within 3 month of setting up the travel database to determine the existing travel patterns to the site.
- 6.5 In order to achieve the long-term objective of the TPs of reducing single occupancy vehicle travel over the first 5 years of the TP, the TPC will set realistic short-term annual targets for mode share based on the initial surveyed travel patterns.

- 6.6 Following the results of the travel surveys, the TPC will set realistic short-term annual targets in agreement with the local highway authority to increase the percentage of walk/cycle travel associated with the site. These targets will be based on the surveyed travel patterns and will be examined in light of the existing mode share usage for these types of travel.
- 6.7 The TPC will agree the annual targets with the LPA within 1 month of completion of the survey review reports. The initial travel survey results for the proportion of residents travelling by single occupancy vehicles should be recorded along with the agreed short-term annual targets.
- 6.8 The agreed short-term annual targets will form the basis of the annual review and monitoring process, which alongside the assessment of the implementation of measures will gauge the effectiveness of the TP.
- 6.9 **Table 6.1** shows the initial modal share targets which have been drafted based on the existing modal split for residents travelling to the Bury 001 (E02001019) area for work, in which the site is located, as recorded in the 2011 census (Source: Office of National Statistics).

Table 6.1 – Travel to Work Modal Split

Mode	Bury 001
Car Driver	76%
Car Passenger	5%
Public Transport	8%
Walk and Cycling	10%
Motorcycle	0%
Taxi	0%
Other	0%

Source: Nomis

- 6.10 The modal split for Bury 001 shows that the majority of people travelling from the area in which the site is located do so by walking and cycling, with the remainder by other sustainable modes such as public transport, followed by the private car.
- 6.11 **Table 6.2** below highlights the initial 5-year targets which cover the development site, these will be reviewed and updated as necessary after initial residents' surveys at this site have been completed and returned to the TPC.

Table 6.2: Targets

Mode	Target		
	1 year	3 years	5 years
Car Driver	74%	72%	70%
Car Passenger	6%	6%	6%
Public Transport	9%	10%	12%
Walk and Cycling	10%	11%	11%
Motorcycle	0%	0%	0%
Taxi	0%	0%	0%
Other	0%	0%	0%

6.12 Following the baseline surveys, the above targets will be adjusted to take account of home working and to ensure that the targets remain realistic and achievable.

Indicators

6.13 Mode share targets will be set once the updated baseline travel surveys have been undertaken, within 3 months of the development becoming occupied. The targets will be updated annually for a period of 4 years following on from baseline surveys, to ensure they are representative of SMART targets based on the travel patterns of the residents.

6.14 Milestones to assess progress against the travel plan objectives and targets include:

- Issue of a travel plan information pack to all residents within one week of site occupation;
- Undertaking cycle and car parking surveys; and
- Uptake of the various measures, including interest in car sharing.

6.15 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

7 TRAVEL PLAN MEASURES

7.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development. Consultation with residents is therefore key to achieving support from those who the measures are targeted at and avoiding measures which may be unpopular.

7.2 The following sections outline the measures to be promoted by the TPC.

Travel Awareness

7.3 Good accurate information on the range of services and travel initiatives available will be a critical element of a successful travel plan.

7.4 The TPC will make new residents aware of the existence of the TP by providing them with an information leaflet summarising the TP as part of a welcome pack, included with the resident's induction, and providing information on a residents noticeboard. This will help to ensure that sustainable travel patterns

7.5 are created from the outset. The welcome pack can be found in **Appendix C**. The travel information pack will include, though not exclusively, the following:

- An introduction to the new travel plan, listing any key measures along with the contact details of the TPC;
- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities within easy walking distance of the site;
- Public transport information, including:
 - A map showing the location of the store in relation to the local area, highlighting nearby bus stops;
 - Bus timetables of existing local services from nearby bus stops;
 - A map showing the location of the store in relation to the local area, highlighting nearby Train Stations;
 - Rail timetables of existing local services from nearby bus stops;
- Active travel information, including:

- A map showing local cycle and walking routes, which would also indicate the locations of cycle parking and cycle shops in the area;
- Details of local bike repair shops/retailers and available discounts/promotions, along with available training and maintenance sessions;
- Health information;
- Information about car sharing
- Details of local taxi firms

7.6 The TPC will ensure that any changes to the TP or any relevant information are passed on to members of residents on a biannual / annual basis in the form of leaflets and on the residents' noticeboard. The TPC will promote and encourage residents to participate in National and Local events, organised by others, aimed at promoting awareness of sustainable transport. The range of events that will be promoted will be agreed and co-ordinated with the Local Planning Authority and the working group.

Walking

7.7 Walking is suitable for journeys under two kilometres and can be combined with other methods such as public transport to cover longer distances.

7.8 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 in the welcome pack;
- Promote Google Maps for journey planning on foot;
- Promote the availability of walking information, including route maps and useful tips and guidance on the Bee Network website
- Provide a map showing walking routes as part of the welcome pack, indicating distances and times to key local facilities near to the site; and
- Walk to work week – Is an annual event run by living streets an aim is to encourage workers to walk to work and experience the benefits it brings. More information on this can be found at: <https://www.livingstreets.org.uk>

Cycling

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

- Raise awareness of the health benefits of cycling through promotional material in the welcome pack;
- Providing Cycle facilities on site including a cycle store, showers/changing room and lockers for potential residents
- Promote the availability of cycling information, including route maps and provide information on cycle proficiency courses and adult cycle training from the Bee Network website: <https://beeactive.tfgm.com/cycling/>
- Promote the availability of cycling information from the below cycle related websites: <https://www.sustrans.org.uk/> and <https://www.lovetoride.net/uk?locale=en-GB> and
- Liaise regularly with the cycling officer at Bury Council (BC) to ensure that up-to-date information is available.

Public Transport Information

7.10 The TPC will actively promote public transport with the following specific measures to be implemented, which will be promoted through the welcome information as well as via noticeboards and newsletters:

- Residents and residents will be provided with public transport route and timetable information in the travel information packs, which will be updated by leaflet drop as necessary;
- Provide details of journey planning websites and telephone advice services to enable residents to obtain details on their individual requirements, including Traveline (Telephone: 0871 200 2233 and Website: <http://www.traveline.info/>);
- Negotiation with local bus, train or tram companies an increase in the local service provision for the development. Provide details of Community Transport including voluntary car schemes, Minibuses and rural, village and community wheels, which provide transport for people having difficulty using public transport. Registration is mandatory before using the service and

booking can be made between seven days to an hour before travelling. More information is provided here: <https://liverpool.gov.uk/parking-roads-and-travel/getting-around-liverpool/> and on the interactive journey planner map <https://tfgm.com/plan-a-journey>;

- Details of local taxi firms will be provided within the travel information pack.

7.11 It has not been possible to negotiate with public transport operators at this stage during the planning process, however this will be undertaken prior to occupation once the details and timing of the development is known.

Car Sharing

7.12 The TPC will promote the use of the car sharing scheme which will be highlighted in the Travel Pack given to all residents when moving on to site. The promotion of this type of scheme is fundamental to the site because it allows two or more individuals to mutually share journeys to places of work or leisure in one car as a complete journey or as part of a journey involving sustainable modes of transport. The benefits of car sharing include:

- Cost savings on fuel and car parking charges;
- Reducing the number of cars on the highway network
- Reducing congestion and lowering journey times;
- Reduced stress;
- A reduction greenhouse emissions; and
- Increased travel choices which could include walking, cycling and public transport.

7.13 The TPC will update the car sharing scheme / register within 3 months of receiving the initial residents travel surveys. Residents will be consulted by their TPC to allow potential car sharers to register an interest and provide details of their journey to and from work. The TPCs will then identify suitable matches for residents that may be able to share their journeys to and from work.

Journey Planning

7.14 A particularly useful journey planning website is:

- National Traveline www.traveline.info / 0871 200 22 33

- Bee Network <https://tfgm.com/plan-a-journey>

7.15 Traveline contains region-specific journey planning support, and can help you plan your bus, tram or rail journey. The website provides access to public transport information, as well as allowing you to develop journey plans, view timetables and find out about any public transport disruptions.

Marketing Summary

7.16 The TPC will be responsible for providing residents and users, with an overview of the travel plan in order to promote the use of a range of modes of transport.

7.17 As noted above, the following marketing tasks will be undertaken as part of the travel plan implementation and will be reviewed on a regular basis:

- Development of introductory information for the travel plan, to be disseminated to residents upon the opening of the site (prior if possible), as well as to new residents as appropriate;
- Regular updates will be provided to residents via printed and noticeboard information, to promote new and ongoing measures; and,
- Any local authority leaflets, posters, timetables will be obtained, for display on noticeboards within the units.

8 ACTION PLAN

8.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

Action	Target Date	Responsibility
Provide all highway and transport measures as agreed with BC	As per planning agreements with Bury Council	Developer / BC
Appointment of TPC	At least 1 month prior to site occupation	Developer
Exchange contact details with relevant officers	At least 1 month prior to site occupation	TPC
Obtain public transport timetables, maps, car sharing information, route plans etc. to provide to residents	At least 1 month prior to site occupation	TPC
Procure and produce information to populate welcome packs	2 weeks prior to site completion	TPC
Issue travel welcome packs to residents	Upon occupation	TPC
Ensure residents travel noticeboards are erected and populated in communal areas, and further leaflets/info are available	Upon occupation	TPC
Prepare residents baseline travel survey	Within 3 Months of occupation	TPC
Issue surveys to residents	Within 3 Months of occupation	TPC
Collect travel plan surveys and analyse responses	Within 3 weeks of issue	TPC
Review travel plan objectives	Review travel plan objectives and	TPC
Produce full travel plan document and submit to BC	Within 3 months of survey completion	TPC
Liaise with BC to agree final travel strategy, objectives and targets	Within 3 months of survey completion	TPC / BC

Ongoing Tasks		
Update residents with regard to any service or provision changes with regard to local transport on annual basis	Annually	TPC
Implement measures in line with residents requirements / interest, including promotion of e.g. Bike Week, Walk to Work Week etc.	Ongoing	TPC
Conduct repeat travel survey one year after the baseline survey, and thereafter, annually, for four years	For four years after baseline survey completed	TPC
Analyse responses, produce progress report and submit to BC	Within 3 months of receipt of responses	TPC
Report updates to residents	Within 1 month of analysis taking place	TPC
Continue regular monitoring as set out and agreed with BC	As agreed with BC	TPC

9 MONITORING AND REVIEW

- 9.1 To establish the success of the travel plan, an effective monitoring and review process must be agreed. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

- 9.2 Monitoring of the plan is important for the following reasons:
- It demonstrates to the local authority the effectiveness of measures implemented and the progress being made towards travel plan objectives;
 - It justifies the commitment of the TPC and of other resources;
 - It maintains support for the travel plan by reporting successes;
 - It helps to identify any deficiencies within the travel plan, including any measures that are not effective; and
- 9.3 The TPC will monitor travel patterns associated with the site on an annual regular basis over a total of five year, commencing with baseline surveys within 3 months of occupation and another 4 years of annual surveys. Upon completion of the first baseline travel survey, a Full Travel Plan will be updated and submitted to BC for review. The document will be submitted within three months of survey completion.
- 9.4 As part of the annual monitoring, surveys will be distributed to all occupied households to monitor travel to and from the site and gain an understanding of travel habits.
- 9.5 The TPC will agree the monitoring programme with BC to ensure that the monitoring procedures are appropriate.

Reviewing

- 9.6 The TPC will undertake a review of the travel plan annually following monitoring, in conjunction with TBC. This review will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of car / non-car usage at the site; and
 - Comments received from residents.

- 9.7 The TPC will use data collected during the survey to compare the mode share statistics to the targets set for the development. The TPC may choose to revise the targets, with agreement with the local authority, in order to maintain a realistic travel plan goal.
- 9.8 The TPC will also use spot check data regarding usage of facilities such as cycle and car parking, to investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards travel plan objectives. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with the local authority.
- 9.9 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review and agreement.

10 SUMMARY

- 10.1 This TP reviews the existing transport facilities at the development site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 10.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:
- Reducing the transport impact of the development, by reducing reliance upon the car and improving awareness and usage of alternative modes;
 - Increasing opportunities for residents, by promoting walking, cycling, public transport and car sharing;
 - Minimising the total travel distance of residents; and,
 - Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.
- 10.3 This document ensures that sustainable access to the development is facilitated.

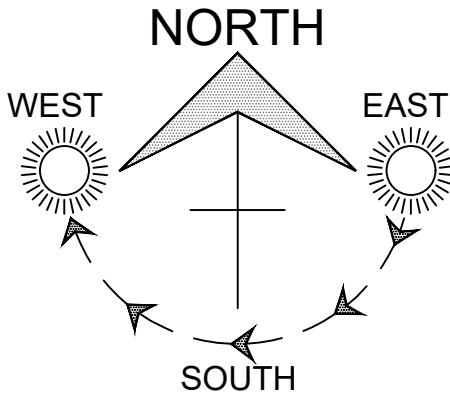
S|C|P

APPENDIX A

SCHEDULE OF ACCOMMODATION				
LANGHO	2 BED SEMI HOUSE	860sqft	2	1720sqft
GAYTON	3 BED SEMI/NEWS	1037sqft	7	7259sqft
LYTHAM	3 BED SEMI/DET HOUSE	1108sqft	16	17728sqft
DELAMERE	3 BED SEMI HOUSE	1127sqft	8	9016sqft
WHALLEY	4 BED DETACHED HOUSE	1191sqft	4	4764sqft
BUCKLEY	4 BED DETACHED HOUSE	1261sqft	4	5044sqft
PLUMLEY	4 BED DETACHED HOUSE	1378sqft	2	2756sqft
HARTFORD	4 BED DETACHED HOUSE	1412sqft	1	1412sqft
WILLASTON	4 BED DETACHED HOUSE	1479sqft	2	2958sqft
FORMBY	4 BED DETACHED HOUSE	1567sqft	3	4701sqft
HAIGH	4 BED DETACHED HOUSE	1578sqft	8	12624sqft
TOTAL			57	69982sqft

GROSS SITE AREA:	7.10 Acres
ACCESS ROAD:	0.59 Acres
LANDSCAPE BUFFER:	0.14 Acres
POS AREA:	1.43 Acres
CULVERTS & ACCESS TO CRICKET CLUB:	0.41 Acres
CAR PARK & SUB STATION:	0.53 Acres
NETT SITE AREA:	4.00 Acres
GROSS DENSITY:	8.03 Units/Acre
NETT DENSITY:	14.25 Units/Acre
TOTAL FOOTAGE:	69982 Sqft
GROSS FOOTAGE:	9857 Sqft/Acre
NETT FOOTAGE:	17496 Sqft/Acre

NOTE:
47no. PARKING SPACES TO BE PROVIDED.



Q	LAYOUT UPDATED.	JSM	28.05.24
P	LAYOUT UPDATED.	JSM	13.10.23
O	LAYOUT COMPLETED.	JSM	02.10.23
N	MIX UPDATED.	JSM	15.09.23
M	LAYOUT & MIX UPDATED.	JSM	03.03.23
L	CAR PARK INCREASED.	JSM	23.03.22
K	CAR PARK ADDED AND PLOTS UPDATED.	JSM	14.03.22
J	AFFORDABLE HOUSING UNITS INDICATED.	JSM	30.03.22
I	SUB STATION INDICATED.	JSM	29.10.21
H	UPDATED TO LA COMMENTS.	JSM	10.05.21
G	PLOT NUMBERS ADDED TO EXISTING BUILDINGS.	JSM	24.08.20
F	ROADS UPDATED TO VEHICLE TRACKING.	JSM	10.08.20
E	LAYOUT UPDATED.	JSM	14.07.20
D	EXISTING BUILDINGS UPDATED.	JSM	08.07.20
C	LAYOUT REDRAWN.	JSM	03.06.20



Eccleston
HOMES

PROJECT

HOLCOMBE MILL,
BRIDGE STREET,
RAMSBOTTOM

DRAWING TITLE

PLANNING LAYOUT

JOB NUMBER	-	REV	Q
DRAWING NUMBER	102	SCALE	A1
DRAWN	JSM	04.11.19	1:500
CHECKED	-	-	-

S|C|P

APPENDIX B



Holcombe Hill, Ramsbottom Residents' Travel Survey

This travel survey is being undertaken to help us understand how you and other members of your household travel on journeys to work, education and leisure trips, and your reasons for travelling as you do.

The survey is completely confidential; the information we collect will be used to help us provide useful travel information such as timetable changes, discounts at local retailers and on public transport, and improve your journeys. The information will not be shared with anyone else.

Please complete this paper survey and return it to the Building Reception.

If you would like to speak to someone about this survey, would like some assistance with your travel plans or would just like further information, please get in touch using the details below:

Travel Plan Coordinator: SCP Transport
Contact Email: info@scptransport.co.uk
Phone: 0161 832 4400

Thank you for your time!

Throughout the survey, please tick all boxes that apply

1 Please enter your name and address:

2 How many people live in your home (including yourself)?

3 What are the main reasons for journeys in your household:

To get to work
To access education
To access healthcare
For leisure purposes
Other (please specify below)

☐
☐
☐
☐
☐

4 How many cars are owned / available for use in your household?

5 How do you usually travel on the following journeys:

Car (alone)
Car with others (as passenger or driver)
Train
Bus
Cycle
Walk
Other (please specify below)

	Work	Education	Health	Leisure
Car (alone)	☐	☐	☐	☐
Car with others (as passenger or driver)	☐	☐	☐	☐
Train	☐	☐	☐	☐
Bus	☐	☐	☐	☐
Cycle	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Other (please specify below)	☐	☐	☐	☐

6 Why do you travel in this way?

Quicker/easier/more convenient than alternatives
No suitable public transport services
Personal safety
I give a lift/get a lift
Cheaper than alternatives
I need my car for my job (travel to other sites etc.)
Health reasons

☐
☐
☐
☐
☐
☐
☐

7 How many bicycles are in your household?

8 Do you / any of your household have a disability that affects the way you travel? Yes
No

9 What would encourage you to walk on future journeys?

Improved footpaths on local routes
Improved lighting on local routes
Someone to walk with (walking buddy)
Help planning my journey
Walking information / maps
Other (please specify below)

☐
☐
☐
☐
☐
☐

10 What would encourage you to cycle on future journeys?

Cycle training / maintenance assistance
Someone to cycle with (cycle buddy)
Cycling information / maps
Help planning my journey
Other (please specify below)

☐
☐
☐
☐
☐

11 What would encourage you to use public transport on future journeys?

Better public transport information
Discounts on public transport passes/tickets
Help planning my journey
Improved waiting environment e.g. bus shelters, waiting room at train station etc.
Increased frequency of public transport services
Other (please specify below)

☐
☐
☐
☐
☐
☐

12 What would encourage you to car share on future journeys?

Help finding a partner
More information on car sharing
Other (please specify below)

☐
☐
☐

S|C|P

APPENDIX C



Holcombe Mill, Ramsbottom

Travel Information Pack

Contents

Page 2: Your Travel Pack & Travel Plan

Page 3: Your Local Area Plan

Page 4: Walking & Cycling

Page 6: Public Transport

Page 9: Concessionary Travel and Journey Planning

Page 10: Car Use

Page 11: Cars Costs, Taxis and Alternatives to Travel

Page 12: Further Information & Comments

About Ecclestone Homes Ltd

Ecclestone Homes Ltd is committed to increasing sustainable travel for all residents. As a new resident at Holcombe Mill, you can help Ecclestone Homes Ltd support this vision.

During the planning process a Travel Plan was developed and is now being implemented. The Travel Information Pack you are reading is just part of this plan to give you the information you need regarding travel.

Contact us:

info@scptransport.co.uk

Enquiries: 01618324400

Why should I read this...

Travelling can be expensive and time consuming, and our travel behaviour can sometimes get stuck in a rut. With this in mind, this Travel Information Pack aims to provide you with all the information you will need to make an informed decision on how best to travel on your future commuting and leisure journeys.

Travel Survey

Linked to the Planning Application consent, travel surveys will be undertaken to help the Council understand how you and other members of your household travel and how travel in your area could be improved. Surveys will take place shortly and will continue to take place annually.

About this pack and Holcombe Mill Travel Plan

The Pack

This Travel Information Pack has been funded by Ecclestone Homes Ltd and is designed to give you all the information you need regarding sustainable travel in and around your local area.

This Travel Information Pack provides a range of travel options which could help you to:

- Save money
- Cut down time spent travelling
- Travel sustainably
- Improve your health

Travel options within this pack include walking, cycling, public transport and car use. We have also included information on journey planning options, cost calculators and taxis.

Please keep your Travel Information Pack in a safe place for future reference.

The Travel Plan

The Holcombe Mill Travel Plan is an on-going process which will be managed by your Travel Plan Coordinator.

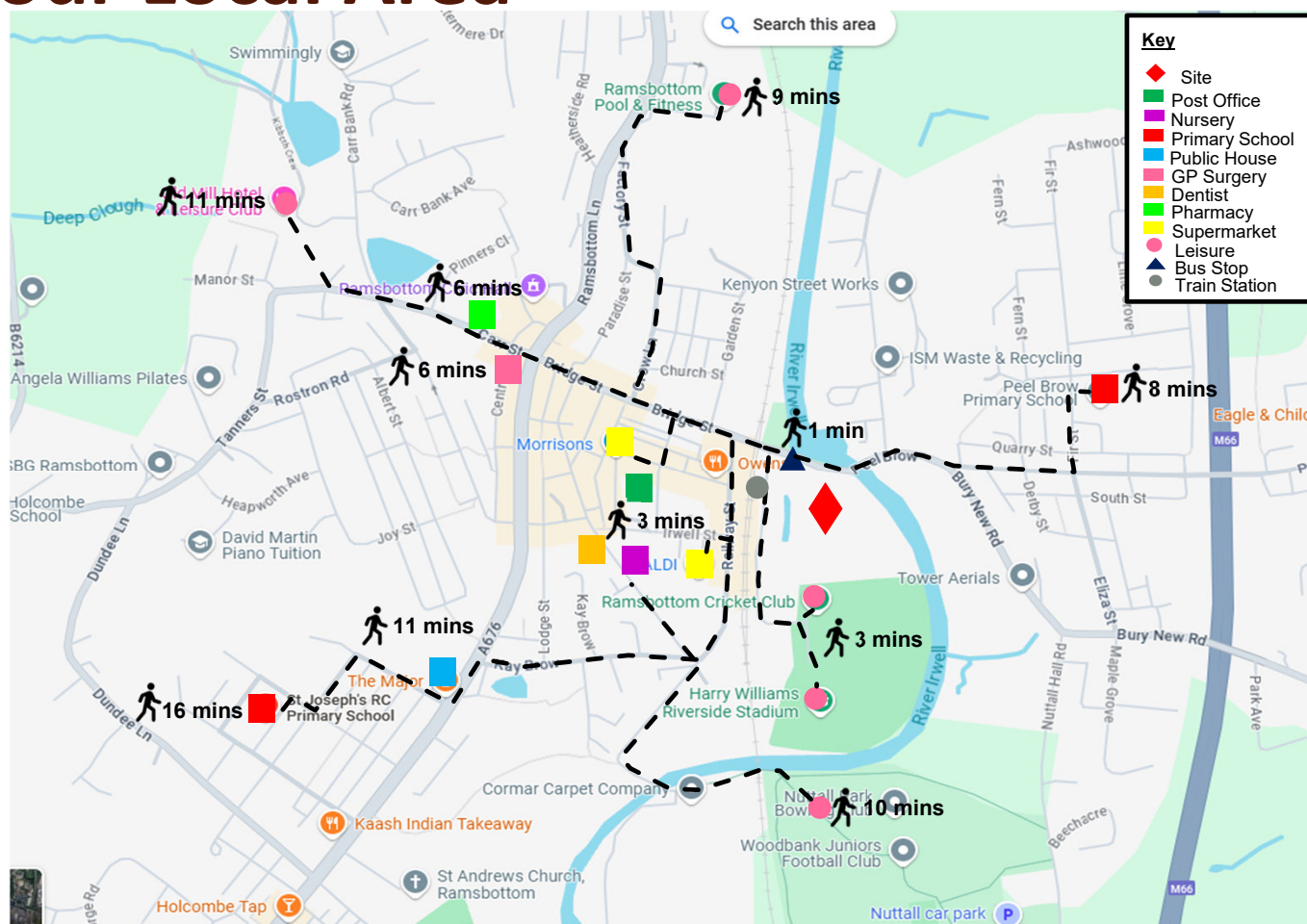
On an annual basis, all residents of Holcombe Mill will be invited to take part in a repeat survey to monitor the site's sustainability to inform the travel plan, with the first survey due to take place shortly.

You will receive a copy of the survey in the post and a digital link by email if you find this easier to complete. If you have any questions, please email your Travel Plan at:

info@scptransport.co.uk



Your Local Area



A wide range of facilities are available within two kilometres of your new home which takes approximately 30 minutes to walk. Some of the nearby facilities are shown on the above map and listed in the table below.

Facility	Description	Distance from Site
Bus Stop	Bus Stop, Bridge Street	30m
Supermarket	Tesco, King Street	210m
ATM	Tesco, King Street	210m
Supermarket	Morrisons, King Street	270m
Post Office	Post Office, King Street	270m
Supermarket	Aldi, Railway Street	300m
Leisure	Ramsbottom Cricket Club	300m
Leisure	Harry Williams Riverside Stadium	300m
Pharmacy	Cohens Chemist	400m
Doctors	Ramsbottom Health Centre	400m
Library	Ramsbottom Library & Adult Learning Centre	400m
Nursery	Tiddlywinks Nursery School	500m
Hair Salon	Elite Hair, Bolton Street	500m
Dentist	Dental Surgery, Bolton Street	500m
Gym/Pool	Ramsbottom Pool & Fitness	700m
Open Space	Nuttall Park	750m
Primary School	St Andrew's CoE Primary School	1.0km
Primary School	St Joseph's RC Primary School	1.0km

Walking and Cycling

There are lots of different ways to travel but travelling on foot and by bicycle are by far the healthiest and cheapest.

Whether travelling individually or as part of a group, walking or cycling to your destination instead of using a car or public transport can help you save money, improve your health, help you lose weight and get in shape, and increase confidence and independence.

On shorter journeys, choosing to walk or cycle could help you reach your destination faster than using a car or public transport.

A number of facilities can be reached within 2km of your new home, including a post office, a number of supermarkets, pharmacy, dentist, doctors, primary schools, public houses and public transport links such as bus tops, as well as leisure facilities.

A 2km walk takes approximately 30 minutes. Some key facilities within a 2km walk can be seen on the map on page 3.

Footways surrounding the site are wide, well surfaced and street lit.

Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport, as it is subject to fewer traffic and congestion delays.

Some of the destinations which can be reached by a 5km cycle ride can be seen on the map on page 5. These include:

Destination	Distance	Time
Holcombe Brook	2.4km	11 mins
Edenfield	2.7 km	9 mins
Summerseat	3.5km	14 mins
Tottington	4.6 km	18 mins

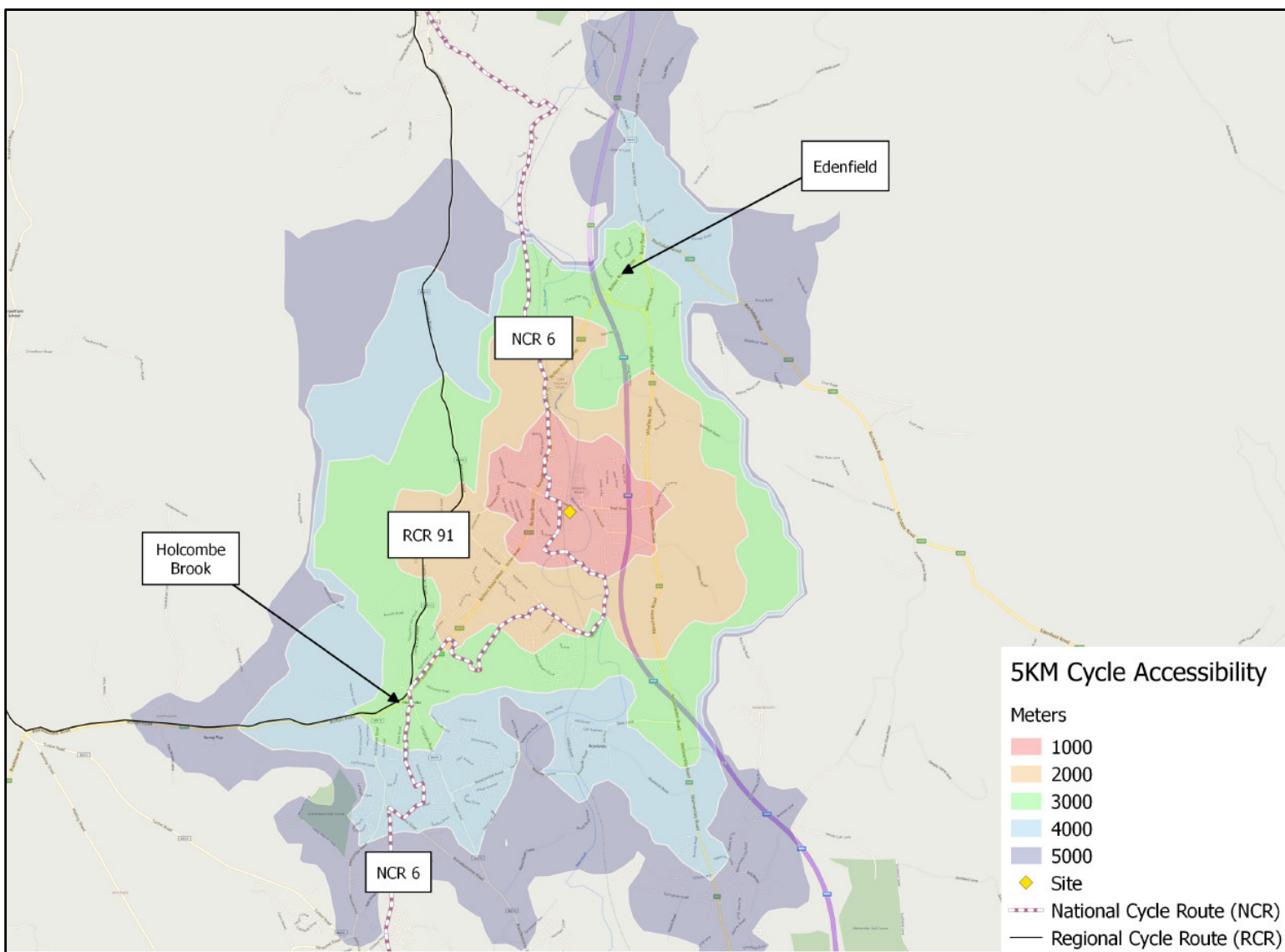
If you don't own a bike, there is the Bury Bike Library hubs, where you can borrow a bike for up to a week at a time. Visit Bury Council's Website for more details:
<https://www.bury.gov.uk/libraries-and-archives/bury-bike-libraries>

There are a number of Bee Network Bikes available for hire using the Beryl Mobile App. This provides a low-cost option to rent one by the minute or day for use around Manchester City Centre. Visit <https://beeactive.tfgm.com/cycle-hire/> for more information and visit the following websites for more information on walking and cycling :

- TfGM Active Travel (<https://beeactive.tfgm.com/schemes/>) – active travel information
- Sustrans (<http://www.sustrans.org.uk>) – walking and cycle maps and route planner
- Cycle Journey Planner and Cycle Map



Destinations which can be reached within 5km of cycling



Public Transport

Using public transport is convenient, enables you to get some exercise and could help you save money!

Your nearest bus stop is located on Rochdale Road approximately 30m from the site on Bridge Street and additional bus stops are located along the A676 Bolton Street.

The table on page 7 shows the current routes which are accessible via the bus stops shown on your local area map.

The buses serving these stops provide direct connections from the site to Manchester City Centre, Bury, Bolton, Ramsbottom and Accrington, well as other destinations.

A 1-day Bee Any Bus ticket allows for unlimited bus travel around Greater Manchester for £5. Weekly, monthly and annual tickets are also available.

Further bus, tram and train information can be found here:

- TfGM Transport Information

(<https://tfgm.com/>)

- TfGM Journey Planner

(<https://tfgm.com/plan-a-journey>)

- Coach information

(<https://www.nationalexpress.com/en> and <https://uk.megabus.com/>)

- National train travel and real time train information (<http://www.nationalrail.co.uk>)

The map on page 8 shows the areas which can be reached within 60 minutes using public transport.

Useful App



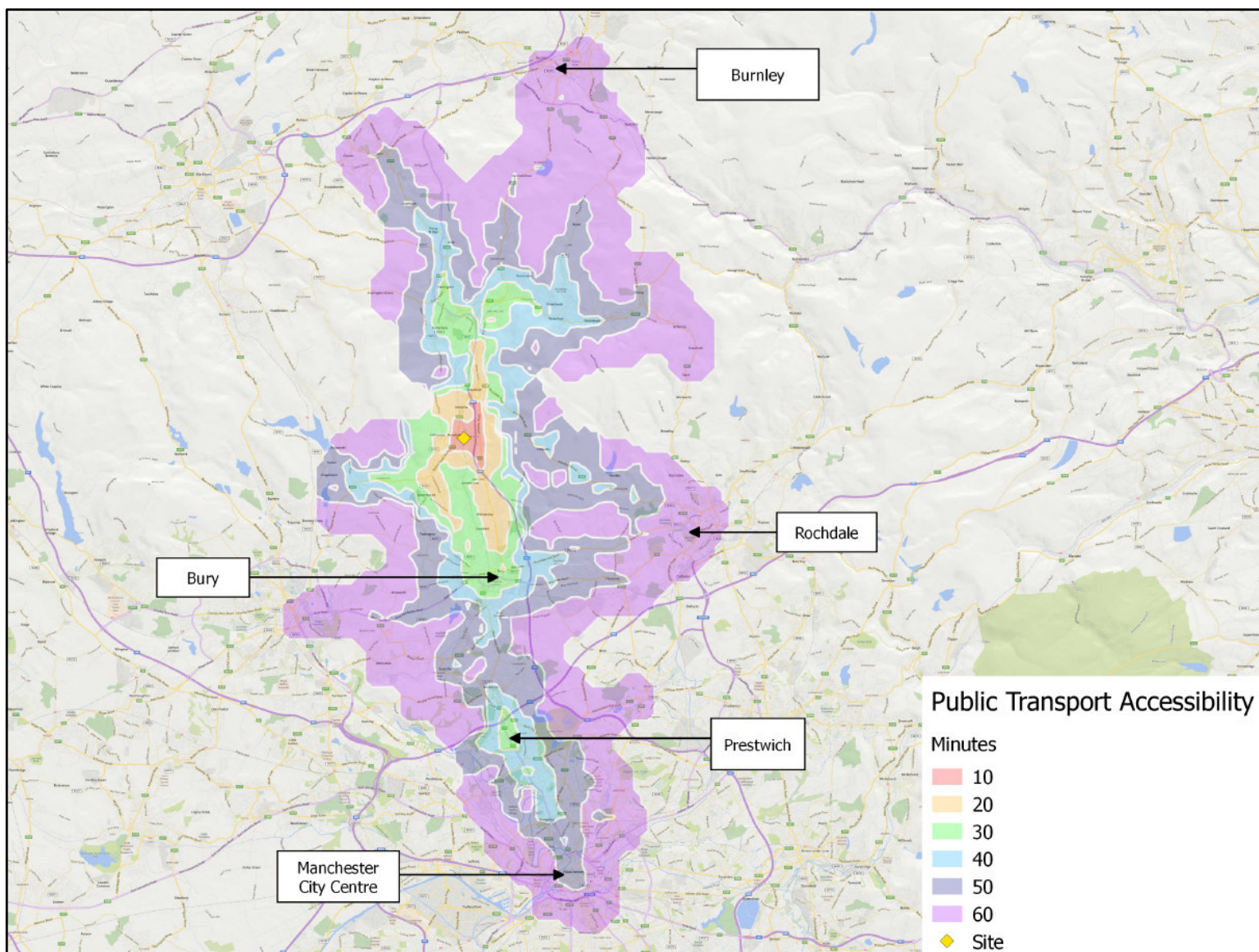
The **Trainline** app enables you to easily plan your next train journey, check live train times, view station information and buy paper or mobile tickets.



Bus Routes from your local stops

Service No.	Destinations	Average Frequency (mins)
		Weekday (Monday – Friday)
472	Bury / Ramsbottom Circular	15
474	Bury / Ramsbottom Circular	20
477	Bury - Ramsbottom	60
480	Bolton - Bury	60
X41	Accrington - Manchester	60

Destinations which can be reached within 60 minutes by public transport



Concessionary Travel and Journey Planning

You could be eligible for concessionary travel. If you think you might be, please read the below sections, or contact TfGM.

All information and applications can be made on the TfGM Website:

<https://tfgm.com/tickets-and-passes/discounted-and-free-travel>

<https://tfgm.com/tickets-and-passes>

<https://tfgm.com/tickets-and-passes/find-a-ticket>

Under 11 Travel

Children under 5 travel for free when accompanied by a fare-paying passenger on most buses and children aged 5 -11 can pay child fares for tickets. This is the same for train travel.

Railcards

National Rail offer a range of discount tickets available including Railcards for:

- Age groups: 16-25, 26-30 and Senior
- Family & Friends group travel
- Groups of two travelling together
- Disabled Persons

A Railcard typically costs £30 a year (£20 if you have a disability) with discounts for some cards if purchasing for 3 years. Find out more here: www.railcard.co.uk.

School Transport

If your child is attending a school which requires bus travel you can find out what discounts you are entitled to by visiting: <https://tfgm.com/schools/taking-a-school-bus>

Journey Planning

Not sure how to get where you want to go? Journey planners can help! Two particularly useful journey planning websites are:

TfGM Journey Planner:

<https://tfgm.com/plan-a-journey>

National Traveline:

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

Both websites contain region-specific journey planning support and can help you plan your bus or rail journey. The websites provide access to public transport information, as well as allowing you to develop journey plans, view timetables and find out about any public transport disruptions.

Car Use

Car sharing is the easiest change you can make!

Car sharing will help you save money, reduce your emissions and reduce congestion in the local area, making the roads quieter and safer.

Joining a car sharing scheme will enable you to simply and securely find others travelling in the same direction so you can arrange to share a car. It works whether you have a car or not – meaning you are able to travel either as a driver, or by joining someone else as a passenger.

If everyone car shared just once a week, there would be a 20% reduction in traffic. Why not register and give it a try today?

Car Share Schemes

Existing Car Share Schemes can be found at
<https://liftshare.com/uk/search/from/manchester-united-kingdom>

Log on, register and you can immediately enjoy the benefit of car sharing.

You can share a car for any journey, just enter the details of where and when you are going, it could be your daily commute to work, the weekly shop, taking the children to school, getting to or from university or even getting to the airport.

Car sharing has numerous benefits including:

- Saving up to £1000 a year
- Reducing the need for a private car
- Less environmental impact as the number of cars on the road are reduced
- Fewer parking problems

Car Clubs

Car clubs offer you the ability to rent vehicles by the hour reducing the need to own your own vehicle.

You can register here:

www.enterprisecarclub.co.uk

Useful App



Google Maps makes travelling anywhere easy. You can pick different transport modes and it will give you up to date travel information wherever you are looking to go.



Cars Costs, Taxis and Alternatives to Travel

Car Cost Calculator

Would you like to know how much your car costs to run on an annual basis? Why not check out a car cost calculator to find out car costs and get some tips on how to save money and fuel.

We've included some of our favourites below:

- This is Money – helps you to calculate the true cost of running calculator:
<http://www.thisismoney.co.uk/money/cars/article-1633412/Calculator-True-cost-running-car.html>
- The AA – useful information on the costs of driving and how to keep the costs down where possible:
<http://www.theaa.com/driving-advice/driving-costs/running-costs>
- Which? – annual fuel cost calculator:
<http://www.which.co.uk/reviews/cars/article/driver-calculators-and-tools/petrol-vs-diesel-calculator>

Taxi Services

Provided below are a small selection of taxi firms who operate within your local area:

- Civic 01706 821066
- Taylors of Bury 01706 826602
- Uber (<https://www.uber.com/gb/en/>)

Alternatives to Travel:

Working from Home

Moving to a new home is a time of change, so it presents a good opportunity to think about other changes that could make your life easier, such as working from home. Working from the comfort of your home has become increasingly popular over the last few years, as it is no longer necessary to be in the office full-time to be a productive member of the team. High-speed internet connections, multiple points within your home for telephone and internet, and home office space all help to make home working an attractive option for many.

Internet Shopping

All kinds of shopping goods can now be ordered on the internet and delivered to your home, saving you time, legwork, parking stresses and hassle. Most companies have websites which enable you to order anything from food shopping, to garden furniture, to home decorating items. Many items have free delivery and easy return policies. Why not consider changing the way you shop, and putting your feet up instead?

Further Information & Comments

For further information on any of the content within this travel pack please contact your Travel Plan Coordinator at info@scptransport.co.uk

We would like to reduce the use of paper in issuing newsletters/leaflets which will be prepared to keep all residents up to date on events, initiatives and any service changes which take place and will therefore use email where possible. If you would prefer to receive paper copies, please email your Travel Plan Coordinator.

SCP Address

SCP
Fourways House
Hilton Street
Manchester
M1 2EJ

For general enquires, please email us using info@scptransport.co.uk