

Watson Construction Ltd

Pole Lane, Bury

Travel Plan

240887

JULY 2025



SCP GENERAL NOTES

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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.

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APPENDICES

A PROPOSED PLANS

1 INTRODUCTION

Background

- 1.1 SCP have been instructed by Watson Construction Ltd to provide transport consultancy services in connection with a proposed residential development to the east of Pole Lane, Bury.

Travel Plan Approach

- 1.2 A travel plan is an important tool for delivering sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action.
- 1.3 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.
- 1.4 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 site users 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.
- 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.
- 2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

National policy

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

2.7 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 publication of the government’s ‘**National Planning Policy Framework**’ (NPPF - 2024) is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.

2.8 The NPPF is published by the Department for Levelling Up, Housing and Communities (DLUHC) and sets out the government’s planning policies for England and how these are expected to be applied. The NPPF has been revised most recently in December 2024.

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- “Approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

Importantly, NPPF states that:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

‘Within this context, applications for development should:

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

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

Regional policy

Places for Everyone (2024)

- 2.9 In January 2019 Greater Manchester set out bold plans to give people, communities and businesses hope and confidence for the future. The Places for Everyone Plan (PfE 2021)

provides an important opportunity to create the conditions for inclusive economic growth, provide opportunities for provision of much needed homes and protect and enhance the natural environment.

- 2.10 Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network.
- 2.11 Policy JP-Strat14 'A Sustainable and Integrated Transport Network,' describes the plans aims to improve the transport network so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.
- 2.12 The creation of a much larger, integrated, rapid transit network – incorporating bus, Metrolink, tram/train and rail services – will be supported by policies that focus new development in locations close to existing and proposed public transport connections.
- 2.13 One of the Greater Manchester Strategy's ten priorities is to deliver an integrated network with world-class connectivity that keeps Greater Manchester moving and that drives prosperity whilst protecting the environment, improving air quality and transitioning to a zero carbon future.
- 2.14 The plan sets out a number of objectives to achieve this vision:

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. Enabling the provision of high quality digital infrastructure;
 3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
 4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
 - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
 - meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and

- provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
5. 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):
 - a. Pedestrians (and people using mobility aids);
 - b. Cyclists, powered two-wheelers, and public transport users;
 - c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
 - d. People in personal motorised vehicles
 6. Developing local transport industry skills and education to ensure the right skills are available into the future.

Public Transport - If Greater Manchester's overall vision is to be achieved then there will have to be an increase in the use of public transport, particularly for medium and longer-distance trips.

1. *We aim to invest in the bus and highway network to reverse the decline in bus patronage and increase bus use by measures including:*
 - *Development of Quality Bus Transit Corridors through whole-route upgrades of key bus routes and Bus Corridor Upgrades focused on delivering improvements to bus journey time and reliability;*
 - *Development of Bus Rapid Transit (BRT) links for longer and middledistance journeys;*
 - *New multi-modal interchanges;*
 - *Development of new bus services; and*
 - *Enhancement of our Ring and Ride offer.*
2. We plan to build on the success of Metrolink through measures to improve reliability, capacity and customer experience including:
 - *New stops / travel hubs on the Metrolink network;*
 - *New Metrolink connections, including exploring the feasibility of TramTrain;*

- *Renewing the Metrolink fleet assets providing more trams and expanding Tram Management Systems to increase capacity and resilience; and*
 - *A City Centre Metro Tunnel*
3. In order to help deliver major improvements to public transport, we will support a range of measures, including:
- a. *Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London with Northern Powerhouse Rail;*
 - b. *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;*
 - c. *Improved public transport routes and services to the City Centre and wider Core Growth Area;*
 - d. *Improved public transport routes and services to Manchester Airport;*
 - e. *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;*
 - f. *More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;*
 - g. *Improved access to rapid transit routes including first/last mile solutions.*

Walking and Cycling - In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:

- 1. *Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;*
- 2. *Ensuring routes are direct, easily navigable and integrated with the street and public transport network;*
- 3. *Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;*
- 4. *Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;*

5. *Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;*
6. *Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling;*

Summary

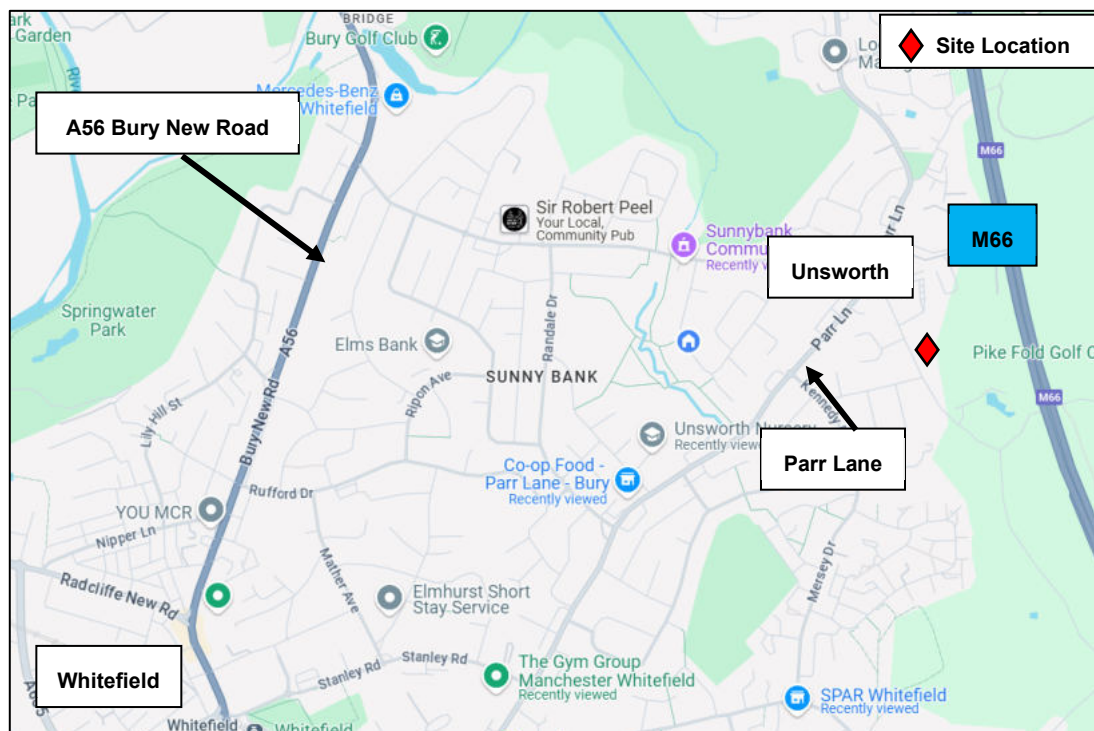
- 2.15 In general, the national and local transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.
- 2.16 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 east of Pole Lane, approximately 5.8km south of Bury Town Centre and 12.2km north of Manchester City Centre; it is bounded Unsworth Tennis and Cricket Club to the south and is situated in a predominantly residential area. The site currently comprises a single storey building, which previously operated as a 36-bed care home. The site is accessed via Pole Lane and covers an area of approximately 6,725sqm. There is an area of car parking at the front of the existing building, accessed from the southern end of the site frontage from an unmarked junction with Pole Lane.
- 3.2 The location of the 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 site in relation to the local highway network is shown on **Figure 3.2** below.

Figure 3.2 – Site Location – Wider Highway Network



Local Highway Network

Pole Lane

- 3.4 Pole Lane is located along the western boundary of the application site and forms the minor arm of a T-junction with Parr Lane to the north.
- 3.5 Within the vicinity of the site, Pole Lane has a carriageway width of approximately 6.7m with approximately 2m wide footways on both sides of the carriageway.
- 3.6 In this area, Pole Lane benefits from street lighting columns on both sides of the carriageway and is subject to a mandatory 20mph speed limit and is traffic calmed through regularly spaced speed cushions.
- 3.7 The eastern side of Pole Lane is protected by a Traffic Regulation Order (TRO), 'no waiting at any time' double yellow lines for a distance of approximately 130m from the junction with Parr Lane, as is the western kerb radius of the junction..
- 3.8 Marked on-street car parking is provide along the west of Pole Lane for a distance of approximately 40m; this car parking is covered by a traffic regulation order limiting duration of stay to 1 hour with no return within 1 hour Monday-Saturday 8am – 6pm.

Parr Lane

- 3.9 Parr Lane is located to the north of the application site and forms a 3-arm mini-roundabout with Sunnybank Road, to the south-west of Pole Lane.
- 3.10 Within the vicinity of Pole Lane, Parr Lane has a carriageway width of approximately 9m, with 2m wide footways on both sides of the carriageway. There is a right turn lane on Parr Lane for vehicles turning onto Pole Lane.
- 3.11 Parr Lane benefits from street lighting columns on both sides of the carriageway and is subject to a mandatory 30mph speed limit. The mini-roundabout is protected by a TRO 'no waiting at any time' double yellow lines, which prevents vehicles from parking along key sections of the highway.

Sunnybank Road

- 3.12 Sunnybank Road is located to the north of the application site and forms a 3-arm mini-roundabout with Parr Lane.
- 3.13 Within the vicinity of Parr Lane, Sunnybank Road has a carriageway width of approximately 9m, with 2m wide footways on both sides of the carriageway.
- 3.14 Within the vicinity of the site, Sunnybank Road benefits from street lighting columns on both sides of the carriageway and is subject to a mandatory 30mph speed limit.

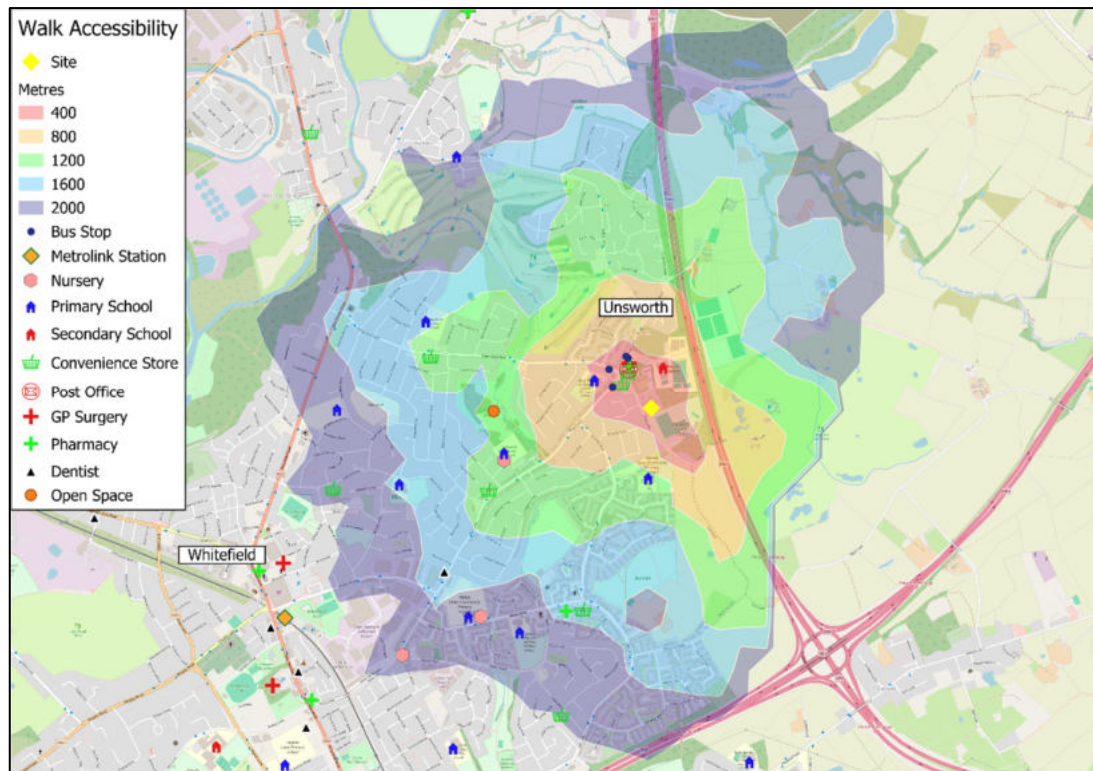
Development Proposals

- 3.15 The proposed development scheme includes the demolition of the existing care home building and the erection of two blocks of apartments, to the east of Pole Lane, Bury.
- 3.16 The scheme proposes 60no. apartments, comprising a mix of 15no. 1-bedroom apartments and 45no. 2-bedroom apartments.
- 3.17 The development proposals are shown on the site layout plan and floor plans presented in **Appendix A**.

Access on foot

- 3.18 Manual for Streets 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 residents 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.
- 3.19 GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walking distance from the site accesses, as shown on **Figure 3.3** below. The plan shows the reachable areas within 500m coloured bands from the site.

Figure 3.3 – Walking Accessibility 2km Isochrone



- 3.20 The site is within an acceptable walk distance of Unsworth and some areas of Whitefield, as well as an array of local facilities these areas have to offer. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 3.1** below, including transport, retail, and healthcare.

Table 3.1 – Local Facilities

Facility	Details	Distance from Site
Post Office	Unsworth Post Office, Parr Lane	190m
Dentist	Unsworth Smile Clinic, Parr Lane	200m
Takeaway	White Fish, Parr Lane	210m
Convenience Store	Premier, Parr Lane	210m
Pharmacy	Rowlands Pharmacy, Parr Lane	240m
GP Surgery	Unsworth Medical Centre, Parr Lane	250m
Public House	The Dog Haus, Parr Lane	250m
Bus Stop	Parr Lane / Unsworth Medical Centre (SB)	270m
Bus Stop	Parr Lane / Unsworth Medical Centre (NB)	270m
Bus Stop	Parr lane / Sunnybank Road (SB)	280m
Bus Stop	Parr Lane / Sunnybank Road (WB)	300m
Primary School	Bury and Whitefield Jewish Primary School, Parr Lane	350m
Secondary School	Unsworth Academy, Parr Lane	450m
Primary School	Mersey Drive Community Primary School, Mersey Drive	500m
Community Centre	Sunnybank Community Centre, Sunny Bank Road	700m
Convenience Store	Co-op Food, Parr Lane	900m
Primary School	Unsworth Primary School, Blackley Close	1km
Nursery	Unsworth Nursery, Blackley Close	1km
Convenience Store	SPAR Whitefield, Ribble Drive	1.1km
Leisure	The Gym Group Whitefield, Moss Lane	1.5km
Supermarket	Morrisons, Stanley Road	2km

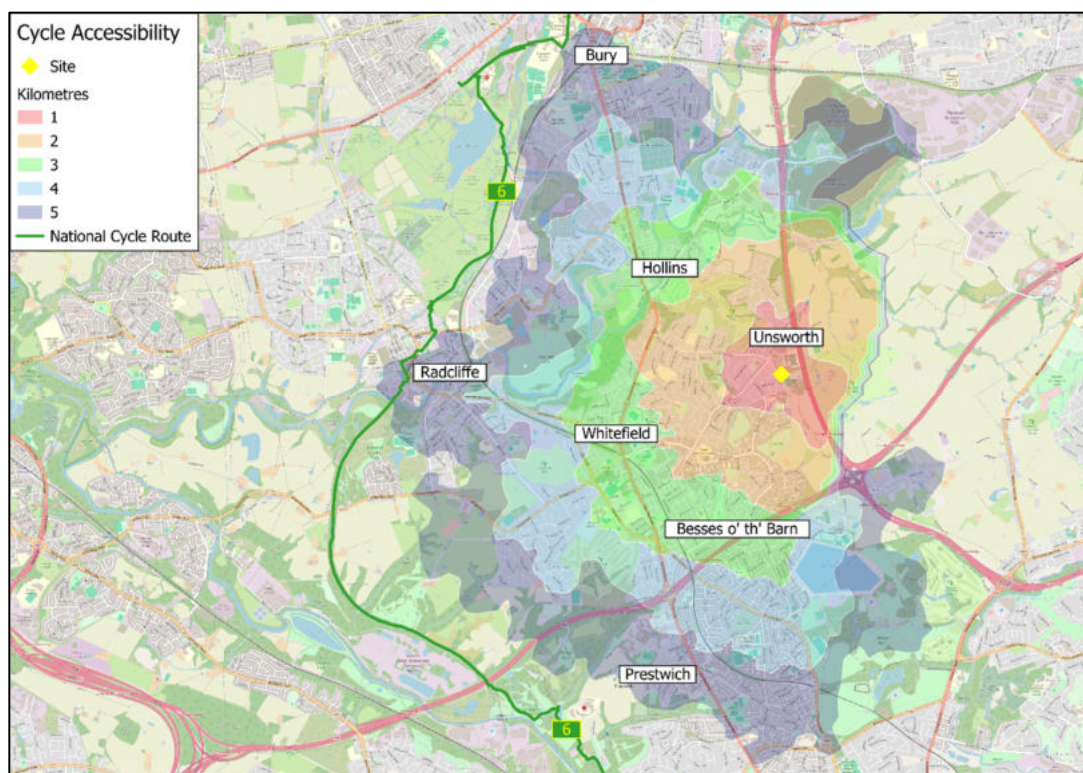
- 3.21 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.
- 3.22 Overall, the site benefits from good levels of accessibility by foot, with Unsworth and some areas of Whitefield being accessible by foot, as well as some local facilities only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Access by cycle

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

- 3.24 Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.25 GIS TRACC software has been used to model 5km cycle catchment from the site and is shown on **Figure 3.4**.

Figure 3.4 – Cycle Accessibility 5km Isochrone



- 3.26 The plan demonstrates that the nearby areas of Unsworth, Besses o' th' Barn, Prestwich, Whitefield, Radcliffe, Hollins and Bury, amongst others, are all located within the 5km catchment area from the development site. The site is therefore well located to encourage prospective residents to travel via bicycle.
- 3.27 **Figure 4.2** also shows the sites proximity to National Cycle Route (NCR) 6. NCR 6 is located to the west of the application site and locally links Unsworth and Whitefield with Bury Town Centre to the north and Manchester City Centre to the south.
- 3.28 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.

Access by Public Transport

- 3.29 Guidance published by the IHT 'Planning for Public Transport in Developments' (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating approximately to a five-minute walk.
- 3.30 A summary of bus services that operate from these stops are listed in **Table 3.2** below.

Table 3.2 – Bus Service Summary

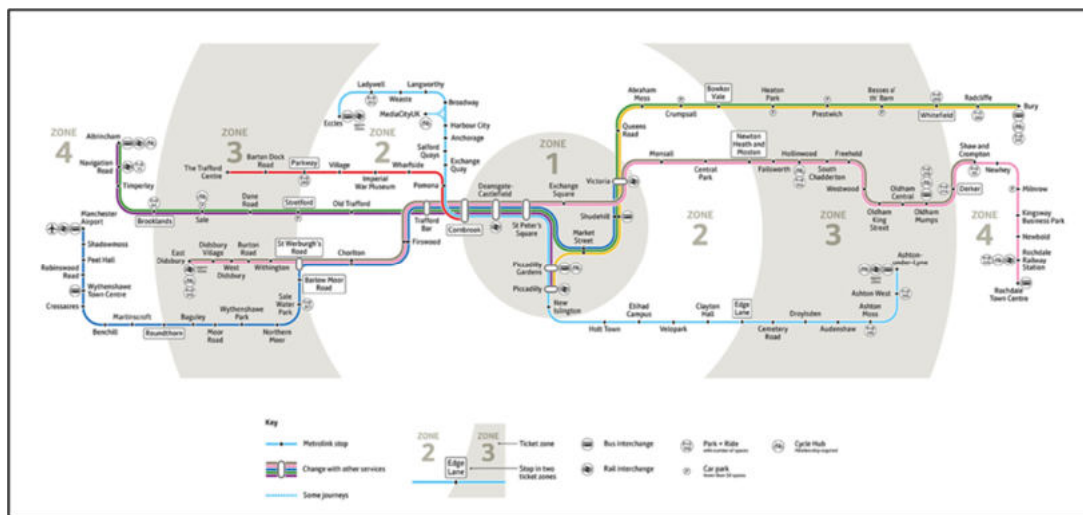
Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
94	Bury – North Manchester General Hospital	60	60	60	120
95	Bury – Salford Shopping Centre	30	30	30	60
97	Bury – Manchester	30	30	30	30
889	Unsworth Academy - Farnworth	School Bus			
890	Unsworth Academy – Bradley Fold	School Bus			
894	St Monica's – Bradley Fold	School Bus			
900	St Monica's – Ringley	School Bus			

- 3.31 The closest bus stops to the application site is located on Parr Lane (NB and SB), approximately 270m walking distance to the north of the application site which is well within an acceptable walk distance. This stop is served by bus services mentioned in the table above.
- 3.32 Having regard to the above, staff at the site will have access to bus services stopping within an acceptable walk distance from the site.

Metrolink

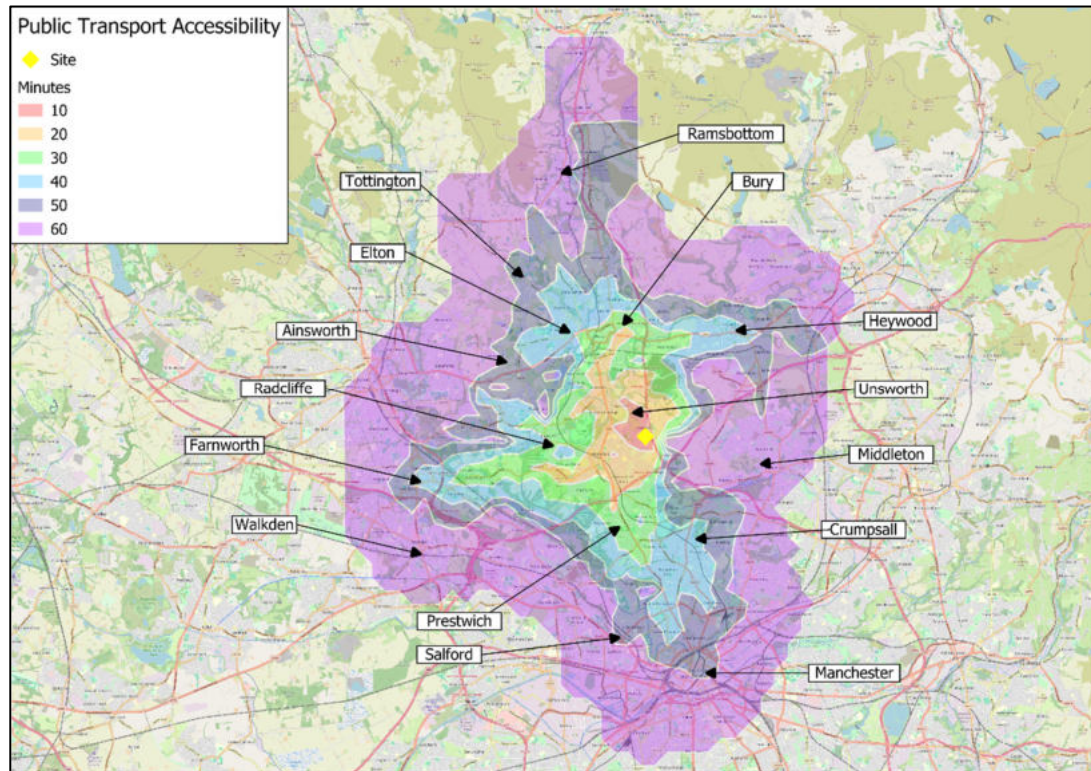
- 3.33 In terms of Metrolink services, Whitefield Metrolink stop is located 2.2km west of the application site, which is well within an acceptable cycling (17 minute) distance. Whitefield Metrolink Stop is part of the Greater Manchester Tram Network, located on the yellow line and the light green line within Zone 2 and 3, as shown in **Figure 3.5** below. This tram stop provides services every 12 minutes Monday-Saturday, between 06:00-00:00, and on Sundays between 07:00-00:00 to destinations including Piccadilly Train Station, Manchester City Centre, and Altrincham etc. Connecting routes can be made to The Trafford Centre, Oldham, Rochdale Town Centre, Oldham, East Didsbury, Altrincham and Manchester Airport, amongst others.

Figure 3.5 – Greater Manchester Tram Network Map



- 3.34 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 3.6** 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 3.6 – Public Transport Accessibility



- 3.35 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 Bury, Heywood Middleton, Manchester City Centre, Walkden, and Salford, amongst others, are all within an acceptable 60-minute commute time.

Summary

- 3.36 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes and has a large range of local amenities and the city centre within close proximity. Access to the site on foot and by cycle is of a good standard and there are a number of bus and train services within close proximity providing access to a range of local destinations.
- 3.37 These findings demonstrate that prospective residents will not be reliant on the private car.

4 TRAVEL PLAN ADMINISTRATION

Travel Plan Coordinator

- 4.1 Management of the travel plan process will be achieved through the Travel Plan Coordinator (TPC). The TPC will provide a key role in delivering a successful travel plan.
- 4.2 The TPC's name and contact details will be provided to the local authority as soon as the current details have been confirmed.
- 4.3 The TPC role will be established prior to the occupation of the site 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 undertaking surveys, implementing measures and monitoring the travel plan.
- 4.4 The TPC will exchange contact details with Bury Metropolitan Borough Council (BMBC) officers. The TPC will be responsible for setting up and launching the travel plan. The TPC will get involved in any area-wide travel initiatives, to be advised by BMBC.

Funding

- 4.5 Appropriate funding will be 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.
- 4.6 The funding will cover all costs relating to the TPC, implementation of measures, marketing of the travel plan, annual monitoring and submission of a review to BMBC. The funding stream will allow the travel plan to operate for a minimum of five years, subject to BMBC requirements.

5 TRAVEL SURVEY

Travel Survey

- 5.1 Travel surveys are undertaken at 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 are used to monitor ongoing travel patterns, over time.
- 5.2 In order to understand how residents are travelling, along with changes to those journeys over time as a result of the travel plan, regular residents' travel surveys are required. The survey responses 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.
- 5.3 To capture resident contact information, the TPC will set up a resident database upon first occupation, containing household contact details. The TPC will then issue a travel survey within the welcome pack for resident completion. The survey will be a rolling survey for the first 3 months of site operation, aiming to collect data from all new tenants within that period.
- 5.4 The survey will be disseminated to all households, to collect the following data:
- Household profile, including number of occupants and children;
 - Work postcode;
 - Mode of travel to work and other trip purposes;
 - Measures that would encourage use of active travel modes or public transport;
 - Barriers to use of active travel modes / public transport.
- 5.5 The responses received from the surveys will be entered into the resident database to enable modal shift to be tracked and allow future comparison of travel patterns for each household, as well as providing information on which measures are most likely to encourage modal shift.
- 5.6 All data collected from the travel survey will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will manage the database and be responsible for the release of information; all data held will be used solely for the purposes of the travel plan.
- 5.7 The TPC will ensure that all new residents are entered into the database within one month of residency (if possible).

- 5.8 Information contained within the database and the travel patterns derived from the data will inform the annual review process. The TPC will submit the results of the annual review along with the survey data to the local authority for their review and discussion, within 1 month of the anniversary of the approval of the residential Travel Plan. However, in the interests of security, all personal details will be anonymised

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 1 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 017 (E02001035) 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	Modal Split
Car Driver	76%
Car Passenger	5%
Public Transport	12%
Walk and Cycling	6%
Motorcycle	0%
Taxi	1%
Other	0

Source: Nomis

- 6.10 The modal split for West Lancashire 003 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 – Proposed Targets

Mode	Target		
	1 year	3 years	5 years
Car Driver	74%	72%	70%
Car Passenger	6%	6%	6%
Public Transport	13%	14%	15%
Walk and Cycling	6%	7%	8%
Motorcycle	0%	0%	0%
Taxi	1%	1%	1%
Other	0%	0%	0%

Indicators

- 6.12 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.
- 6.13 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.
- 6.14 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 employees 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 residents induction, and providing information on a residents noticeboard. Any parking management policies will be explained to members of residents during the recruitment process.

7.5 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 BMBC website: <https://www.bury.gov.uk/health-and-wellbeing/bury-live-well-service/walk-for-health>, as well as the Transport for Greater Manchester (TfGM) website: <https://beeactive.tfgm.com/walking/>
- 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 TfGM 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 BMBC 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://tfgm.com/travel-updates/travel-alerts> 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:
- Bee Network <https://tfgm.com/plan-a-journey>
 - National Traveline www.traveline.info / 0871 200 22 33
- 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	Budget Indication
Initial Setup – Prior to Occupation			
Provide all highway and transport measures as agreed with BMBC	As per planning agreements with BMBC	Developer / BMBC	Developer
Appointment of TPC	At least 1 month prior to site completion	Developer	Residents time
Exchange contact details with relevant officers	At least 1 month prior to site completion	TPC	Residents time
Obtain public transport timetables, maps, car sharing information, route plans etc. to provide to residents	At least 1 month prior to site completion	TPC	Residents time
Procure and produce information to populate welcome packs	2 weeks prior to site completion	TPC	Residents time + materials
Upon Occupation			
Issue travel welcome packs to residents	Upon occupation	TPC	Residents time + printing
Ensure residents travel noticeboards are erected and populated in communal areas, and further leaflets/info are available	Upon occupation	TPC	Residents time + noticeboards
Within 3 Months of Occupation			
Prepare residents baseline travel survey	Within 3 Months of occupation	TPC	Residents time
Issue surveys to residents	Within 3 Months of occupation	TPC	Residents time
Collect travel plan surveys and analyse responses	Within 3 weeks of issue	TPC	Residents time
Review travel plan objectives	Review travel plan objectives and	TPC	Residents time
Produce full travel plan document	Within 3 months of survey	TPC	Residents time

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

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 developed and submitted to BMBC 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 BMBC 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 BMBC. 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 travel plan 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:
- Reduce reliance upon the car and improve awareness and usage of alternative modes
 - Promote walking, cycling, public transport and car sharing;
 - Reduce the transport impact of the development upon the environment;
 - Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.
- 10.3 This document therefore ensures that sustainable access to the development is facilitated.

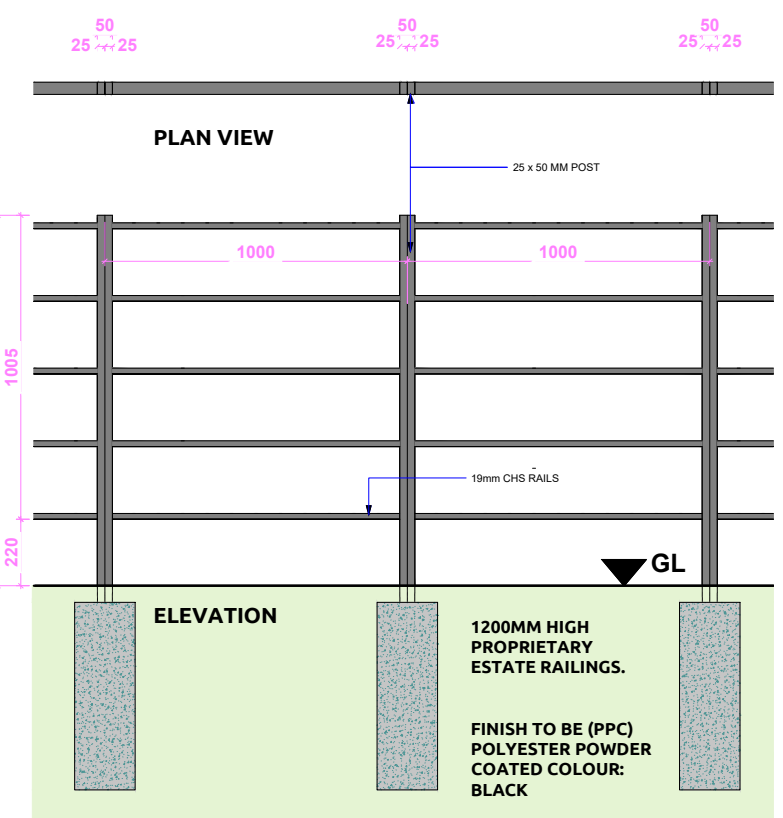
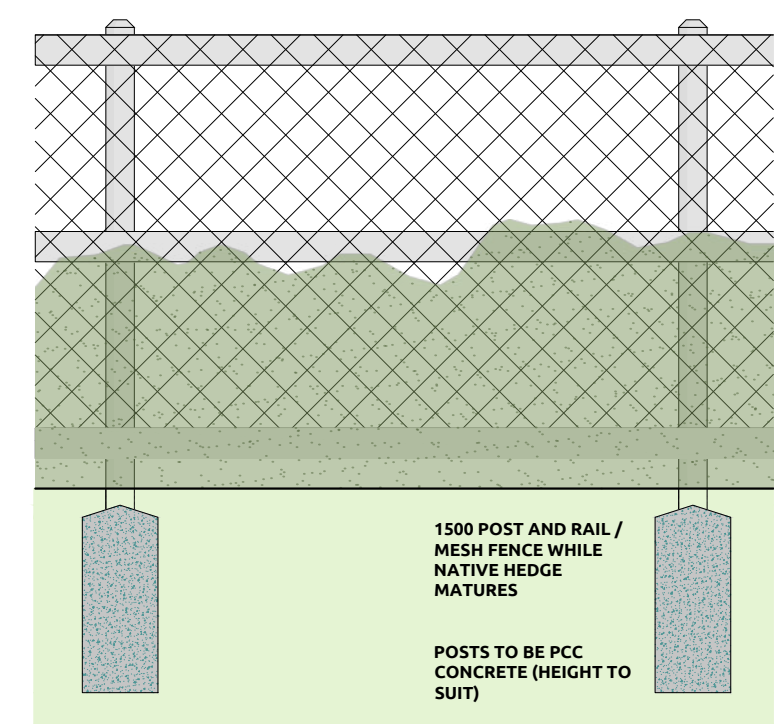
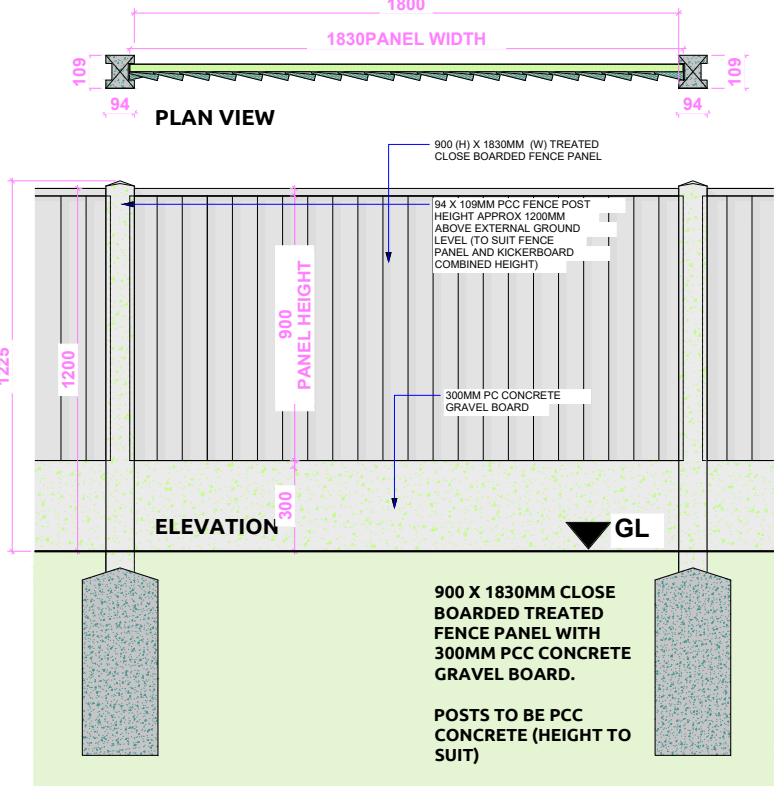
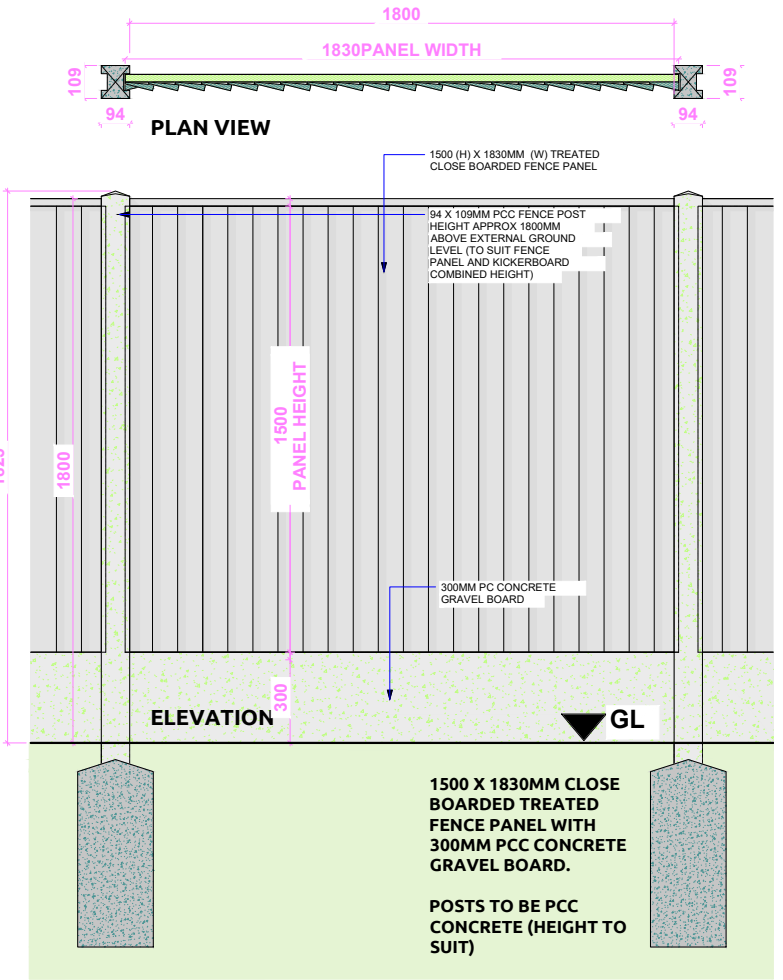
S|C|P

APPENDIX A



01	Proposed Site Plan
0010	Scale 1:250 @ A1

02	Proposed Boundary Treatments
0010	Scale 1:25 @ A1



Please refer to Landscape Proposal by Trevor Bridge Associates for details of all soft landscaping proposals

Proposed Boundary Treatment Legend

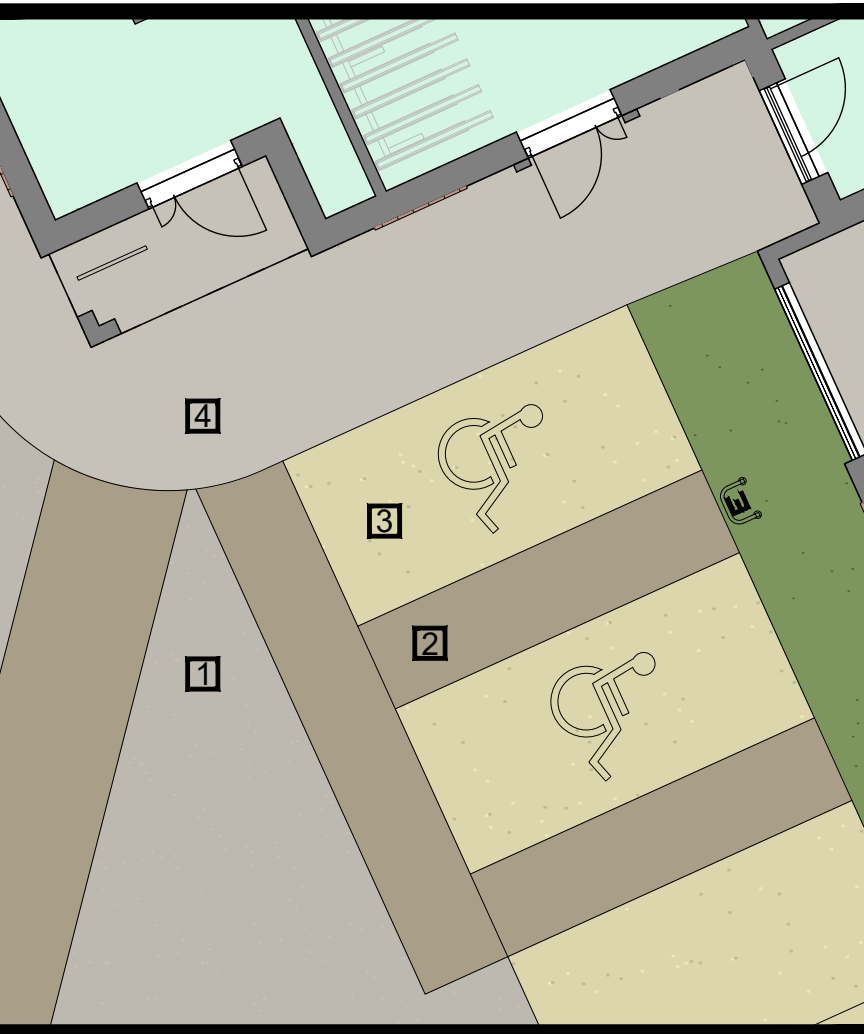
- native hedgerow comprising defensive species
- 1800mm high overall close boarded timber fence with concrete gravel board to 300mm above ground level
- 1200mm high overall close boarded timber fence with concrete gravel board to 300mm above ground level
- 1500mm high post and rail / mesh / stock fence while hedgerow matures
- 1200mm high estate railing with maintenance access gate

General Notes
01: Dimensions must not be scaled from this drawing. If in doubt, please ask.
02: All dimensions are in millimetres unless noted otherwise.
03: All dimensions should be verified on site before proceeding with the work.
04: TADW Architects shall be notified in writing of any discrepancies.
05: © TADW Limited (UK) 2015

Legend

Schedule of Accommodation

- 15 x 1B2P apartments (50sqm each)
- 45 x 2B4P apartments (70sqm each)
- Total 60 units



All hard surfacing materials to be to LA approval
1 - Tarmac
2 - Buff Coloured Tarmac.
3 - Block Paving. AG Plaza Blend Flaxen, Salt and Pepper, or Similar Approved
4 - Concrete paving slabs. Colour Natural



P8	Site area noted	24.07.25	AM	MH
P7	Elec substation not required	23.07.25	AM	MH
P6	Updated to suit landscaping scheme	28.01.25	AM	MH
P5	Hard surfacing outline spec included	24.01.25	AM	MH
P4	Boundary treatments added	21.01.25	AM	MH
Issue	Description	Date	Drawn	Checked

Drawing Status
P - Planning | T - Tender | C - Construction | R - As Record

For Approval

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Client Watson Homes

Job Pole Lane Bury

Title Proposed Site Plan

Scale 1:250 @ A1

Note - Prints from PDF files may not be to scale, check accuracy against scale



Job No. 241352-TADW- 00- XX- DR- A- 0010- P- 8
Originator Ph. Level View Role Dwg Status Rev.