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CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS

HOLCOMBE BROOK TENNIS CLUB
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BURY

FRAMEWORK TRAVEL PLAN

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October 2012

Ref: 10-188-002.02

10-188-002.02

Framework Travel Plan prepared by



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BGH1 SITE LOCATION PLAN

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1.0 INTRODUCTION

1.1 *Preamble*

1.1.1 Bryan G Hall Ltd have been appointed by Holcombe Brook Sports Club to prepare a Framework Travel Plan for the relocation of Holcombe Brook Tennis Club.

1.1.2 This plan aims to target both staff and members of the tennis club. There are currently two part-time members of staff, four independent self-employed coaches and a number of volunteers at the tennis club. There are also 240 members at the club, but this is expected to increase due to the relocation.

1.1.3 The purpose of the Framework Travel Plan is to develop a strategy for promoting sustainable travel, and to reduce the reliance upon the private car. This Framework Travel Plan will set out how the Tennis Club is committed to the promotion of sustainable travel choices, encouraging trips to be made by foot, cycle, or on public transport, as an alternative to the car.

1.2 *Proposed Development Site Location*

1.2.1 The site is located 4 kilometres north of Bury Town Centre and approximately 1.3 kilometres south of the centre of Holcombe. The site is located on Hazel Hall Lane which is a single carriageway road and rural in character. The principle highway network in the area and connects the site with the A676 Bolton Road. The A676 Bolton Road connects the site with neighbouring villages and towns including Bolton and Ramsbotton and provides a link onto the M66 Motorway.

1.2.2 The site location in relation to the highway network is shown on the plan attached at **Appendix BGH1**.

1.3 Structure of Report

1.3.1 The structure of the remaining sections of this report is as follows:

- Section 2: Travel Plan Policy
- Section 3: Site Accessibility
- Section 4: Travel Plan Implementation
- Section 5: Monitoring and Review
- Section 6: Travel Plan Administration

2.0 TRAVEL PLAN POLICY

2.1 *National Policy*

2.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development which the document indicates should be seen as a 'golden thread' running through the decision making process.

2.1.2 Within the overarching roles that the planning system ought to play the NPPF indicates that there are a set of core land use planning principles which should underpin the decision making process. Specifically in relation to transport these principles include:

- Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focussing significant development in locations which are or can be made sustainable.

2.1.3 The NPPF further indicates that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to, inter alia:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
- Consider the needs of people with disabilities by all modes of transport.

2.1.4 The NPPF indicates that a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.1.5 NPPF indicates that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

2.1.6 More recently the Departments for Transport and Communities and Local Government have produced 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', April 2009, and this provides comprehensive up-to-date guidance on all aspects of travel planning.

2.1.7 This Framework Travel Plan aims to recommend objectives to help Holcombe Brook Tennis Club adhere to these guidelines.

2.2 Local Policy

2.2.1 Bury Metropolitan Borough Council (MBC) has guidance and advice on producing Travel Plans contained within Development Control Policy Guidance Note 12, Travel Plans, published in May 2007. This note gives specific information regarding Travel Plans to support policies HT1 and HT4 of the Bury Unitary Development Plan.

2.2.2 The guidance note sets out criteria for a planning application that will require a Travel Plan; the Council's minimum requirements for Travel Plans; and how the Travel Plan should be monitored and reviewed amongst other things.

2.2.3 To comply with the guidance set out in Development Control Policy Guidance Note 12, this Travel Plan seeks:

- to ensure the proposed site is easily accessible for staff and members
- to promote the use of sustainable travel modes (walking, cycling, public transport) in favour of the private car;
- to reduce the numbers of vehicles, and particularly single occupancy vehicles, that travel to the club
- to promote the benefits to health and the environment of minimising private car usage; and

- to minimise the impact of the club associated movements on the surrounding community and environment.

2.2.4 The specific measures that will be employed in order to meet these objectives are set out in the remainder of this report. However, it is intended that the Travel Plan Co-ordinator, along with other members of the club, will build on these measures over time to meet the objectives of the Plan.

3.0 SITE ACCESSIBILITY

3.1 *General*

3.1.1 This section discusses the accessibility of the proposed site by all transport modes and gives alternative travel options to the private car. The site location in relation to the highway network is shown on the plan attached at **Appendix BGH1**.

3.2 *Accessibility by Foot*

3.2.1 The pedestrian infrastructure in the vicinity of the site is good. The site is located on the northern side of Hazel Hall Lane. As part of the development a footway will be provided on the northern side of this road linking to the existing footway on the eastern (site) side of Longsight Road. Similarly, the footway on the eastern side of Longsight Road to the south of this junction will turn into Hazel Hall Lane for a short distance before terminating. This will enable pedestrians to cross Hazel Hall Lane away from the major road traffic. The surrounding roads are mostly residential and therefore also have good pedestrian facilities.

3.2.2 There are footpaths and bridle paths in the surrounding area that would be useful for members and staff. These give good connections to some of the surrounding residential areas including, Green Mount, Nuttall, Holcombe, Ramsbottom, Woodhey and Rowlands.

3.2.3 Planning Policy Guidance 13 states that:

“Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car.”

3.2.4 A plan showing a 2 kilometre walking isoline around the proposed site is attached at **Appendix BGH2**. This shows that the site can be accessed on foot from residential areas including Summerseat, Greenmount,

Brookesbottom, Woodhey, Holcombe Brook, Hazelhurst, Kirklees and Walmersley.

- 3.2.5 Existing membership information has been obtained from the tennis club which includes home address data. From this it was concluded that approximately 60% of the clubs existing members live within the 2 kilometre isoline, therefore encouragingly could walk to the proposed club.

3.3 Accessibility by Cycle

- 3.3.1 Cycling to the site will be actively promoted, especially as the site is a leisure facility. Some 10 cycle stands, suitably located, are to be provided in association with the proposal. The surrounding local roads are all single carriageways and are suitable to accommodate cyclists on the road.

- 3.3.2 Bury Metropolitan Borough Council have established a number of off road and quiet road routes that can be used for cycling. Examples of quiet road routes near the site are Railway Street, Avondale Drive, Stretton Road and Summerseat Lane. Furthermore there are also a number of off road routes in the vicinity of the site.

- 3.3.3. Planning Policy Guidance 13 identifies the need to encourage cyclist and states:

“Cycling also has the potential to substitute for short car trips, particularly those under 5 kilometres, and to form a part of a longer journey by public transport.....Local authorities are required to produce a local cycling strategy as part of their Local Transport Plan.”

- 3.3.4 A plan showing a 5 kilometre cycle isoline around the proposed site is attached at **Appendix BGH3**. It can be seen that the 5 kilometre catchment, a comfortable travel distance by cycle, encompasses two local towns namely Ramsbottom and Bury, as well as many other residential areas.

3.3.5 Again from the analysis of the existing membership information, it is estimated that over 80% of the current members live within the 5 kilometre isochrone around the proposed site and therefore could possibly cycle to the club.

3.4 Existing Public Transport Services

3.4.1 A 400 metre walk distance is generally considered to be a reasonable walk distance between the centre of the development and bus stops. This distance is quoted in the Institution for Highways and Transportation Guidelines for Planning of Public Transport for Development. There are bus stops located on both sides of Longsight Road within the recommended 400 metres. A plan showing the location of these stops is attached at **Appendix BGH4**.

3.4.2 The buses which serve the stops within 400 metres of the development are numbers 472 and 477 providing at frequent intervals. A summary of these services is shown below.

Buses serving the stops in the vicinity of the development

Service Number	Route	Monday to Friday Average per hour
472	Bury – Summerseat – Holcombe Brook	6
477	Rawtenstall – Holcombe Brook – Tottingham - Bury	1

3.4.3 Given the residential suburban nature of the area it is concluded that the existing bus services provide an acceptable level of services. Moreover, the local bus services provide linkages to Bury Interchange where significantly more bus services can be accessed. The Metrolink Tram also operates from Bury Interchange and runs every 6 minutes in peak periods providing a link from Bury to Manchester City Centre, Salford Quays and parts of southern Manchester.

3.4.4 In the context of the existing member's addresses it appears that the local bus services pass within a 400 metres walking distance of the vast majority of their homes which presents a further non car travel option to and from the site.

3.5 Summary

- 3.5.1 A wide range of non-car travel opportunities exist within the vicinity of the proposed site for Holcombe Brook Tennis Club, which are realistic for both staff and members. It will be an aim of the rest of this Travel Plan to recommend ways in which the club can increase the use of sustainable travel.

4.0 TRAVEL PLAN IMPLEMENTATION

4.1 General

4.1.1 This section outlines a number of initiatives that will be considered as the Travel Plan evolves.

4.2 Implementation

4.2.1 The implementation of the Travel Plan will be the responsibility of the Travel Plan Coordinator (TPC), who will be appointed by the Tennis Club. The TPC will act as a liaison point for all issues relating to the Travel Plan, and will include liaison with site-users, the local authority, and public transport providers.

4.2.2 The TPC shall be appointed prior to the opening of the club and the post maintained until otherwise agreed by Bury MBC. Details of the appointee and any subsequent appointees shall be submitted to Bury MBC.

4.2.3 The TPC will be responsible for developing the Plan from this initial framework, into its final form that will then be implemented at the Tennis Club. This will be done via communication with the management, staff and members of the club, and with the local authority.

4.2.4 Holcombe Brook Tennis Club will ensure that the final Travel Plan document is prepared within the first six months after relocating and opening of the new site. This final document will then be issued to Bury Metropolitan Borough Council for approval.

4.3 Staff and Member Travel Survey

4.3.1 In order to achieve the maximum success from the Travel Plan, it will be necessary to understand the specific travel choices of the staff and members of the club. The TPC will therefore be responsible for undertaking a travel survey to determine what these travel choices are.

4.3.2 The travel survey will include the following details for staff and members:

- profile (age, gender etc)
- address (including postcode)
- mode of travel to the Tennis Club
- how many times a week they attend the Tennis Club
- which mode of transport they use to get to the Club, and reason for choosing this mode of transport
- willingness to car share
- willingness to try alternative modes of travel

4.3.3 This survey will need to be carried out within 3 months of the opening of the club, so that the results can be worked into the Travel Plan document. Although the current Tennis Club site may hold some of this information about their members and staff, it is essential that this information be reviewed regularly as the site relocating could affect what choices are made.

4.3.4 Once the travel survey has been completed, it will be easier to monitor how the Travel Plan is effecting the travel choices people at the Club are making. These surveys will need to be carried out on a regular basis to monitor the effectiveness of the plan.

4.3.5 A monitoring programme of the progress towards achieving Travel Plan targets shall be agreed as part of the approval of the Travel Plan.

4.4 Car-Sharing Initiatives

4.4.1 The travel survey will also indicate those staff/ members who would be willing to car share. The TPC will be required to setup a “car-share database”, which will store the names and addresses of those who would be willing to car-share. The TPC would then be able to analyse the data, match the most suitable car sharers, and pass the relevant details onto the relevant parties involved.

4.4.2 Giving preferential parking spaces to those who car-share rather than those who take single occupancy car trips could further encourage car sharing.

4.5 Walking Initiatives

4.5.1 As the proposed site is a sports facility, it is likely that members will choose to walk there as long as it isn't too far from home. There will already be good shower and storage facilities as it is a tennis club, so members and staff can leave their belongings in the locker facilities and refresh themselves once at the club.

4.5.2 Initiatives that will be considered by the Tennis Club to promote walking as a mode of transport, include:

- Provide and display appropriate information on available walking routes and distances to the Tennis Club.
- Advertise walking to the Club as a good way of “warming-up” before a match.
- Ensure there are plenty of drinking water facilities at the club for when members and staff arrive.

4.6 Cycling Initiatives

4.6.1 Secure cycle racks and lockers are essential when people choose to cycle to the tennis club. As previously discussed, the club will naturally already have lockers installed and therefore having secure racks to leave the bicycles on are a vital initiative if you want to encourage the use of cycling as a mode of transport. Other initiatives that will be considered by the club include:

- Provide and display appropriate information on available cycling routes and distances to the Tennis Club. This should include the local cycling network, and safety information.
- Supply cycle helmets, reflective clothing, badges and other accessories to members and staff at discounted prices.
- Establish a club cycling policy and a safe cycling code.
- Offer sessions on cycle repair and run maintenance checks on bikes. A workshop area could be made available for repairs and fixing punctures.
- Organise cycling events, or take part in a charity bike ride.

4.7 Public Transport Initiatives

- 4.7.1 The accessibility to the site by bus has been discussed previously in Section 3.4, and the travel survey will give an indication of whether people are utilising them or not. The travel survey may indicate a demand for new and improved bus services. The Tennis Club would work closely with the local authority and public transport operators to improve these services where necessary.
- 4.7.2 The eligibility for free or discounted travel passes will be reviewed and if appropriate revised to encompass staff and members who live outside a reasonable walking distance from the site.
- 4.7.3 Bus routes and timetables will be widely published within the club on staff communal areas and reception. This information can be obtained from Greater Manchester Passenger Transport Executive.

5.0 MONITORING AND REVIEW

5.1 *General*

- 5.1.1 The final Travel Plan will be submitted to the local Council providing full details of the measures, initiatives, targets and survey data within nine months of occupation of the new site.
- 5.1.2 It is intended that the final Travel Plan will be ready to be implemented within a year following the relocation of the Tennis Club.
- 5.1.3 The TPC will be responsible for the monitoring and review of the Travel Plan, which will include updating the travel surveys on an annual basis and adapting the Travel Plan initiatives and measures where appropriate. The monitoring process will include discussions between the TPC and the staff and members to review the effectiveness of the Travel Plan. The Travel Plan review will be communicated to the Council on an annual basis and thereafter until agreed otherwise by Bury MBC.
- 5.1.4 A monitoring programme of progress towards achieving Travel Plan targets shall be agreed as part of the approval of the Travel Plan.

5.2 *Travel Plan Targets*

- 5.2.1 Best practice guidance on the preparation of Travel Plans identifies that targets should be set, against which the efficiency of the Plan can be measured. It is also important that these targets are specific, reasonable and achievable.
- 5.2.2 Targets for the Travel Plan shall be agreed with Bury MBC Travel Advisor once the travel characteristics of the club have been determined by a travel survey.
- 5.2.3 Section 4.3 outlined the annual travel surveys that would be undertaken at the club. One of the key outputs from the survey will be the “willingness to try

alternative mode of travel”, which will indicate the favoured alternative form of sustainable transport. This will provide a useful basis upon which to set targets for the future.

- 5.2.4 It has been identified throughout the Travel Plan that the overarching objective of it is to reduce the number of vehicular trips to and from the Tennis Club and particularly single occupancy trips. It is therefore recommended that upon completion of the staff and member travel survey, the resultant modal splits should be adopted as the baseline against which the efficiency of the Plan measures will be monitored.

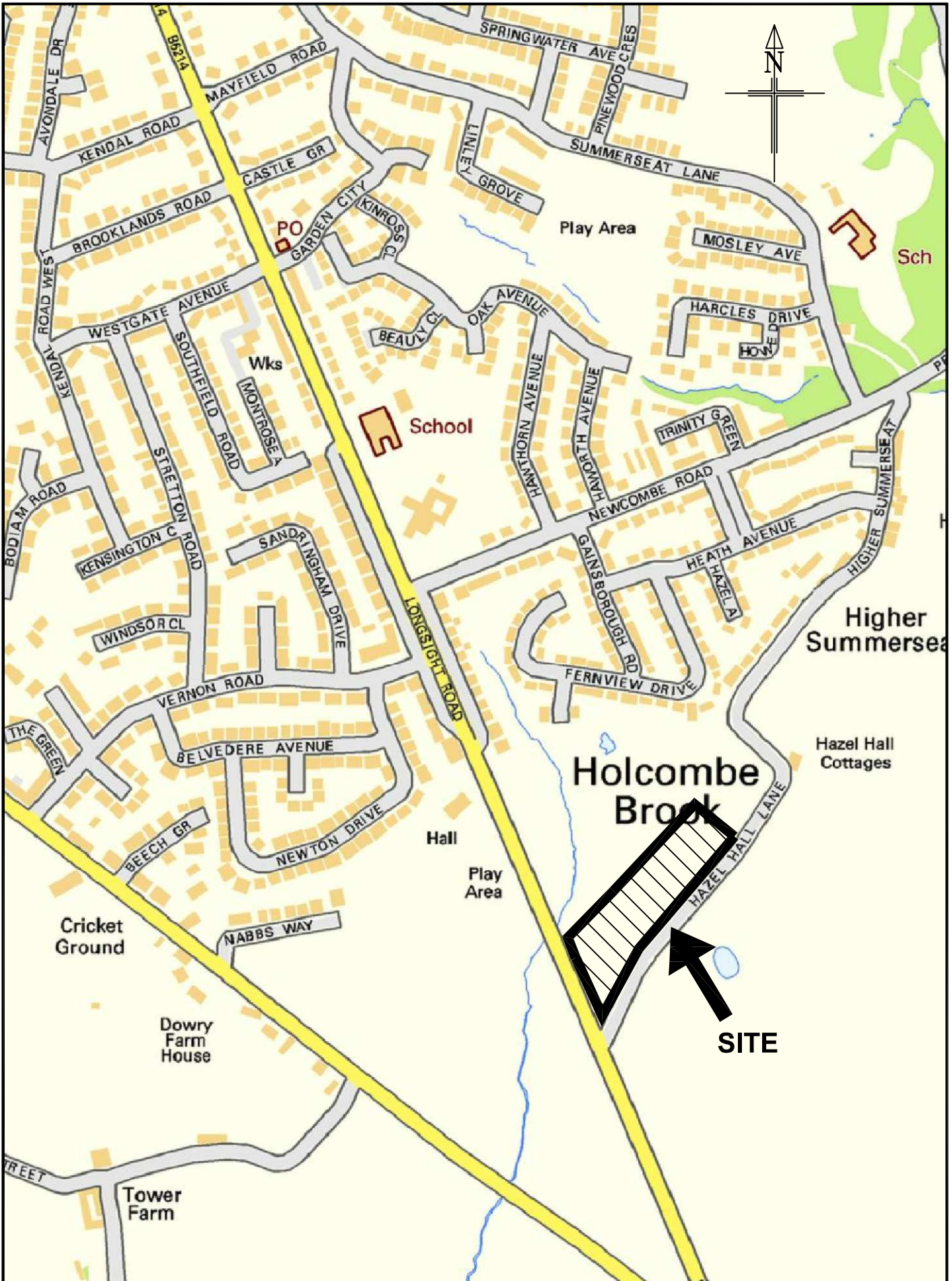
6.0 TRAVEL PLAN ADMINISTRATION

- 6.1 Overall responsibility for the Travel Plan will lie with the Travel Plan Co-ordinator.
- 6.2 The Travel Plan Co-ordinator shall be appointed prior to opening of the Club and maintained in post until otherwise agreed by Bury MBC. Details of the appointee and any subsequent appointees shall be submitted to Bury MBC.
- 6.3 In general terms the responsibilities of the Travel Plan Co-ordinator shall include:
- Arranging Staff Travel Surveys and statistical analysis of findings.
 - To agreed targets with Bury MBC for inclusion in the Final Travel Plan.
 - Submission of Final Travel Plan for approval by Bury MBC within nine months of the development being occupied.
 - Monitoring and review of Travel Plan for submission to Bury MBC.
 - Preparation of annual report on the operation and efficacy of the Travel Plan.
 - Identifying transport initiatives, including information and marketing.
 - Liaison with the Council and other key stakeholders.
- 6.4 More specifically, the Travel Plan Co-ordinators' duties shall include inter alia:
- Day to day operation of the Travel Plan.
 - Maintaining all public transport and database records up to date.
 - Setting up a car share database, and ongoing administration of this.
 - Liaison with local public transport operators.
 - Provide personalised travel plans for individual employees.
 - Liaison with employees and Club members, including for example, promotional activities.
 - Promotion of car sharing.
 - Promotion of travel by public transport.
 - Promotion of cycle usage and walking.

- Monitoring of car and cycle usage.
- Preparing and maintaining information/promotional material for the Travel Plan.
- Undertaking annual Monitoring and Review report for submission to the Council, including setting and review of the Travel Plan targets.

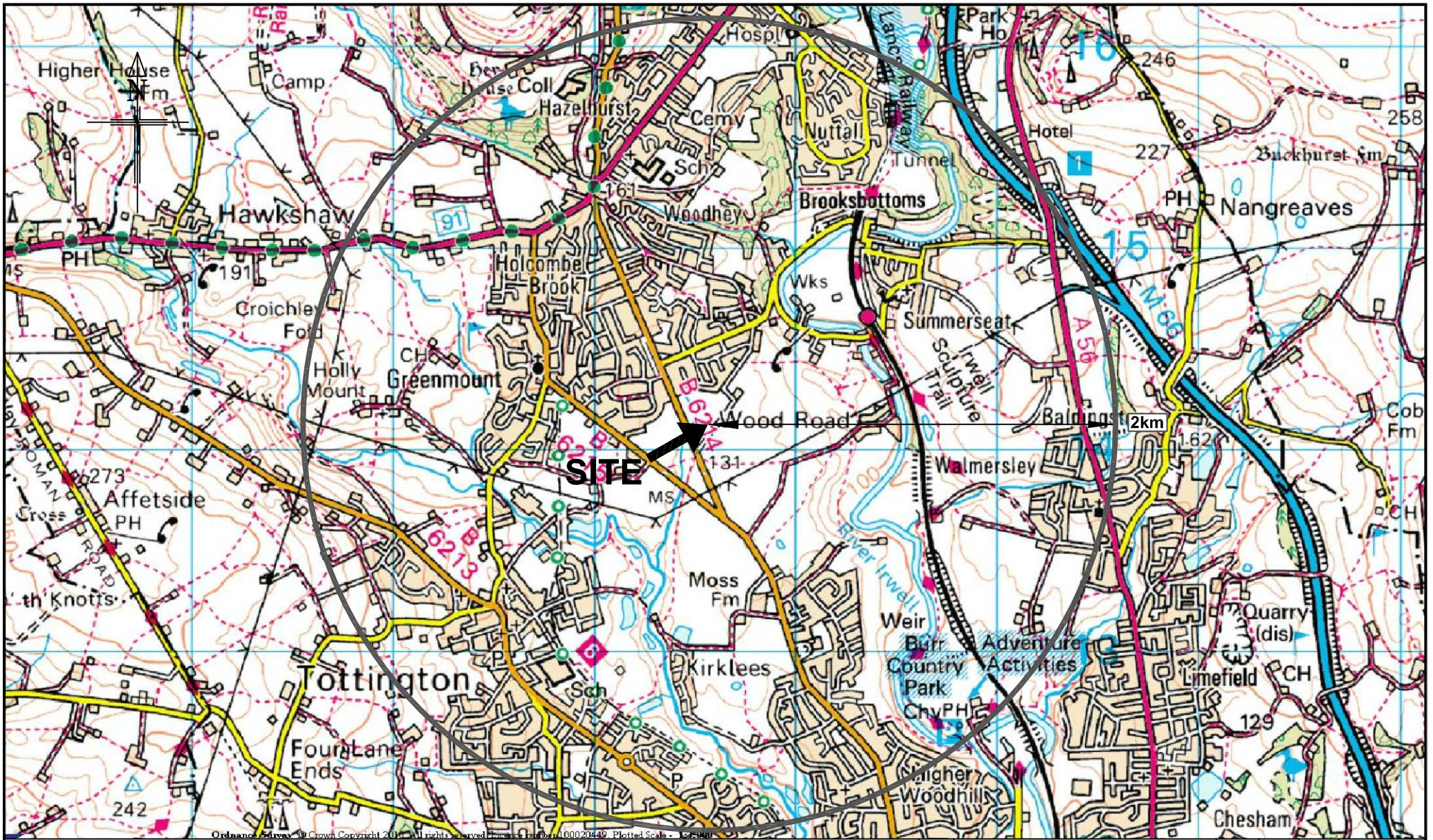
6.5 An annual Monitoring and Review report for the Club is to be prepared by the Travel Plan Coordinator and submitted for approval to Bury MBC. This will set out the way in which the Travel Plan has been operated throughout the year, providing a record of key information. The annual report will assess the efficiency of Travel Plan measures that have been pursued through the year and, on the basis of this, reach conclusions about measures to be taken forward for the coming year.

APPENDIX TP 1



Client Mc CARTHY AND STONE (DEVELOPMENTS) LTD	Project LONGSIGHT ROAD HOLCOMBE BROOK	Rev		Amendments		Drawn	Appr	
		Drawing No	BGH1	Date	OCT 2012	Scale	1:500 @ A4	
BRYAN · G · HALL consulting civil & transportation planning engineers <small>Bryan G Hall Ltd Suite 88 Joseph's Well Horner Way LSS14 7AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanhall.co.uk</small>	Title SITE LOCATION IN RELATION TO THE HIGHWAY NETWORK	Job No	10-188	Checked	MC	Approved	NA	
				Drawn	MC		Rev	A

APPENDIX TP 2



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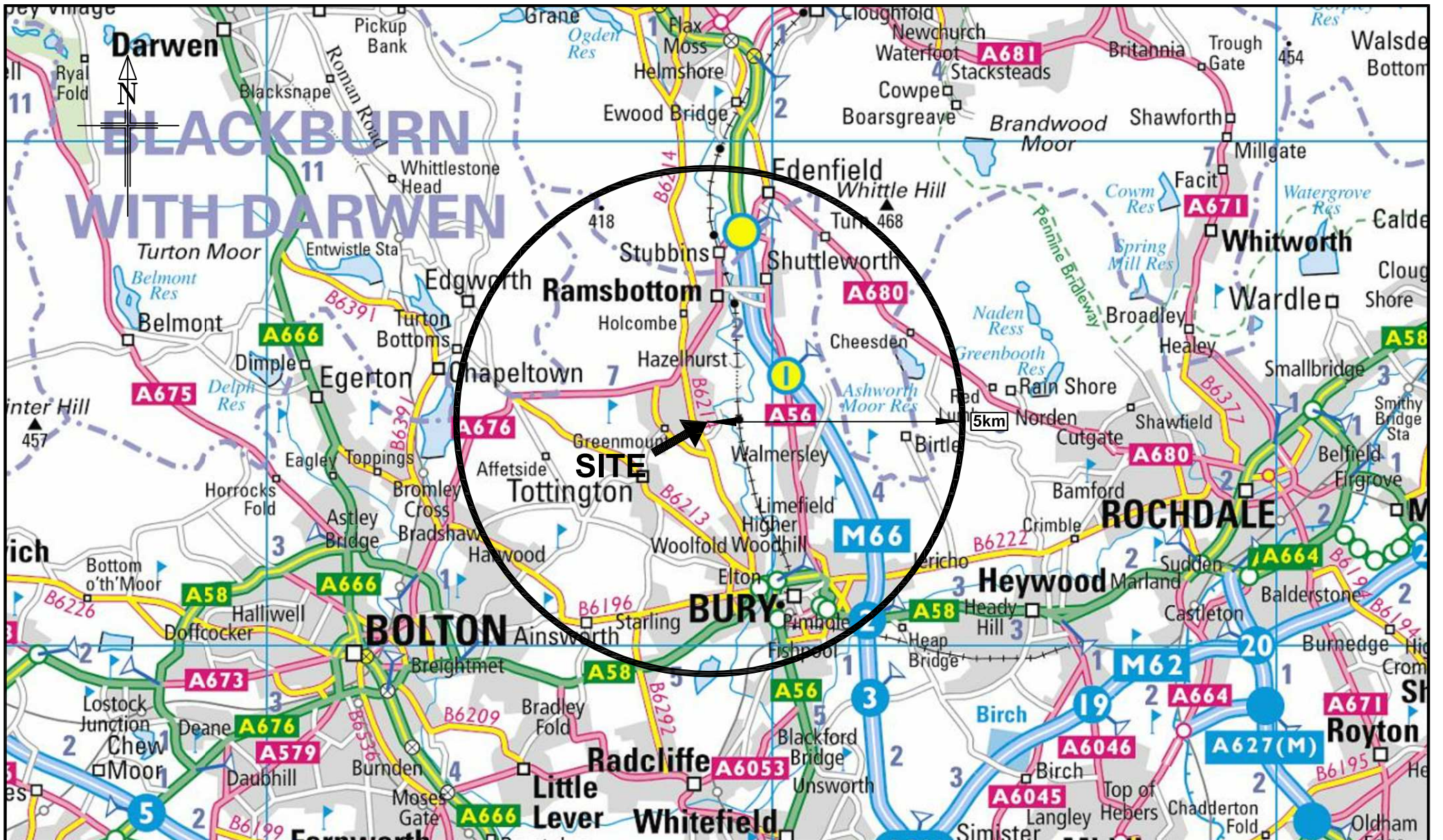
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Project
**LONGSIGHT ROAD
 HOLCOMBE BROOK**

Title
**WALKING ISOLINE
 SHOWN AT A 2KM DISTANCE**

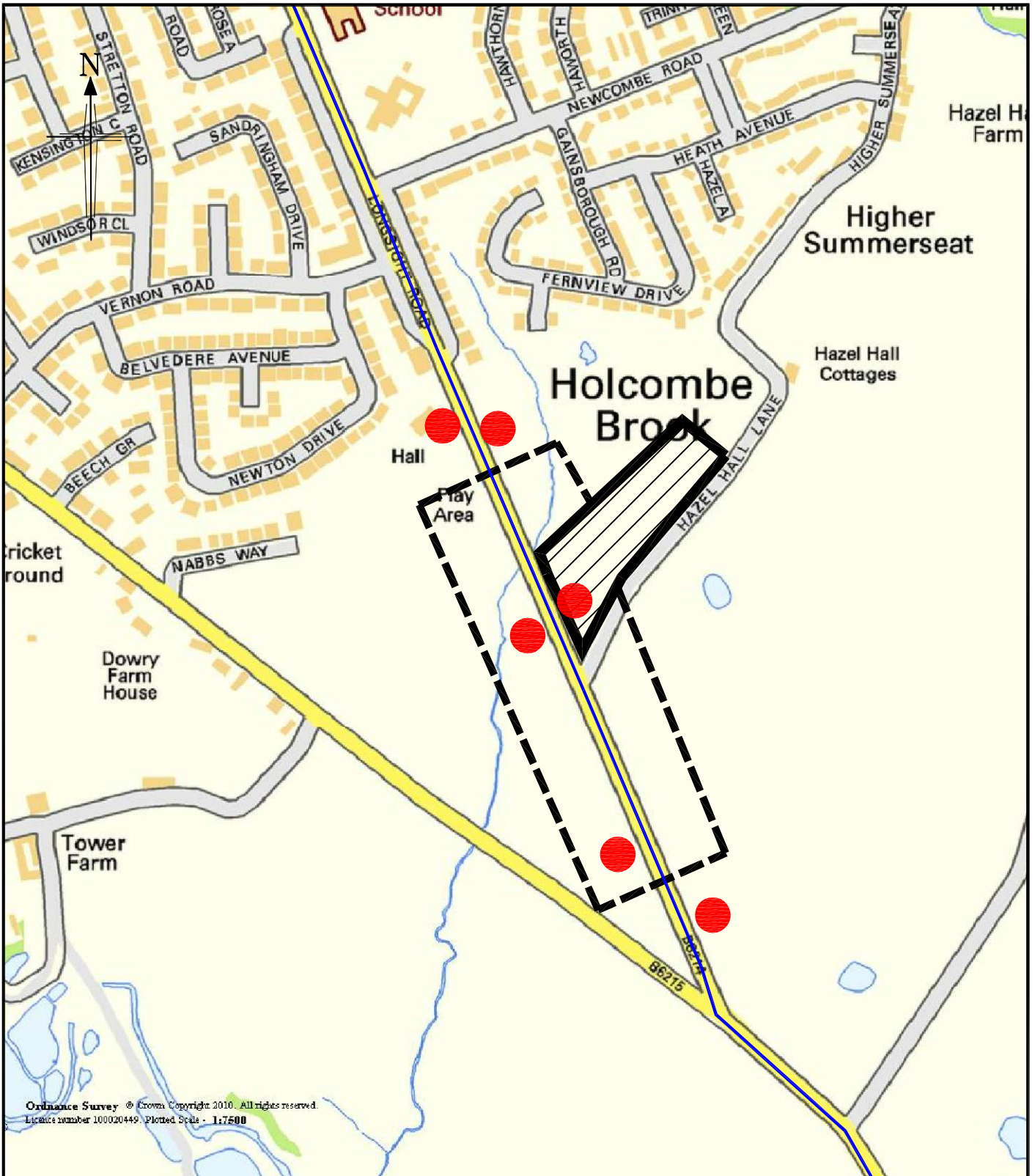
Rev	Amendments	Drawn	Chkd	Appr	Date
Scale	1:25000 @ A4	Date	OCT 2012		Doc Sheet No
Drawn	MC	Checked	MC		Approved NA
Job No	10-188	Drawing No	BGH2		Rev -

APPENDIX TP 3



Client Mc CARTHY AND STONE (DEVELOPMENTS) LTD		Project LONGSIGHT ROAD HOLCOMBE BROOK		Rev		Amendments		Drawn	Chkd	Appr	Date
BRYAN · G · HALL consulting civil & transportation planning engineers Bryan G Hall Ltd, Suite 8E Joseph's Well Hanover Walk, Leeds, LS5 7AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanhall.co.uk		Title CYCLING ISOLINE SHOWN AT A 5KM DISTANCE		Scale 1:100,000 @ A4		Date OCT 2012		Doc Sheet No			
				Drawn MC		Checked MC		Approved NA			
				Job No 10-188		Drawing No BGH3		Rev A			

APPENDIX TP 4



Key:

- Site Boundary
- 400m Walking Catchment from centre of site
- Route 472 & 477

Client Mc CARTHY AND STONE (DEVELOPMENTS)	Project LTD LONGSIGHT ROAD HOLCOMBE BROOK				
BRYAN · G · HALL <small>consulting civil & transportation planning engineers</small> <small>Bryan G. Hall Ltd. Suite 05, Joseph's Well Harvey Hill LS3 7AB Tel: +44(0)113 246 1555 Fax: +44(0)113 234 2201 http://www.bryanhall.co.uk</small>		Title BUS FACILITIES AND BUS ROUTES IN THE VICINITY OF THE SITE		Rev Drawing No BGH4 Job No 10-188	Date Oct 2012 Checked MC Drawn MC
		Scale 1:500 @ A4 Approved NA Rev A			

RAMSBOTTOM – NUTTALL LANE – HOLCOMBE BROOK – SUMMERSEAT – BURRS COUNTRY PARK – WOODHILL – BURY 477
PEEL BROW – RAMSBOTTOM – TANNER'S BROW – HOLCOMBE BROOK – VERNON ROAD – BURRS COUNTRY PARK – WOOD HILL – BURY 478

MONDAYS TO FRIDAYS (EXCEPT PUBLIC HOLIDAYS)

Service Number	477	477	478	477	478	477	478	477	478	477	478	477	478	477	477	477
PEEL BROW Fir Street			0903		1003		1103		1203		1303		1403			
RAMSBOTTOM Market Place	0718	0838	0912	0938	1012	1038	1112	1138	1212	1238	1312	1338	1412	1438	1538	1651
Tanners Brow			0914		1014		1114		1214		1314		1414			
Nuttall Lane	0721	0841		0941		1041		1141		1241		1341		1441	1541	1654
Vernon Road			0921		1021		1121		1221		1321		1421			
Summerseat, Railway St West	0733	0853		0953		1053		1153		1253		1353		1453	1553	1709
Burrs Country Park	0744	0904	0929	1004	1029	1104	1129	1204	1229	1304	1329	1404	1429	1504	1604	1720
BURY Interchange	0756	0916	0941	1016	1041	1116	1141	1216	1241	1316	1341	1416	1441	1516	1616	1732

SATURDAYS

Service Number	477	477	477	477	477	477	477	477	477
RAMSBOTTOM Market Place	0838	0938	1038	1138	1238	1338	1438	1538	1638
Nuttall Lane	0841	0941	1041	1141	1241	1341	1441	1541	1641
Summerseat, Railway St West	0853	0953	1053	1153	1253	1353	1453	1553	1653
Burrs Country Park	0904	1004	1104	1204	1304	1404	1504	1604	1704
BURY Interchange	0916	1016	1116	1216	1316	1416	1516	1616	1716

BURY – WOODHILL – BURRS COUNTRY PARK – SUMMERSEAT – HOLCOMBE BROOK – NUTTALL LANE – RAMSBOTTOM 477
BURY – WOODHILL – BURRS COUNTRY PARK – VERNON ROAD – HOLCOMBE BROOK – TANNER'S BROW – RAMSBOTTOM – PEEL BROW 478

MONDAYS TO FRIDAYS (EXCEPT PUBLIC HOLIDAYS)

Service Number	477	477	478	477	478	477	478	477	478	477	478	477	478	477	477	477	477
BURY Interchange	0800	0900	0937	1000	1037	1100	1137	1200	1237	1300	1337	1400	1437	1500	1610	1710	1810
Burrs Country Park	0807	0907	0944	1007	1044	1107	1144	1207	1244	1307	1344	1407	1444	1507	1617	1717	1817
Summerseat, Railway St West	0817	0917		1017		1117		1217		1317		1417		1517	1627	1727	1827
Vernon Road			0948		1048		1148		1248		1348		1448				
Nuttall Lane	0830	0930		1030		1130		1230		1330		1430		1530	1640	1740	1840
Tanners Brow			0957		1057		1157		1257		1357		1457				
RAMSBOTTOM Bridge Street			1002		1102		1202		1302		1402		1502				
RAMSBOTTOM Market Place	0836	0936		1036		1136		1236		1336		1436		1536	1649	1749	1849
PEEL BROW Fir Street			1003		1103		1203		1303		1403		1503				

SATURDAYS

Service Number	477	477	477	477	477	477	477	477	477
BURY Interchange	0900	1000	1100	1200	1300	1400	1500	1600	1700
Burrs Country Park (March Drive)	0907	1007	1107	1207	1307	1407	1507	1607	1707
Summerseat, Railway St West	0917	1017	1117	1217	1317	1417	1517	1617	1717
Nuttall Lane	0930	1030	1130	1230	1330	1430	1530	1630	1730
RAMSBOTTOM Market Place	0936	1036	1136	1236	1336	1436	1536	1636	1736

Service 477 does not operate on Sundays & Public Holidays.

Service 478 does not operate on Saturdays, Sundays & Public Holidays.



Services 477 & 478 are provided with financial support from Transport for Greater Manchester.



Timetables for Service Number: 472



Monday to Friday
Valid from: 02/09/2012
Valid to: 27/10/2012

472 Bury - Ramsbottom (Lime Line) Via Walmersley - Holcombe Brook

Service No.:	472	472	472	472	472		472	472	472	472	472	472	472	472	472
Notes:															
BURY Interchange [P]	0520	0605	0625	0645	0705	and	1815	1835	1855	1925	1955	2025	2055	2125	2155
Walmersley Post Office	0531	0617	0637	0657	0717	at	1827	1847	1904	1934	2004	2034	2104	2134	2204
Ramsbottom Market Place	0540	0627	0647	0707	0727	frequent	1837	1857	1914	1944	2014	2044	2114	2144	2214
Holcombe Brook	0545	0634	0654	0714	0734	intervals	1844	1904	1919	1949	2019	2049	2119	2149	2219
The Brandlesholme	0550	0640	0700	0720	0740	until	1850	1910	1924	1954	2024	2054	2124	2154	2224
BURY Interchange	0558	0650	0710	0730	0750		1900	1920	1932	2002	2032	2102	2132	2202	2232

Service No.:	472	472	472
Notes:			
BURY Interchange [P]	2225	2255	2325
Walmersley Post Office	2234	2304	2334
Ramsbottom Market Place	2244	2314	2344
Holcombe Brook	2249	2319	2349
The Brandlesholme	2254	2324	2354
BURY Interchange	2302	2332	0002