



The Northern Group

Land at Station Road, North Reddish

Framework Travel Plan

August 2025



The Northern Group

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Framework Travel Plan

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PROJECT NO:
326075

DATE:
August 2025

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	250814 326075 FTP v1.2.docx	RW	14 August 2025	Final	LJ	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	17 March 2025	LJ	Draft for Project Team review
1.1	29 July 2025	LJ	Final version for submission
1.2	14 August 2025	LJ	Updated site layout plan

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1. Introduction

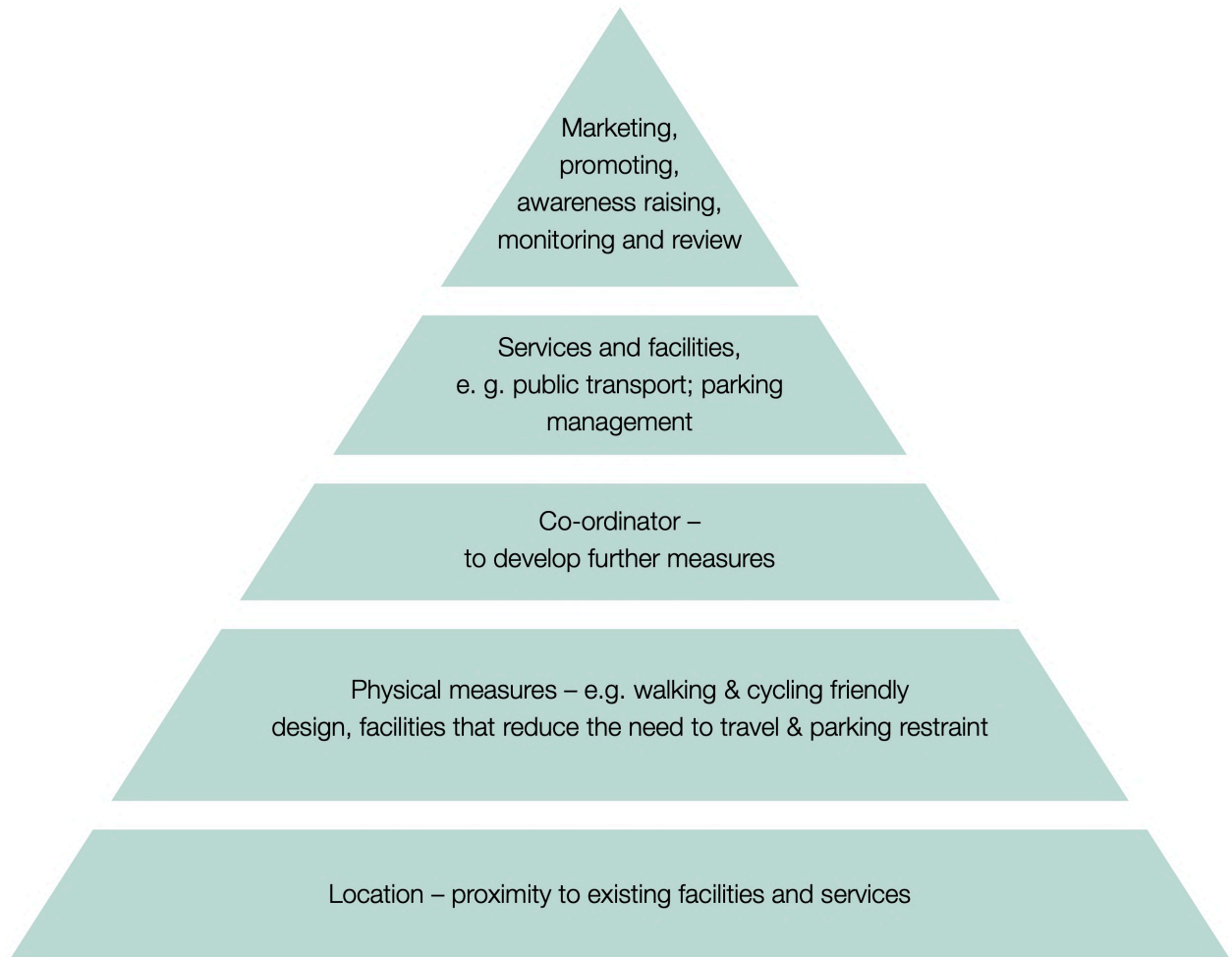
1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by The Northern Group (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development on land at Station Road in North Reddish, Stockport.
- 1.1.2 The proposed development comprises up to 200no. residential units, comprising 109no. residential dwellings and 91no. apartment units. The proposed development will provide a minimum of 50% affordable units. Vehicular access to the site will be taken from Station Road, with additional pedestrian and cycle accesses provide across the site.
- 1.1.3 This Framework Travel Plan (FTP) has been prepared as part of the planning application documentation and should be read in conjunction with the Transport Assessment (TA). The purpose of this FTP is to provide the agreed reference point for a future full Travel Plan (TP) to be prepared once the development is occupied.
- 1.1.4 The overall aim of the FTP is to encourage residents to travel sustainably and reduce Single Occupancy Vehicle (SOV) trips.

1.2 Overview of the Travel Planning Process

- 1.2.1 A TP is a long-term management strategy for integrating proposals for sustainable travel into the planning process. The TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term.
- 1.2.2 The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, as a result mitigating the impact of travel. A successful TP can be established by the Travel Plan Pyramid shown in [Figure 1.1](#).

Figure 1.1 : Travel Plan Pyramid (source: Department for Transport)



1.2.3 This FTP forms the starting point by providing the following:

- Details of the provision for cyclists, pedestrians, and public transport users;
- An example toolkit of sustainable travel measures;
- Potential milestone targets that could be developed for on-going implementation; and
- A strategy for ongoing monitoring and review would be developed and this would include the appointment of a designated Travel Plan Co-ordinator (TPC) who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.2.4 The key objectives of the FTP will be taken forward by a TPC who will seek to:

- Reduce the need to travel by car to and from the site;
- Promote the health and cost benefits of cycling, walking and using public transport;
- Promote the cost benefits of car sharing;

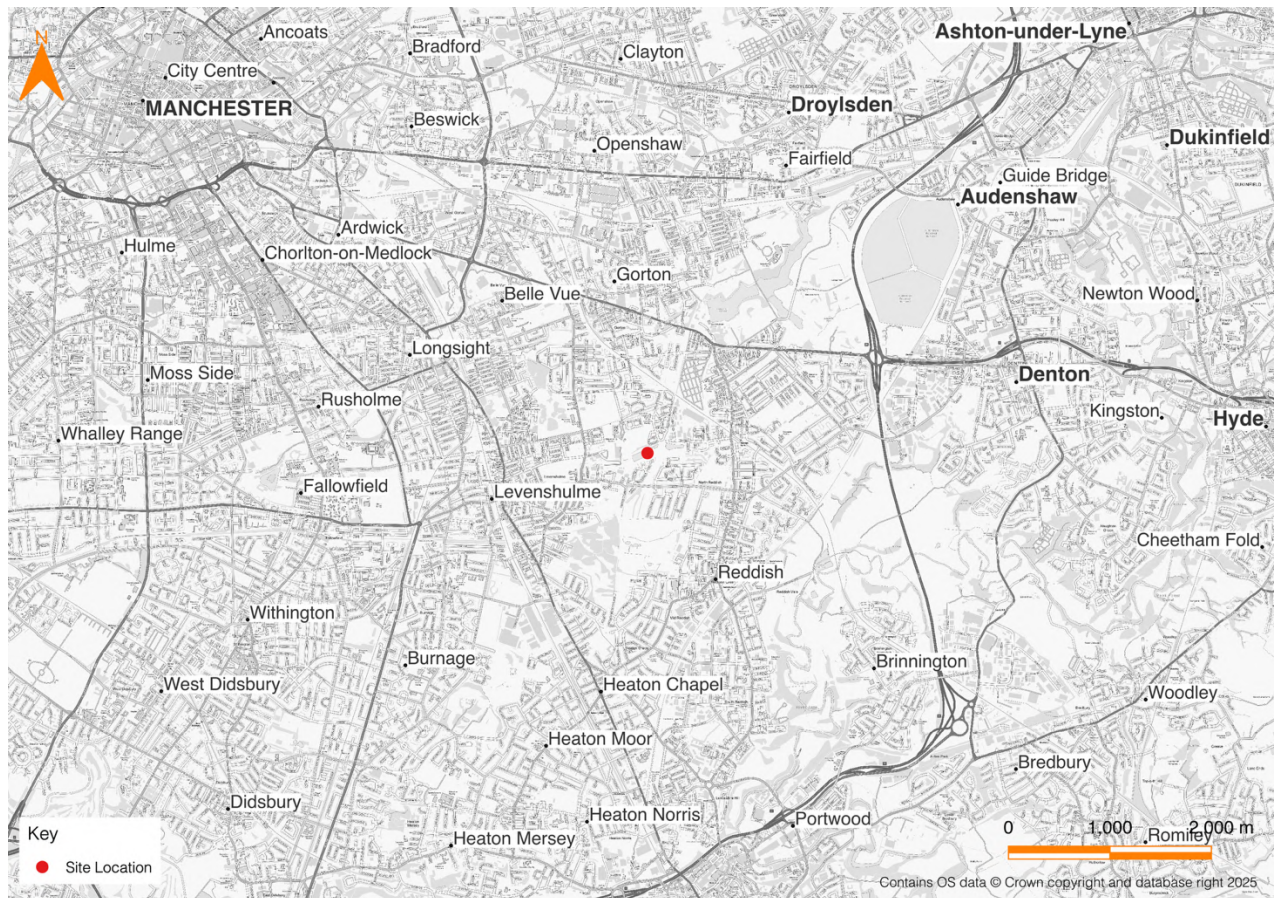
- Provide clear information to residents on sustainable modes of travel to and from the site; and
- Provide information to residents on the alternative sustainable modes of travel.

2. Existing Conditions

2.1 Site Location

2.1.1 As shown in **Figure 2.1**, the development site is located in North Reddish, c.4km north of Stockport Town Centre, c.5.7km southwest of Manchester City Centre, c.2km east of Levenshulme and c.1.5km northwest of Reddish Vale.

Figure 2.1 : Strategic Site Location



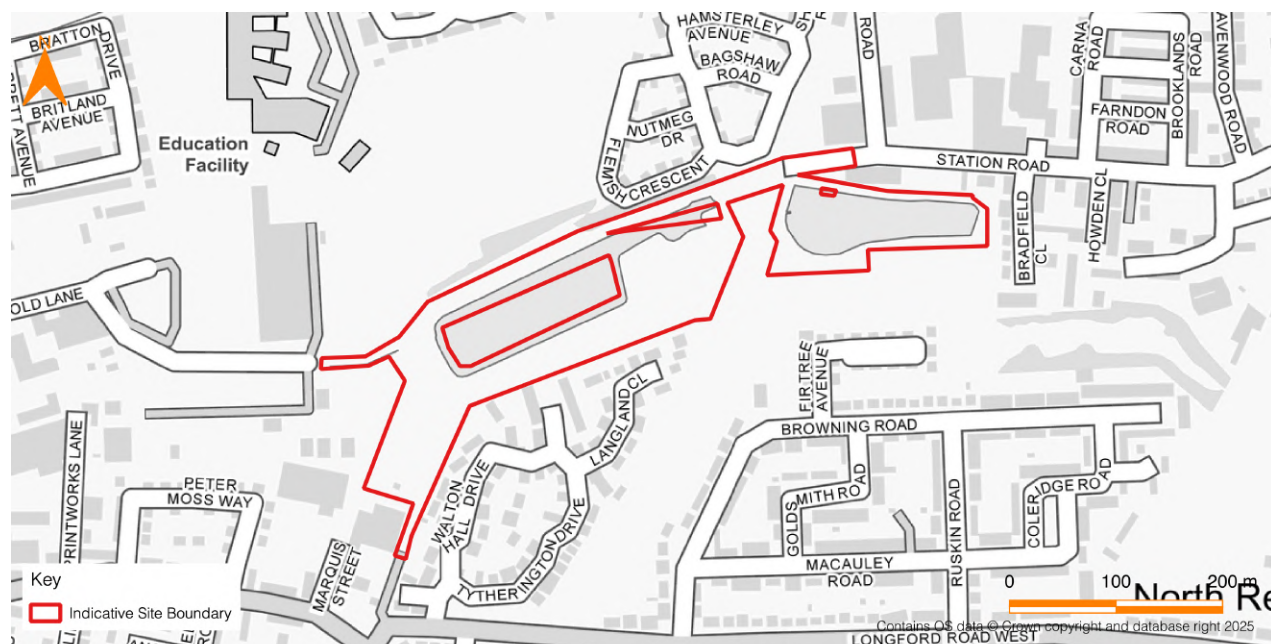
2.2 Local Highway Network

2.2.1 The development site is predominately located within the northern part of the Stockport Metropolitan Borough Council (SMBC), with the westernmost part of the site on the west side of Nelstrop Road North located within the jurisdiction of Manchester City Council (MCC).

2.2.2 The site is bound to the north and south by residential areas and to the east and west by a mix of residential and employment uses.

2.2.3 **Figure 2.2** shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network



Station Road

- 2.2.4 In the site vicinity, Station Road runs east to west between B6167 Gorton Road and the site access. Station Road, subject to a 20mph speed limit, is a two-way single carriageway with an approximate width of c.6m. c.2m wide footways are present on both sides of the road and there are long sections where titan kerbs are present.
- 2.2.5 The existing conditions along Station Road are summarised in [Table 3.1](#).

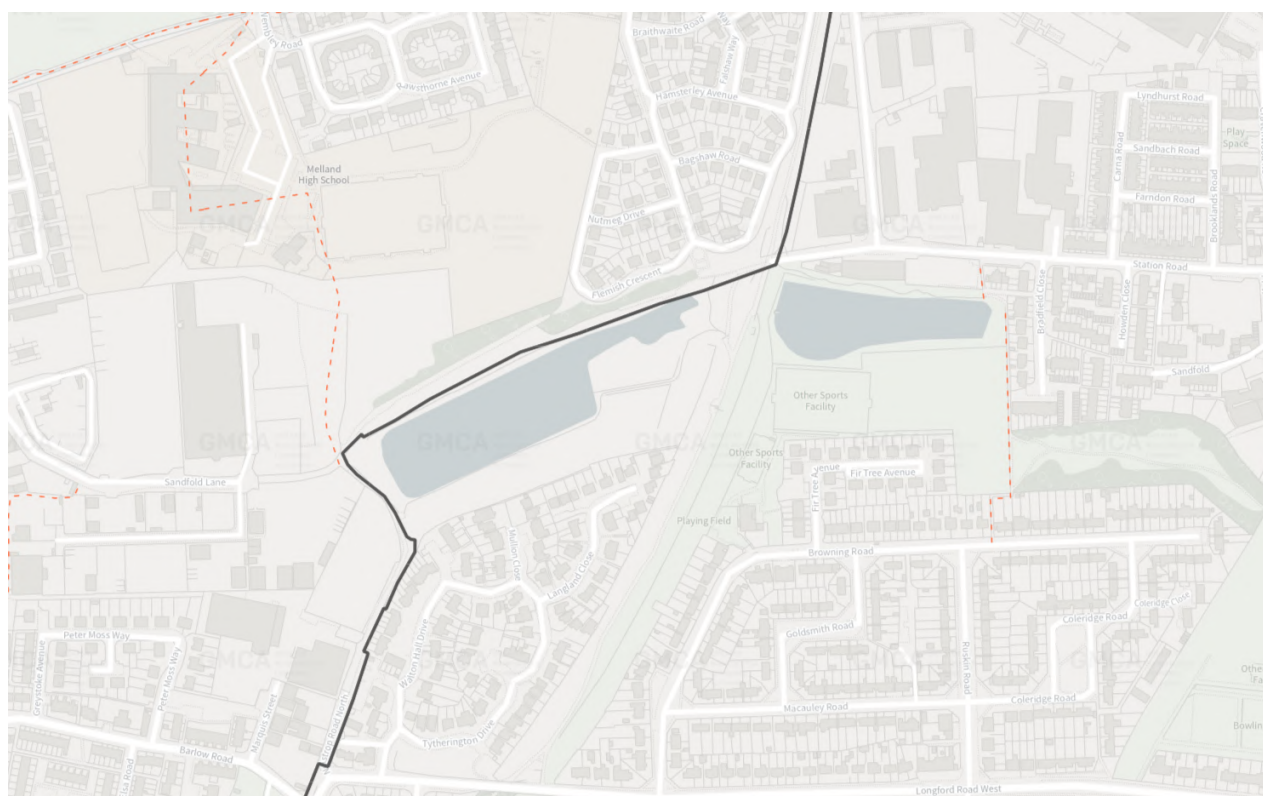
Table 2.1 : Station Road – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Footways
Speed Limit	20mph	Cycle Facilities	No
Carriageway Width	c.6m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

2.3 Public Rights of Way

- 2.3.1 As shown in [Figure 3.4](#), there are no PRow within the site boundary. There are however existing PRow within the immediate vicinity of the site, including Manchester FP123 to the northwest and Stockport FP103 to the east. There is also a network of informal walking routes and paths available within the site, that will continue to be available for use by the local community and by any future residents.

Figure 2.3 : Existing PRow (source: TfGM Mapping)



2.4 Modal Split

- 2.4.1 To provide an accurate representation of the forecast modal split anticipated at the proposed development, the journey to work data from the 2011 Census has been reviewed for the population living in the site area.
- 2.4.2 The modal split for people living in the 'Stockport 002' Middle Super Output Area (MSOA) has been examined and is summarised in [Table 2.2](#).

Table 2.2 : 2011 Census Travel to Work Data – Modal Split (MSOA : 'Stockport 002')

Mode of Travel	'Stockport 002' – Modal Share
Driving a car or van	61%
Bus, minibus or coach	18%
On foot	8%
Passenger in a car or van	5%
Work mainly at or from home	3%
Train	2%
Bicycle	2%
Motorcycle	1%
Total	100%

2.4.3 As shown in Table 2.2, the modal split data for 'Stockport 002' MSOA shows that 66% of people travel by car to get to work, including 61% who drive and 5% who are passengers. The Census data also shows that 30% of work trips are made using sustainable modes, including 18% by bus, 8% on foot, 2% by cycle and 2% by train.

3. Development Proposals

3.1 Proposed Use

3.1.1 The proposed development comprises up to 200no. residential units, comprising 109no. residential dwellings and 91no. apartment units. The proposed development will provide a minimum of 50% affordable units.

3.1.2 The proposed site layout plan is shown in [Figure 3.1](#).

Figure 3.1 : Proposed Site Layout (source : Fletcher Rae)



3.2 Development Quantum

3.2.1 The development comprises 200no. residential units. The type and mix of properties are set out in [Table 3.1](#).

Table 3.1 : Type and Mix of Residential Dwellings

House Type	No. of Apartments	No. of Houses	Total
1 Bedroom	58	0	58
2 Bedroom	33	62	95
3 Bedroom	0	47	47

House Type	No. of Apartments	No. of Houses	Total
Total	91	109	200

3.3 Proposed Site Access Arrangement

Central and Eastern Parcels

- 3.3.1 Access to the central and western parcels is proposed via the Station Road bridge will be upgraded to include a 5.5m wide carriageway and 2m wide footways on both sides of the road.

Eastern Parcel

- 3.3.2 Access to the eastern parcel is proposed via a new priority junction on Station Road. The access road will provide a 5.5m wide carriageway and 6m corner radii. The access will include 2m wide shared footways, on both sides of the access that will extend to connect with the existing footways along Station Road to the east.

3.4 Pedestrian, Cycle and Emergency Access

- 3.4.1 As shown in [Figure 4.1](#), a pedestrian connection to FP103 will be provided from the eastern parcel. Connections to the Fallowfield loop will be retained as will the internal walking routes around the lake.
- 3.4.2 Transport for Greater Manchester (TfGM) have developed a network of future cycle routes in the area known as the “Beelines”. One of these future routes is identified between Nelstrop Road North and Sandfold Lane.
- 3.4.3 As part of the proposals, a 3.7m wide surfaced emergency access route will be provided between Nelstrop Road north and Sandfold Lane, which forms a key section of the proposed Beelines route. When not being used for emergency access, this will be a shared pedestrian cycle route that will be protected at either end with demountable bollards to prevent access by motorised vehicles. A zebra crossing facility is proposed where the route crosses the internal access road to ensure pedestrian and cyclists movements are given priority.

3.5 Parking Provision

- 3.5.1 The proposed development will provide 1no. lockable cycle parking space for each residential dwelling and apartment unit.
- 3.5.2 All residential dwellings will be provided with an EV charging point, and the proposed car parking for the apartment units will provide 50% EV and infrastructure in place for the remaining spaces.

- 3.5.3 The proposed development, with a minimum of 50% affordable homes, will provide 2no. car parking spaces at each 3-bedroom dwelling and 1no. car parking space at each of the 2-bed dwellings.
- 3.5.4 The proposed 91no. apartment units will have 91no. car parking spaces, including 6no. disabled spaces and 10no. visitor spaces.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

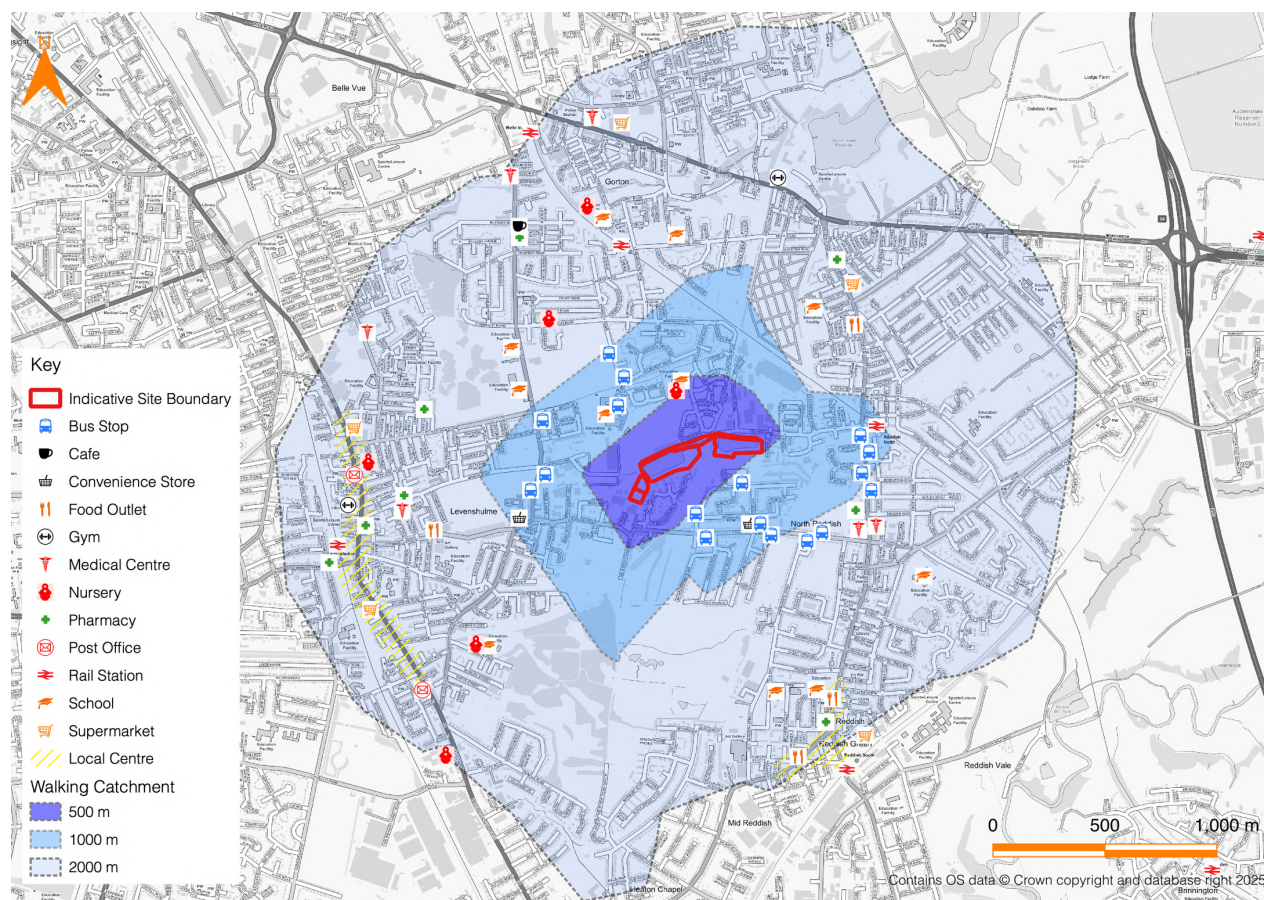
- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 5.1](#).

Table 4.1 : CIHT Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in [Table 5.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.
- 4.2.5 [Figure 4.1](#) presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment Area with Local Amenities



4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

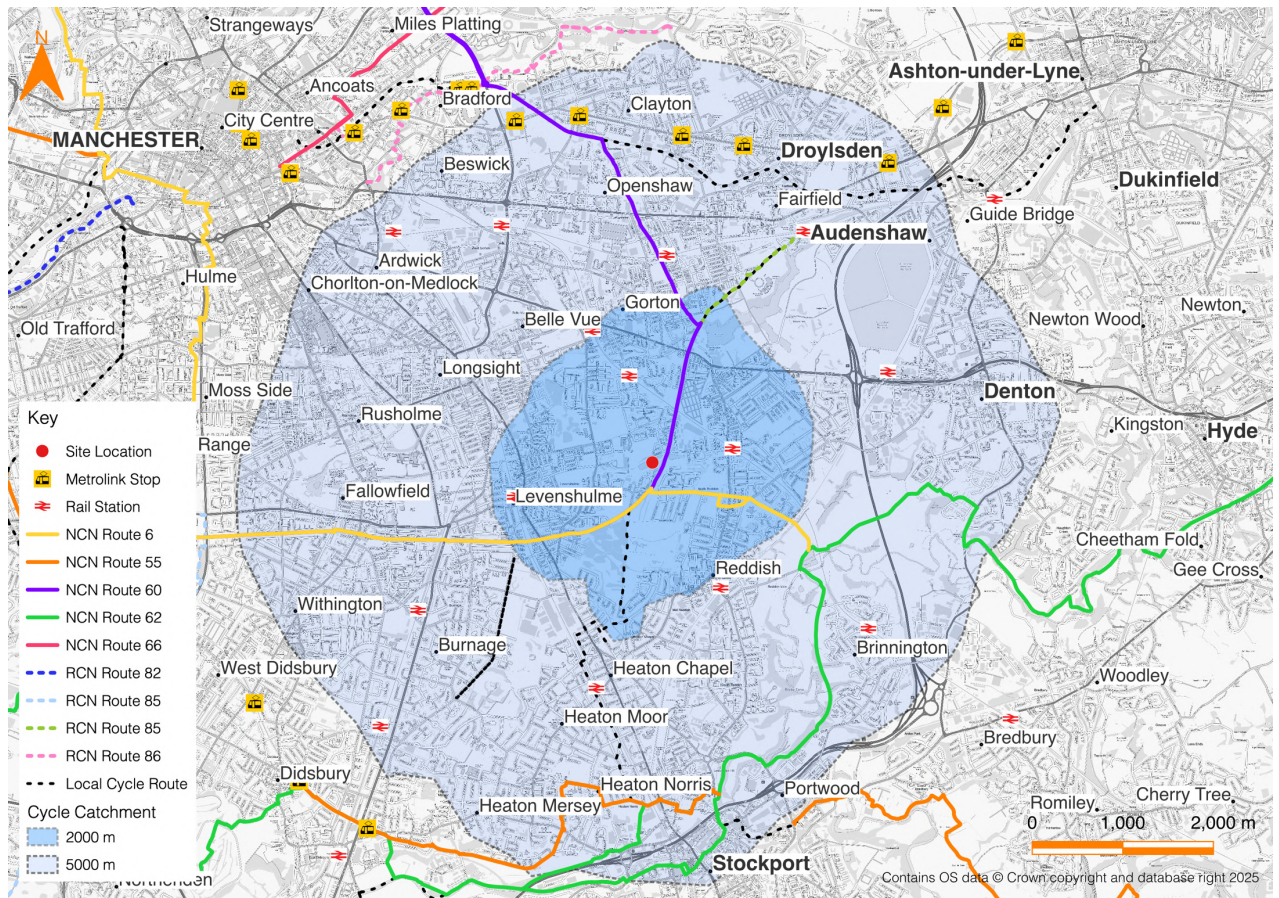
Amenity	Distance	Average Walking Time
Rushbrook Primary Academy School & Nursery	400m	5 minutes
Bus Stops on the B6167	700m	8 minutes
Bus Stops on Longford Road W / Ruskin Road	750m	9 minutes
Reddish North Rail Station	750m	9 minutes
Jams Newsagents	750m	9 minutes
Gorton Educational Village	900m	11 minutes
ASDA Supermarket	1.3km	15 minutes

- 4.2.7 As shown in [Figure 4.1](#), several bus stops are available on the local highway network. The closest bus stops are available on the B6167 to the west of the site, accessible within c.700m (2-minute walk). They are accessible via the internal footway network of the site, heading north onto Station Road via the existing pedestrian route to the east of the eastern parcel.
- 4.2.8 Bus stops are also available on Longford Road W / Ruskin Road to the south of the site, accessible within c.750m (2-minute walk). They are also accessible via the existing pedestrian route from Station Road heading south.
- 4.2.9 Within a 1,000m walking catchment, a range of amenities are available, particularly to the east of the site along the B6167. This includes various food outlets, medical centres and a pharmacy, as Reddish North Rail Station within c.750m (9-minute walk).
- 4.2.10 Several schools and nurseries are also available in the vicinity of the development site. This includes the Rushbrook Primary Academy School & Nursery, accessible to the north of the site within c.400m (5-minute walk). The Gorton Educational Village, which comprises Cedar Mount Academy and Melland SEN High School, is also accessible to the northeast of the site within c.750m (9-minute walk).

4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.
- 4.3.3 [Figure 4.2](#) indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycle Catchment Plan

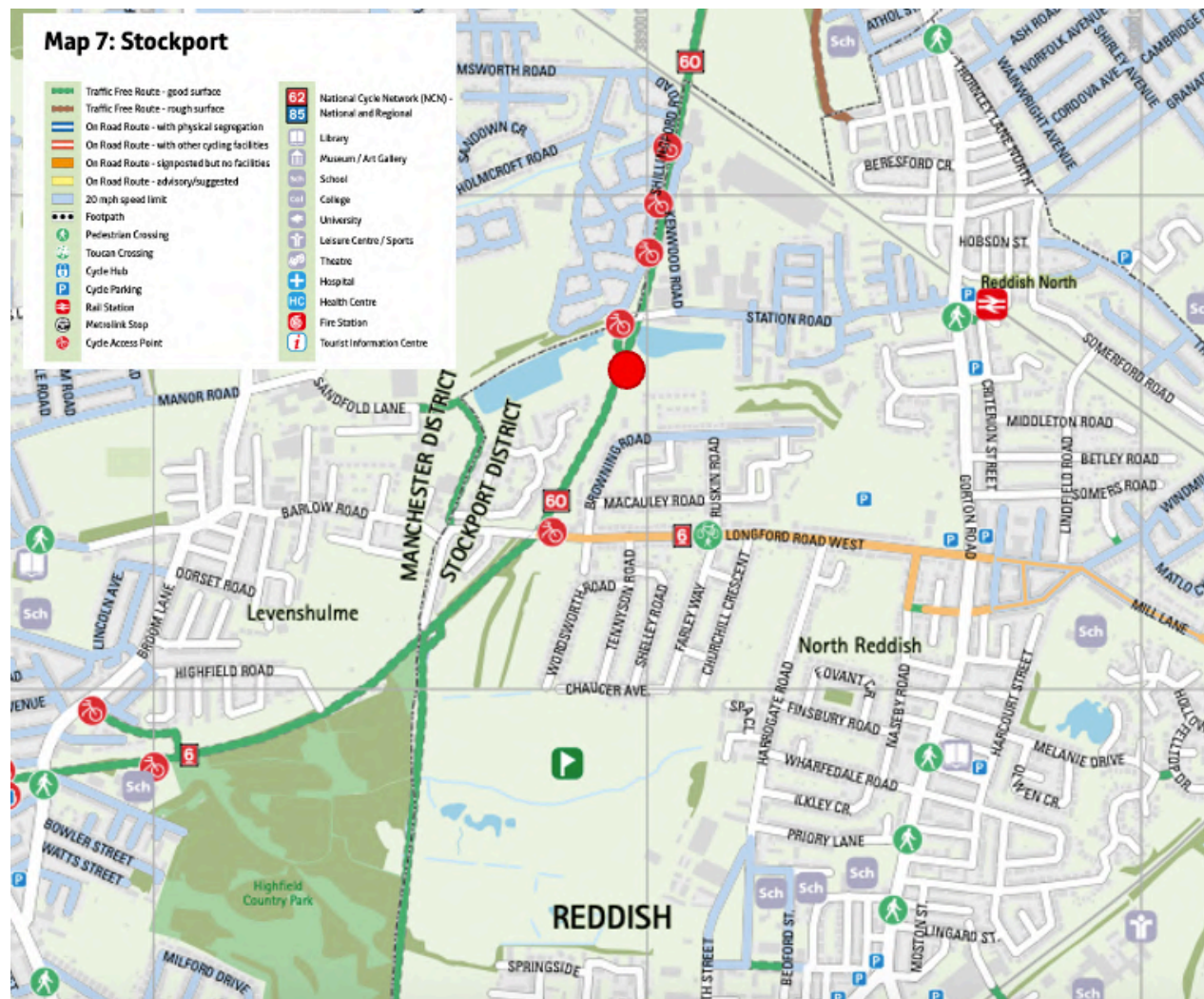


4.3.4 As shown in Figure 4.2, Levenshulme and Reddish are available within a 2km cycle catchment, as well as various rail stations including North Reddish. A number of suburban areas, including Openshaw, Brinnington, Heaton Moor and Withington, as well as Audenshaw and Stockport, are located within a 5km cycle catchment of the site.

4.3.5 National Cycle Network (NCN) Routes 6 and 60 are accessible through the centre of the site; these both form the Fallow Loop in the vicinity of the site. These routes also connect with NCN Routes 55 and 62 within the 5km cycle catchment in the vicinity of Stockport.

4.3.6 These connect with a network of local cycle routes and infrastructure in the area, as shown in Figure 4.3.

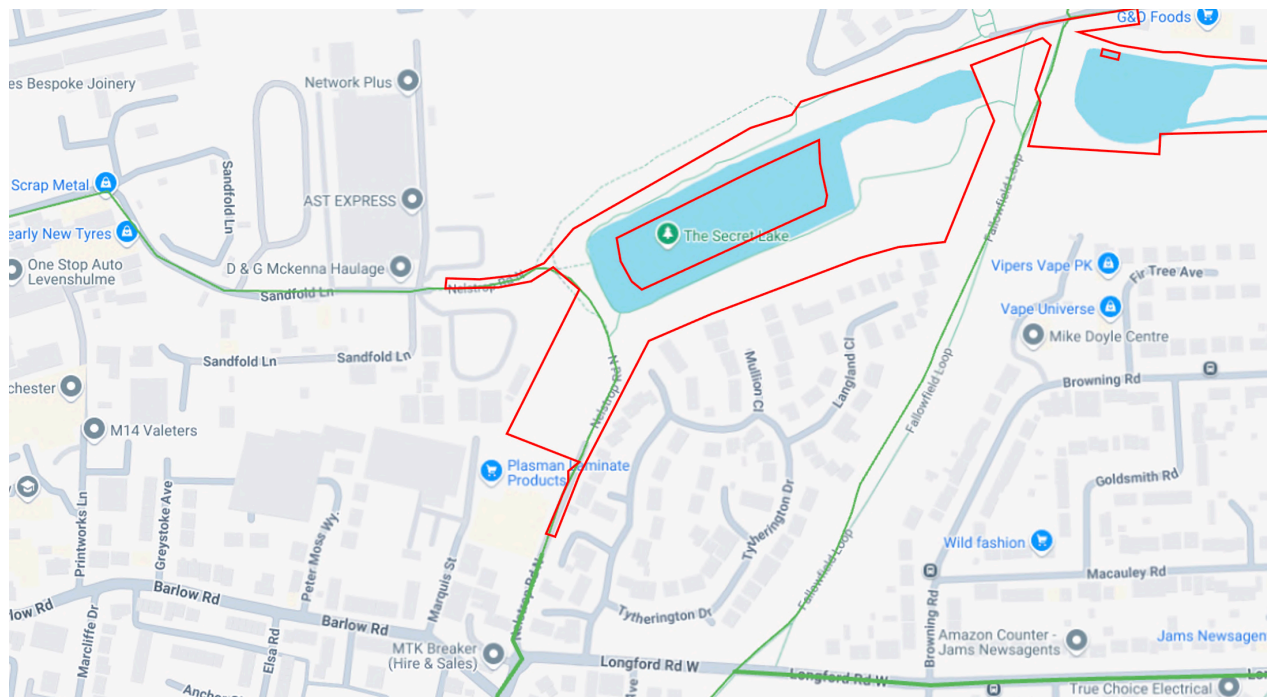
Figure 4.3 : Local Cycle Map – Stockport (source : TfGM)



4.3.7 As shown in Figure 4.3, the Fallowfield Loop provides a traffic free route with a good service, which has several cycle access points in the vicinity of the proposed development site. Longford Road West also provides a signposted on-road route, as part of NCN Route 6, which is accessible via the Fallowfield Loop.

4.3.8 In addition to the existing cycling network, Transport for Greater Manchester (TfGM) have developed a network of future cycle routes in the area known as the “Beelines”. As shown in Figure 4.4, part of the proposed Beelines cycle network passes along Sandfold Lane / Nelstrop Road North, which dissects the site.

Figure 4.4 : Beelines Future Network



- 4.3.9 As part of the development proposals, the site will deliver the section of this route that lies within the redline boundary. It is currently proposed to provide a 3.7m wide surfaced shared pedestrian cycle route between Nelstrop Road North and Sanfold Lane. A zebra crossing facility is proposed where the route crosses the internal access road to ensure pedestrian and cyclists movements are given priority.

4.4 Public Transport Services

Local Bus Services

- 4.4.1 Several bus stops are available on the local highway network. The closest bus stops are available on the B6167 to the west of the site, accessible within c.700m (2-minute walk). As described previously, they are accessible via the internal footway network of the site, heading north onto Station Road via the existing pedestrian route to the east of the eastern parcel.
- 4.4.2 Bus stops are also available on Longford Road W / Ruskin Road to the south of the site, accessible within c.750m (2-minute walk). They are also accessible via the existing pedestrian route from Station Road heading south.
- 4.4.3 **Table 4.3** provides a summary of routes and times of local public bus services accessible from these stops on the local highway network. Full timetables are attached in **Appendix A**.

Table 4.3 : Local Bus Services – B6167 and Longford Road W / Ruskin Road

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
7	Ashton — Droylsden — Gorton — Dane Bank — Reddish — Stockport	2	2	2	2	1
42A	Reddish — Heaton Chapel — Didsbury — Rusholme — Manchester	2	2	2	2	1
203	Stockport — Reddish — Belle Vue — Manchester	6	6	6	6	4
786/790*	St Thomas More RC College	<1	No Service	<1	No Service	No Service
840*	Harrytown High School	<1	No Service	<1	No Service	No Service

*Dedicated school / college service

4.4.4 As shown in Table 4.3, 3no. regular public services are available from the bus stops identified above on the local highway network. Services operate with a frequency of up to every 10 minutes on weekdays and Saturdays, and up to every 5 minutes on Sundays. These surveys provide access across Greater Manchester, including towards Manchester City Centre, Stockport, Ashton and Didsbury.

4.4.5 Additional school / college only services are also available during peak hours on weekdays, serving St Thomas More RC College and Harrytown High School.

4.4.6 The frequency and proximity of local bus services presents them as a convenient and realistic method of travel for future residents for leisure, commuting or accessing local amenities.

Rail Services

4.4.7 The closest rail station to the site is Reddish North Station within c.750m (9-minute walk) to the east of the site off the B6167. It is therefore accessible within both the walking and cycling catchments. A summary of the direct rail services from Reddish North Station are summarised in Table 4.4.

Table 4.4 : Direct Rail Services – Reddish North Station

Destination	Approx. Frequency	Approx. Journey Time
Manchester Piccadilly	2 services / hour	12 minutes
New Mills Central <i>via Bredbury</i>	1 service / hour	20 minutes
Sheffield <i>via Bredbury and New Mills Central</i>	1 service / hour	1 hour 10 minutes

4.4.8 As shown in [Table 4.4](#), there are 3no. frequent rail services available from Reddish North Station providing direct rail access to destinations including Manchester Piccadilly, New Mills Central, Sheffield and Bredbury. These services also provide access to local stations along each respective route.

5. Overarching Aim, Objectives and Benefits

5.1 Overarching Aim

- 5.1.1 The overarching aim of this FTP is to put in the place the management tools deemed necessary to enable residents to make informed decisions about how they travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This aim is achieved by setting out a strategy for eliminating barriers that keep residents from making use of sustainable modes.
- 5.1.2 Improving transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development. It will also provide travel options for all the site users, regardless of whether they own a car or not.

5.2 Objectives

- 5.2.1 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:
- Promoting sustainable and active travel to the site for all residents.
 - Promoting accessibility to the site by walking, cycling, public transport and car sharing.
 - Increasing the awareness of the environmental and social benefits of using alternative modes of transport.
- 5.2.2 It is intended that the objectives of this FTP will be met by identifying and implementing initiatives that provide future residents and visitors with a variety of travel choices and, in doing so, reduce the need to travel by private car.

5.3 Travel Plan Benefits

- 5.3.1 The overall TP strategy includes physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the FTP.
- 5.3.2 The proposed monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out later in this report.
- 5.3.3 The TP will incur different benefits, to different groups / individuals:

Resident Benefits

- 5.3.4 By meeting the objectives, the TP will bring about the following benefits to residents:

- Health benefits associated with walking and cycling, including reduced levels of stress.
- The opportunity to save money using alternative modes of travel to the car.
- Improved quality and reliability of journeys to and from home and work.
- Create a pedestrian / cyclist friendly environment.

Social Benefits - Wider Community Benefits

5.3.5 By meeting the objectives, the TP will bring about the following social community benefits:

- On-going reductions in vehicular generated traffic on the local highway network.
- Increasing patronage on existing public transport modes.
- Health benefits associated with walking and cycling.
- A contribution to reduced traffic, congestion, air pollution and accidents.
- Improving accessibility and travel choice for reaching local facilities.

Environmental Benefits

5.3.6 Data from the Department for Business, Energy and Industrial Strategy shows that domestic transport is the greatest-emitting sector in the UK (27% in 2019). The main source is the use of petrol and diesel, particularly for passenger cars. How people travel will therefore play a large role in the Uks journey to net zero.

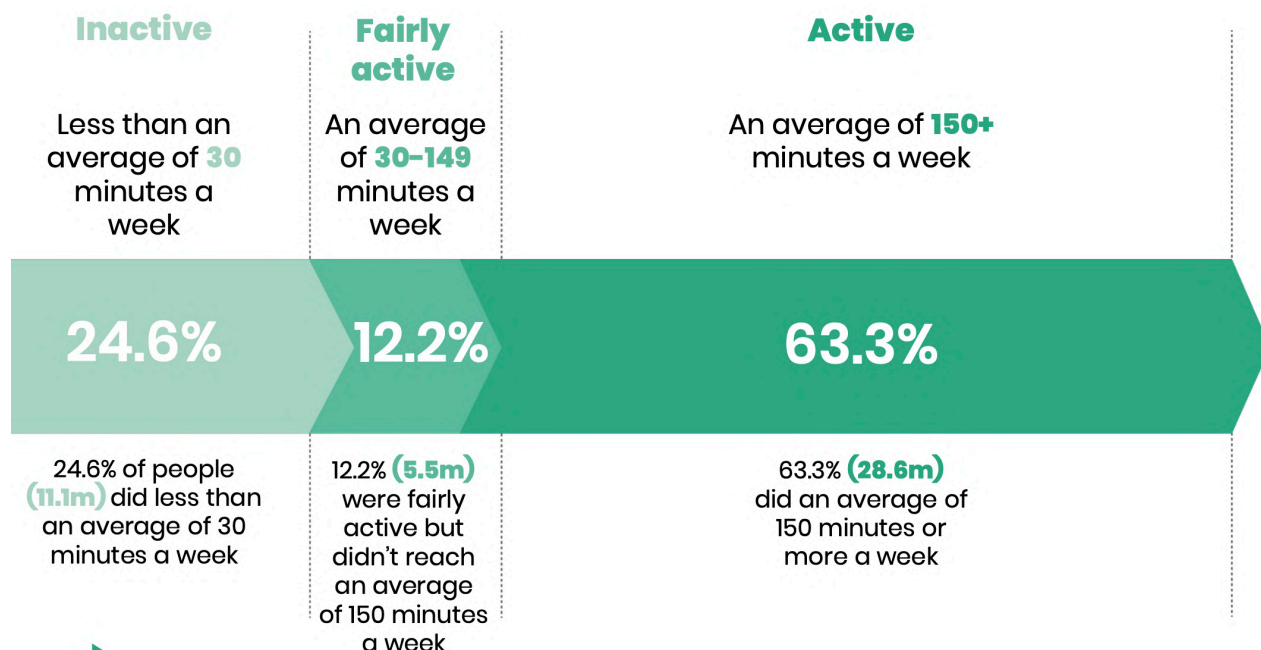
5.3.7 Therefore, encouraging people to make sustainable choices in the way they travel will considerably reduce the impact that a development has on the environment.

Health Benefits

5.3.8 A reduction in car use will contribute to improved air quality, which in turn will provide health benefits. There are also numerous direct health benefits associated with active travel (walking and cycling).

5.3.9 The NHS advise that adults undertake at least 150 minutes of moderate intensity activity a week, or 75 minutes of intense activity. [Figure 5.1](#) shows that whilst most adults meet this recommendation, a large amount do not. Active travel therefore presents an easy and convenient way to incorporate more activity in the adult daily life.

Figure 5.1 : Activity Levels Amongst Adults (source : Active Lives Adult Survey Nov 2018/19)

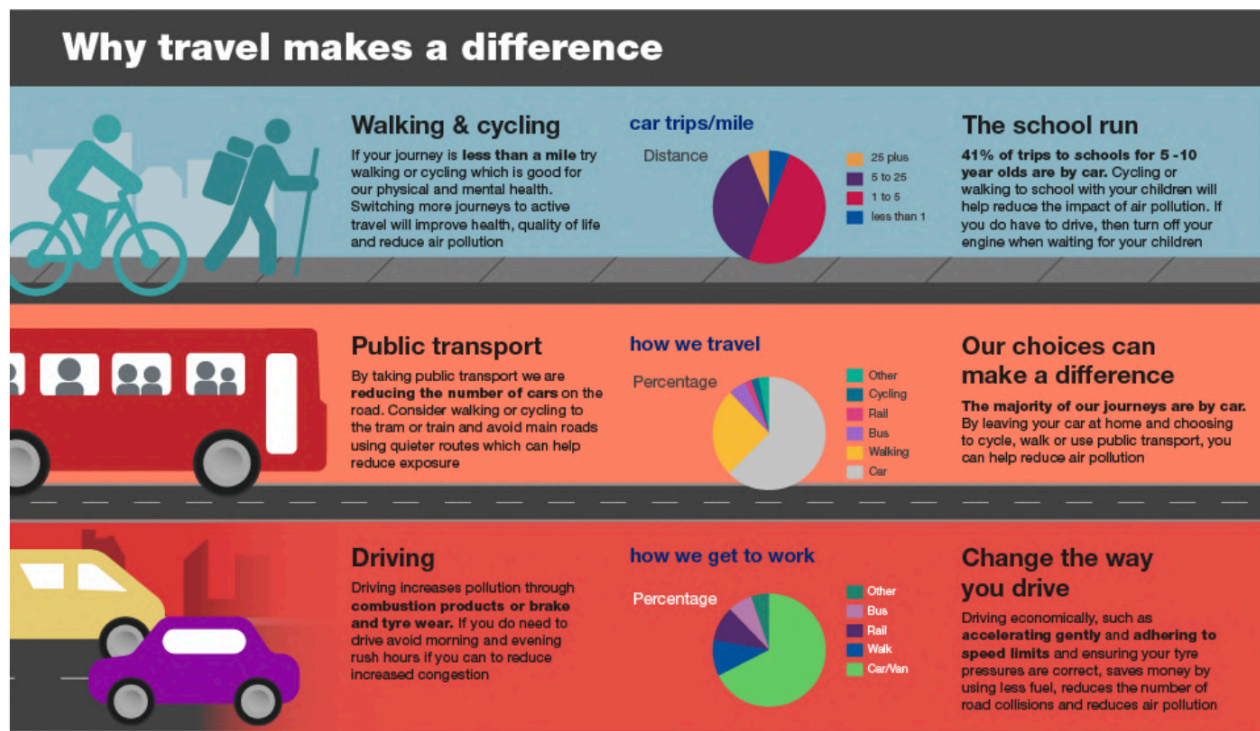


5.3.10 Public Health England published an edition of 'Health Matters' in 2018 with a focus on air pollution, noting that poor air quality is the largest environmental health risk in the UK; it showed that road transport contributes 33.6% and 12.4% of all nitrogen dioxide and particulate matter emissions respectively. Their effects include the exacerbation of asthma, coughing and wheezing in the short-term, and lung cancer, respiratory conditions and strokes in the long term, amongst many others.

5.3.11 Moderate activity, including walking and cycling can prevent / reduce the risk of various health problems; including, but not limited to, cancer, obesity, diabetes, strokes, mental health issues and high blood pressure. Further impacts of different travel modes on public health are shown in Figure 5.2.

5.3.12 The implementation of TPs therefore has a large scope to improve the health of those who they target.

Figure 5.2 : Impact of Travel Behaviour on Public Health (source : Public Health England)



Financial Benefits

5.3.13 Financial gains are also to be made through increased active travel (physical inactivity was thought to have cost the NHS £455 million in 2013-14), as well as public transport, that may present itself as a more affordable alternative to car ownership or regular car use.

5.3.14 Individuals can save money by choosing the most appropriate sustainable mode of travel to themselves, instead of using a private car. Such transitions and choices are made easier by the implementation of an effective TP.

6. Travel Plan Targets

6.1 Purpose of Target Setting

- 6.1.1 Targets are the measurable goals by which progress will be assessed. The TP sets out the mode share targets that the occupier will seek to achieve via liaising with Stockport Metropolitan Borough Council (SMBC). These mode share targets are **SMART**; that is **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime related.

6.2 Mode Share Targets

- 6.2.1 Individual modal share targets are outlined in [Table 6.1](#). Due to the limited control over modes of travel adopted by visitors, targets are not set specifically for these site users. However, measures outlined in this TP may also benefit visitors, as well as residents.

Table 6.1 : Provisional Mode Share Targets

Mode of Travel	Mode Share Targets by Timescales					
	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Single Occupancy Vehicle (SOV)	61%	59%	57%	55%	53%	51%
Sustainable Travel Modes	39%	41%	43%	45%	47%	49%

- 6.2.2 The targets outlined in [Table 6.1](#) aim to achieve a 10% mode shift from SOV trips to sustainable travel modes (and corresponding 10% uplift in sustainable modes). The actual baseline mode share will be confirmed as part of the baseline Residents' Travel Survey. At this stage, these are interim percentages based upon the multimodal trip calculations from 2011 Census data. The mode share targets are subject to change on this basis.
- 6.2.3 It is recognised that it is not possible to set accurate targets far into the future, even when based on actual mode share data. Given this, it should be acknowledged that the targets may change over time as the results of ongoing monitoring become available.
- 6.2.4 All data collected will be in accordance with local authority standards, to ensure the TPs are being accurately monitored and that targets are being met as per the ambitions of this TP.

7. Travel Plan Management

7.1 Overview

7.1.1 This chapter sets out the actions and responsibility for managing the TP. Further actions are presented in the Action Plan in [Chapter 10](#).

7.2 Travel Plan Co-ordinator

Role and Responsibilities

7.2.1 The TPC will act as a liaison point for residents for any issues relating to the TP. The role will also include liaising with the SMBC as the Local Highway Authority, as well as public transport operators, where required.

7.2.2 The roles and responsibilities of the TPC will include:

- Administer and manage the TP and provide a liaison with SMBC when implementing the plan;
- Ensure travel awareness amongst residents;
- Provide a point of contact to discuss travel information and options;
- Promote and encourage the use of sustainable travel modes as an alternative to single occupancy car trips, where appropriate; and
- Ensure the availability of the most up to date travel information.

7.2.3 The TPC will be responsible for conducting annual Residents' Travel Survey. The TPC will submit these results to SMBC, and they will inform the relevant targets and measures for the TP document.

7.3 Funding

7.3.1 The TP will be funded by the developer who will cover the cost of the TPC role, all the measures, as well as the cost of the monitoring and reporting.

7.4 Liaising with Stakeholders

7.4.1 It will be necessary for the TPC to liaise with SMBC and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.

- 7.4.2 As part of the TPC role, where required, they would need to liaise with other interested parties which can include sharing ideas with other adjacent developments, working with a transport authority to obtain/development information to pass on to users and liaising with other groups such as cycle user groups.

8. Travel Plan Measures

8.1 Overview

8.1.1 This section of the report will outline the specific physical and management measures which should be undertaken as part of the TP.

8.2 Promotion and Marketing

8.2.1 Residents will be made aware of the existence of the TP upon commencement of their residence at the development. The following methods could be used as a means of disseminating information to residents as well as promoting events / campaigns / promotions:

- TPC will utilise notice boards to promote the TP;
- Resident newsletters (where possible);
- The TP will be presented and promoted to residents as an opportunity and possibly a challenge rather than as a chore;
- Residents at the site will be provided with a Travel Pack upon moving in. This Travel Pack will inform residents of the information that they need to make an informed choice with regards to their travel options;
- E-groups and forums; and
- Other means of promoting the TP will also be investigated.

8.3 Travel Pack

8.3.1 The TPC will prepare a Travel Pack to be provided to each new resident on first occupation.

8.3.2 The Travel Pack will inform residents of the TP and would contain some or all of the following information:

- Location of nearest bus stops and train station(s);
- Up to date local bus timetables;
- Maps showing safe walking routes to the nearest key facilities including bus stops and train stations;
- Maps showing safe cycling routes to the site;
- Promotional material highlighting the health and financial benefits of walking and cycling;
- Promotion events, where applicable;

- Details of trip planning apps;
- Details of national websites such as <https://www.enterprise.co.uk/en/home.html>;
- Details of car share services such as <https://liftshare.com/uk>;
- Details of websites such as <https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner> which provides a free online walking journey planner;
- Details of journey planning websites such as <https://www.traveline.info/>; and
- Details of websites and apps where you can get the next departures from any bus stop sent to your mobile phone.

8.4 Travel Database

8.4.1 The TPC will produce and maintain a travel database of the travel characteristics of residents.

8.4.2 The TPC will obtain residents travel data by asking residents to complete a baseline Residents' Travel Survey once at least 50% of units are occupied. A Residents' Travel Survey will then be undertaken annually for a period of 5 years.

8.4.3 The surveys would request details of the following (this is not an exhaustive list):

- Normal working hours;
- Mode of travel to work;
- Car ownership;
- Reason for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;
- Estimates of public transport journey times and cost; and
- Profile, including age, gender etc.

8.4.4 All data collected in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the database and be responsible for the release of information.

8.4.5 The baseline Residents' Travel Survey should be undertaken once at least 50% of units are occupied. The baseline Residents' Travel Survey results also provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured.

8.4.6 An example Travel Survey that may be used as a starting point by the TPC is attached in **Appendix B**.

8.5 Encouraging Walking

8.5.1 In order to encourage walking at the site, the TPC will ensure that residents have received information and advice concerning safe pedestrian routes to and from the site to local amenities, and public transport links. They will also be encouraged to walk by promoting the benefits which include health, reduction in stress, cost and environmental friendliness.

8.5.2 The following websites can be accessed to plan safe walking routes and obtain information on walking:

- <https://www.google.co.uk/maps>
- <https://www.livingstreets.org.uk/>
- <https://www.routeyou.com/>
- <https://beeactive.tfgm.com/walking/>

8.6 Encouraging Cycling

8.6.1 The TPC's role will include the promotion of cycling to residents. This may be through the provision of details regarding local cycle routes and facilities and other relevant information such as bicycle purchase / repair.

8.6.2 The following websites can be used to find information on local cycle routes, groups and further information of cycling around Lancashire:

- <https://beeactive.tfgm.com/cycling/>
- <https://beeactive.tfgm.com/cycling/cycling-more-regularly/>
- <https://beeactive.tfgm.com/cycling/commuting-by-bike/>

8.7 Promoting Public Transport

8.7.1 The promotion of walking and cycling will encourage residents to adopt these modes, but for those travelling further from the development site, public transport provides a more suitable alternative to the private car. A lack of awareness of the facilities available is often cited as a reason for not using public transport facilities.

8.7.2 Public transport information would be provided within the travel information pack.

8.7.3 The following websites can be used to access timetables and ticketing information regarding local services in the vicinity of the site:

Local Buses

- <https://tfgm.com/ways-to-travel/bus>

Metrolink Services

- <https://tfgm.com/ways-to-travel/tram>

Rail

- <https://tfgm.com/ways-to-travel/train>
- <https://www.thetrainline.com/>
- <https://www.traveline.info/>

8.8 Promoting Car Sharing and Car Hire

8.8.1 Car sharing represents a convenient and alternative form of travel with significant potential to reduce the total private car mileage and car parking demand.

8.8.2 The principal benefits associated with the introduction of a car sharing scheme are considerable and include:

- Reduced travel costs – drivers and passengers can split the costs of travel;
- Improved access – to areas which aren't accessible through public transport;
- Meet new people – sharing a car is a great way to meet colleagues, friends and neighbours;
- Reduced congestion – by sharing cars you can do your bit to help reduce congestion in the area;
- Reduced pollution – cutting congestion will also help to reduce pollution; and
- Reduced CO₂ emissions – which in turn will help to reduce the development of global warming.

8.8.3 Residents will be provided with details of publicly accessible databases and websites that provide the opportunity for people to car share in the wider area. These may include:

- <https://liftshare.com/uk>
- <https://www.blablacar.co.uk/>

8.9 Car Alternatives

8.9.1 It is understood that sometimes access by car is necessary. Residents and visitors will also be provided the details of local minicab/ taxi firms as necessary.

8.10 Liaising with Stakeholders

8.10.1 It will be necessary for the TPC to liaise with Local Planning Authorities and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.

8.10.2 As part of the TPC role, they would need to liaise with other interested parties which can include working with a transport authority to obtain information to pass on to users and liaising with other groups such as cycle user groups.

9. Monitoring and Review

9.1 Overview

9.1.1 Monitoring of the TP has the following key roles led by the TPC:

- To provide feedback to allow the TP to be developed; and
- To measure the level of success in meeting identified targets of this TP using key performance indicators.

9.1.2 A strategy for undertaking the monitoring and review is outlined in this section.

9.2 Monitoring Strategy

9.2.1 The monitoring programme will begin with the initial baseline Residents' Travel Survey, to be undertaken once at least 50% of units are occupied.

9.2.2 The baseline Residents' Travel Survey results also provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured.

9.2.3 The surveys undertaken will also confirm the number of residents surveyed, the number of respondents, the date of survey, the type of survey used and how the modal split has been calculated.

9.2.4 The success of a TP should be assessed in terms of the effect the implemented measures have had on the achievement of the TP targets.

9.3 Reporting

9.3.1 Respective TP reviews will be undertaken annually for a period of 5 years. These will provide an opportunity for the TPC to assess the progress of their TP. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data.

9.3.2 If the targets and measures outlined in the annual monitoring reports are not being achieved, the potential for introducing remedial actions will be considered.

10. Action Plan

10.1.1 An example 'Action Plan' is outlined in [Table 10.1](#). This provides a schedule of the key actions detailed within this TP in terms of who is responsible and their timescale. All actions are directed at influencing travel patterns to achieve the stated targets in-line with the objectives.

Table 10.1 : Travel Plan Action Plan

Measure	Responsibility	Timescale
Appointment of TPC	Occupier	Prior to occupation
Provision of sustainable travel information	TPC	Upon occupation / Ongoing
General promotion of sustainable travel opportunities	TPC	Ongoing
Undertake baseline Year 1 Residents' Travel Survey	TPC	When 50% of units are occupied
Undertake Year 1 Residents' Travel Survey	TPC	First anniversary of occupation
Undertake Year 2 Residents' Travel Survey	TPC	Second anniversary of occupation
Undertake Year 3 Residents' Travel Survey	TPC	Third anniversary of occupation
Undertake Year 4 Residents' Travel Survey	TPC	Fourth anniversary of occupation
Undertake Year 5 Residents' Travel Survey	TPC	Fifth anniversary of occupation
Update Travel Plan with survey and monitoring findings for the preceding period and issue to SMBC	TPC	Within 6 months of survey

APPENDICES

APPENDIX A Full Bus Timetables



BEE NETWORK

From 5 January

7

This route will join the Bee Network.
We're also making changes to the times
of all journeys.

Bus



7

 Easy access on all buses

Ashton-under-Lyne
Ashton Moss
Droylsden
Higher Openshaw
Abbey Hey
Gorton
Dane Bank
Reddish
Heaton Chapel
Stockport

From 5 January 2025

For public transport information
visit **beenetwork.com**

or phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

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Transport for
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For information about using public transport phone our friendly team on **0161 244 1000** 7am – 8pm Mon to Fri 8am – 8pm Sat, Sun and public holidays or download the Bee Network app

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Lost property

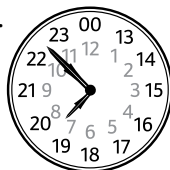
For lost property information visit **beenetwork.com/lost-property**

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am morning.

1953 is 53 minutes past 7pm evening.



Information and tickets

There's a range of tickets to use on buses and multi-modal tickets for buses, trams and trains. For more information on which is the best ticket for you, visit **beenetwork.com**, download the Bee Network app or call into one of our information and ticket offices in bus stations where the team will provide you with journey planning advice on buses, trams and trains.

Information and tickets office

Stockport Interchange

Monday to Friday: 7am – 5pm

Saturday: 8.30am – 1.15pm and 2pm – 4pm

Sunday and public holidays: Closed

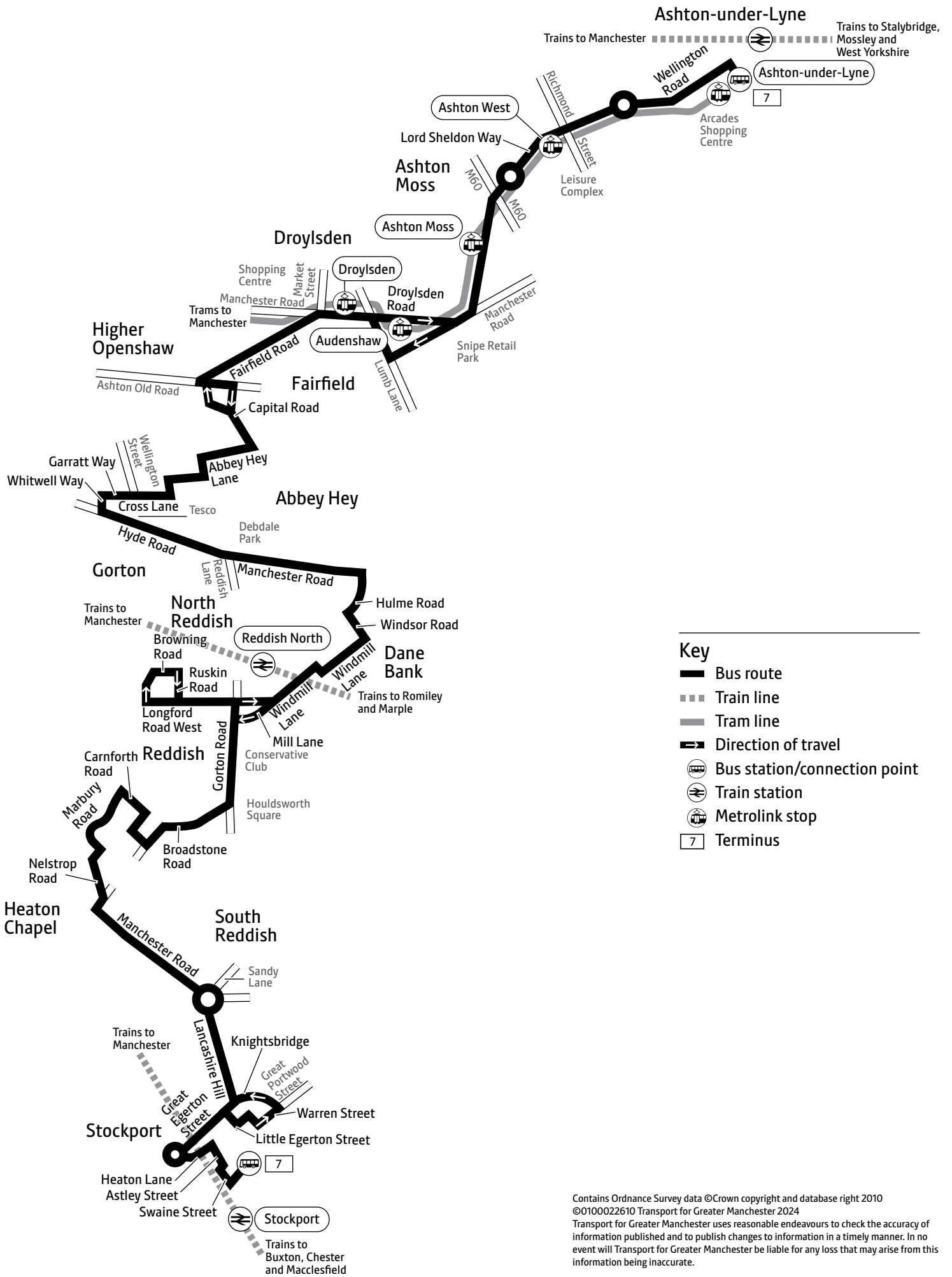
Printed on paper made from 100% post-consumer waste, using sustainable inks or toners.

Mondays to Fridays

Ashton Interchange	0525	0555	0625	0700	0735	0810	0845	0915		1315	1345	1415	1450	1525	1608	1645	1725	1810	1845
Droylsden, Metrolink Stop	0534	0604	0634	0713	0748	0823	0858	0927		1327	1357	1427	1502	1538	1621	1658	1738	1821	1856
Higher Openshaw, Fairfield Road	0539	0609	0639	0719	0754	0829	0904	0933	and	1333	1403	1433	1508	1544	1627	1704	1743	1826	1901
Gorton, Tesco	0550	0620	0652	0733	0808	0843	0916	0945	every	1345	1416	1446	1523	1559	1642	1719	1756	1838	1913
Dane Bank, Windmill Lane	0558	0628	0700	0742	0817	0852	0924	0953	30	1353	1426	1456	1534	1610	1653	1730	1807	1846	1921
Reddish, Fir Tree School	0606	0636	0709	0751	0826	0901	0932	1001	mins	1401	1434	1504	1543	1619	1702	1739	1815	1854	1929
Reddish, Houldsworth Square	0611	0643	0718	0800	0835	0908	0939	1008	until	1408	1441	1514	1553	1629	1712	1749	1821	1900	1935
Heaton Chapel, Marbury Road	0615	0647	0723	0805	0840	0913	0944	1013		1413	1446	1519	1558	1634	1717	1753	1825	1904	1939
Stockport Interchange	0625	0657	0737	0819	0854	0927	0958	1027		1427	1500	1533	1612	1648	1731	1807	1839	1914	1949
Ashton Interchange	1925	2025	2125	2225															
Droylsden, Metrolink Stop	1934	2034	2134	2234															
Higher Openshaw, Fairfield Road	1939	2039	2139	2239															
Gorton, Tesco	1949	2049	2149	2249															
Dane Bank, Windmill Lane	1956	2056	2156																
Reddish, Fir Tree School	2002	2102	2202																
Reddish, Houldsworth Square	2006	2106	2206																
Heaton Chapel, Marbury Road	2010	2110	2210																
Stockport Interchange	2020	2120	2220																

♿ – All bus 7 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check beenetwork.com for details



Saturdays

Ashton Interchange	0655	0720	0745	0815	0845	0915		1645	1715	1745	1815	1920	2025	2125	2225
Droylsden, Metrolink Stop	0705	0730	0755	0825	0855	0927		1657	1727	1757	1825	1930	2034	2134	2234
Higher Openshaw, Fairfield Road	0710	0735	0800	0830	0900	0934	and	1704	1734	1804	1830	1935	2039	2139	2239
Gorton, Tesco	0720	0745	0810	0840	0911	0945	every	1715	1745	1814	1840	1945	2049	2149	2249
Dane Bank, Windmill Lane	0727	0752	0817	0847	0919	0953	30	1723	1753	1821	1847	1952	2056	2156	
Reddish, Fir Tree School	0734	0759	0825	0855	0927	1001	mins	1731	1801	1829	1855	1959	2102	2202	
Reddish, Houldsworth Square	0739	0804	0832	0902	0934	1008	until	1738	1806	1834	1900	2001	2106	2206	
Heaton Chapel, Marbury Road	0744	0809	0837	0907	0939	1013		1743	1811	1839	1905	2005	2110	2210	
Stockport Interchange	0756	0821	0849	0921	0953	1027		1757	1823	1851	1917	2015	2120	2220	

Sundays and public holidays (except Christmas and New Year period)

Ashton Interchange	0920	1020	1120		1820	1920	2020	2120							
Droylsden, Metrolink Stop	0929	1029	1130		1830	1929	2029	2129							
Higher Openshaw, Fairfield Road	0933	1033	1135	and	1835	1934	2034	2134							
Gorton, Tesco	0943	1043	1145	every	1845	1944	2044	2144							
Dane Bank, Windmill Lane	0950	1050	1152	hour	1852	1951	2051	2151							
Reddish, Fir Tree School	0957	1057	1159	until	1859	1957	2057	2157							
Reddish, Houldsworth Square	1002	1102	1204		1904	2001	2101	2201							
Heaton Chapel, Marbury Road	1006	1106	1208		1908	2005	2105	2205							
Stockport Interchange	1017	1117	1219		1919	2015	2115	2215							

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

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Mondays to Fridays

Stockport Interchange	0444	0608	0644	0715	0750	0830	0905		1305	1335	1405	1435	1519	1551	1629	1707	1746	1825	1855
Heaton Chapel, Marbury Road	0455	0619	0655	0728	0803	0843	0918		1318	1348	1419	1449	1533	1605	1643	1721	1800	1838	1908
Reddish, Houldsworth Square	0459	0623	0659	0733	0808	0848	0923	and	1323	1353	1424	1454	1538	1610	1648	1726	1804	1842	1912
Reddish, Fir Tree School	0504	0628	0704	0740	0815	0855	0929	every	1329	1359	1430	1500	1544	1618	1656	1734	1811	1849	1917
Dane Bank, Windsor Road	0511	0635	0712	0748	0823	0903	0937	30	1337	1407	1438	1509	1553	1627	1705	1743	1818	1856	1923
Gorton, Labour Club	0521	0645	0725	0804	0839	0915	0949	mins	1349	1422	1453	1524	1608	1642	1720	1758	1831	1909	1933
Higher Openshaw, Fairfield Road	0529	0653	0736	0815	0850	0924	0958	until	1358	1431	1502	1535	1619	1653	1731	1809	1840	1916	1940
Droylsden, Metrolink Stop	0533	0657	0743	0822	0857	0929	1003		1403	1436	1509	1542	1626	1700	1738	1816	1847	1920	1944
Ashton Interchange	0543	0707	0755	0834	0909	0941	1015		1415	1448	1521	1554	1638	1712	1750	1826	1857	1930	1954

Stockport Interchange	1925	2025	2125	2225
Heaton Chapel, Marbury Road	1935	2035	2135	2235
Reddish, Houldsworth Square	1939	2039	2139	2239
Reddish, Fir Tree School	1944	2044	2144	2244
Dane Bank, Windsor Road	1950	2050	2150	2250
Gorton, Labour Club	2000	2100	2200	2300
Higher Openshaw, Fairfield Road	2007	2107	2207	2307
Droylsden, Metrolink Stop	2011	2111	2211	2311
Ashton Interchange	2020	2120	2220	2320

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Saturdays

Stockport Interchange	0625	0710	0735	0805	0835	0905	0935	1005		1705	1735	1805	1835	1925	2025	2125	2225
Heaton Chapel, Marbury Road	0636	0721	0746	0816	0846	0916	0946	1019		1719	1749	1819	1846	1935	2035	2135	2235
Reddish, Houldsworth Square	0640	0725	0750	0820	0850	0920	0950	1024	and	1724	1754	1824	1851	1939	2039	2139	2239
Reddish, Fir Tree School	0645	0730	0755	0825	0855	0925	0955	1030	every	1730	1800	1830	1856	1944	2044	2144	2244
Dane Bank, Windsor Road	0651	0736	0801	0831	0901	0931	1001	1038	30	1738	1808	1836	1902	1950	2050	2150	2250
Gorton, Labour Club	0701	0746	0813	0843	0913	0943	1013	1050	mins	1750	1820	1847	1913	2000	2100	2200	2300
Higher Openshaw, Fairfield Road	0709	0754	0822	0852	0922	0952	1022	1059	until	1759	1829	1856	1922	2007	2107	2207	2307
Droylsden, Metrolink Stop	0714	0759	0827	0857	0927	0957	1028	1105		1805	1835	1901	1927	2011	2111	2211	2311
Ashton Interchange	0724	0809	0837	0907	0937	1007	1040	1117		1817	1845	1911	1937	2020	2120	2220	2320

Sundays and public holidays (except Christmas and New Year period)

Stockport Interchange	0930	1030	1130		1630	1730	1830	1930	2030	2130	2230	
Heaton Chapel, Marbury Road	0939	1039	1141		1641	1741	1840	1940	2040	2140	2240	
Reddish, Houldsworth Square	0943	1043	1145	and	1645	1745	1844	1944	2044	2144	2244	
Reddish, Fir Tree School	0948	1048	1150	every	1650	1750	1840	1949	2049	2149	2249	
Dane Bank, Windsor Road	0954	1054	1156	hour	1656	1756	1855	1955	2055	2155	2255	
Gorton, Labour Club	1004	1104	1207	until	1707	1807	1905	2005	2105	2205	2305	
Higher Openshaw, Fairfield Road	1012	1112	1215		1715	1814	1912	2012	2112	2212		
Droylsden, Metrolink Stop	1016	1117	1220		1720	1818	1916	2016	2116			
Ashton Interchange	1026	1129	1232		1732	1828	1925	2025	2125			

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BEE NETWORK

From 5 January

42A

This route will join the Bee Network.
We're also making minor changes to the
times of all journeys.

Bus



42A



Easy access on all buses

Reddish
Heaton Chapel
Heaton Moor
Heaton Mersey
East Didsbury
Didsbury
Withington
Fallowfield
Rusholme
University of Manchester
Manchester

From 5 January 2025

For public transport information
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or phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

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Transport for
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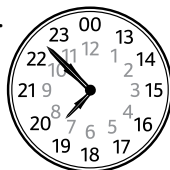
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1953 is 53 minutes past 7pm evening.



Information and tickets

There's a range of tickets to use on buses and multi-modal tickets for buses, trams and trains. For more information on which is the best ticket for you, visit **beenetwork.com**, download the Bee Network app or call into one of our information and ticket offices in bus stations where the team will provide you with journey planning advice on buses, trams and trains.

Information and tickets office

Manchester Shudehill Interchange

Monday to Saturday: 7am – 6pm

Sunday: 8.30am – 1.15pm and 2pm – 4pm

Public holidays: 8am – 5pm

Stockport Interchange

Monday to Friday: 7am – 5pm

Saturday: 8.30am – 1.15pm and 2pm – 4pm

Sunday and public holidays: Closed

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Reddish — Heaton Chapel — Didsbury — Rusholme — Manchester

42A

Mondays to Fridays

Reddish, Thornley Lane North	0618	0655	0719	0744	0839	0919		1349	1417	1447	1536	1618	1649	1718	1752	1821	1855	1945	2045
Reddish, Houldsworth Square	0625	0702	0729	0754	0849	0926		1356	1424	1454	1543	1625	1656	1725	1758	1827	1900	1950	2050
School Lane/Wellington Road North	0630	0708	0737	0802	0857	0932	and	1402	1430	1500	1549	1631	1702	1731	1803	1832	1904	1954	2054
Didsbury Road/Mauldeth Road	0636	0716	0747	0812	0907	0939	every	1409	1437	1508	1557	1639	1710	1739	1810	1839	1910	2000	2100
East Didsbury, Millgate Lane							30										1917	2007	2107
Didsbury, School Lane	0645	0733	0804	0829	0919	0952	mins	1422	1450	1524	1613	1657	1728	1757	1824	1853			
Rusholme, Platt Lane	0700	0755	0826	0851	0936	1009	until	1439	1509	1544	1633	1717	1746	1815	1840	1909			
Manchester Royal Infirmary	0706	0801	0833	0858	0943	1016		1446	1516	1551	1640	1724	1753	1822	1847	1916			
Manchester, Piccadilly Gardens	0716	0813	0845	0910	0955	1028		1458	1530	1605	1654	1738	1807	1836	1901	1927			

Reddish, Thornley Lane North	2145	2245																	
Reddish, Houldsworth Square	2149	2249																	
School Lane/Wellington Road North	2153	2253																	
Didsbury Road/Mauldeth Road	2159	2259																	
East Didsbury, Millgate Lane	2205	2305																	

Saturdays

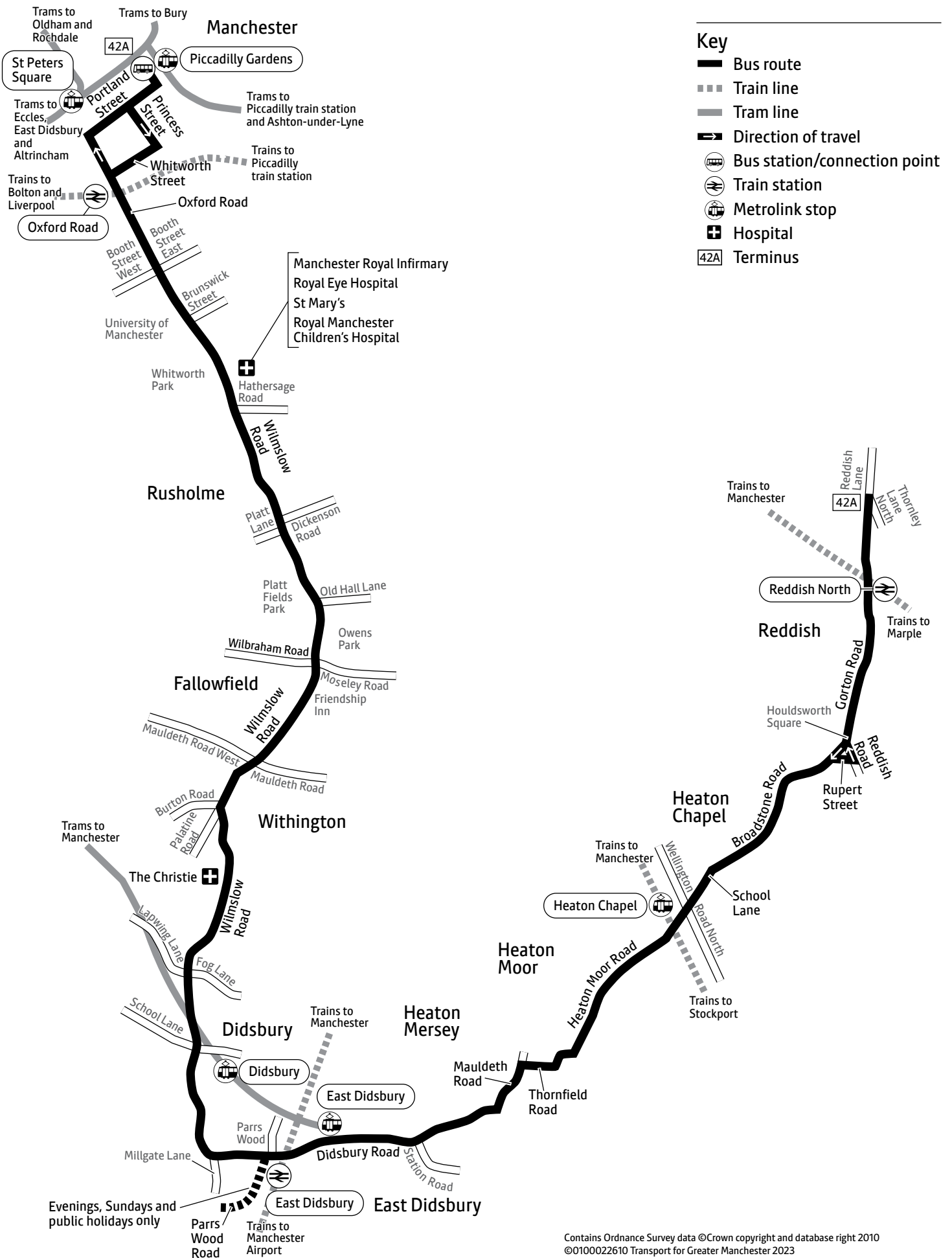
Reddish, Thornley Lane North	0949	1019		1449	1519	1549	1619	1649	1719	1754	1829	1855	1945	2045	2145	2245			
Reddish, Houldsworth Square	0956	1026		1456	1524	1554	1624	1654	1724	1759	1834	1900	1950	2050	2149	2249			
School Lane/Wellington Road North	1002	1032	and	1502	1529	1559	1629	1659	1729	1804	1839	1905	1955	2055	2153	2253			
Didsbury Road/Mauldeth Road	1009	1039	every	1509	1536	1606	1636	1706	1736	1811	1845	1911	2001	2101	2158	2258			
East Didsbury, Millgate Lane			30									1918	2008	2108	2204	2304			
Didsbury, School Lane	1022	1052	mins	1522	1549	1619	1649	1718	1748	1823	1855								
Rusholme, Platt Lane	1037	1109	until	1539	1606	1636	1706	1735	1805	1839	1911								
Manchester Royal Infirmary	1042	1116		1546	1613	1643	1713	1743	1813	1847	1924								
Manchester, Piccadilly Gardens	1054	1128		1558	1625	1655	1725	1755	1825	1859	1936								

♿ – All bus 42A journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check beenetwork.com for details

Continues route after plan

42A



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Sundays and public holidays (except Christmas and New Year period)

Reddish, Thornley Lane North	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842
Reddish, Houldsworth Square	0948	1048	1148	1248	1348	1448	1547	1647	1747	1847
School Lane/Wellington Road North	0952	1052	1153	1253	1353	1453	1552	1652	1751	1851
Didsbury Road/Mauldeth Road	0958	1058	1200	1300	1400	1500	1558	1658	1757	1857
East Didsbury, Millgate Lane	1005	1105	1207	1307	1407	1507	1605	1705	1804	1904

For details of buses during the Christmas and New Year period, please phone 0161 244 1000
♿ – All bus 42A journeys are run using easy access buses. See inside front cover of this leaflet for details

Manchester — Rusholme — Didsbury — Heaton Chapel — Reddish

42A

Mondays to Fridays

Manchester, Piccadilly Gardens	0540	0615	0701	0740	0823	0904		1234	1304	1334	1404	1434	1504	1534	1604	1638	1714	1750
Manchester Royal Infirmary	0550	0625	0712	0751	0835	0916		1246	1316	1346	1416	1448	1518	1548	1618	1652	1728	1804
The Christie Hospital	0604	0639	0729	0810	0854	0933	and	1303	1336	1406	1436	1508	1544	1614	1644	1718	1751	1824
East Didsbury, Millgate Lane							every											2015
East Didsbury, Metrolink Stop	0613	0648	0741	0824	0906	0945	30	1315	1348	1418	1448	1522	1558	1628	1658	1732	1805	1835
Didsbury Road/Mauldeth Road	0617	0652	0745	0828	0910	0949	mins	1319	1352	1422	1452	1528	1604	1634	1704	1738	1809	1839
School Lane/Wellington Road North	0626	0701	0754	0836	0917	0956	until	1326	1359	1429	1502	1540	1616	1646	1716	1750	1817	1847
Reddish, Houldsworth Square	0632	0707	0800	0842	0923	1002		1332	1405	1435	1509	1547	1623	1653	1723	1757	1823	1853
Reddish, Thornley Lane North	0638	0714	0807	0849	0929	1008		1338	1411	1442	1516	1557	1633	1703	1733	1807	1830	1900
East Didsbury, Millgate Lane	2115	2215	2315															
East Didsbury, Metrolink Stop	2118	2218	2318															
Didsbury Road/Mauldeth Road	2122	2222	2322															
School Lane/Wellington Road North	2128	2228	2328															
Reddish, Houldsworth Square	2133	2233	2333															
Reddish, Thornley Lane North	2138	2238	2338															

Saturdays

Manchester, Piccadilly Gardens	0829	0904	0934	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504	1534	1604	1634	1704
Manchester Royal Infirmary	0839	0914	0944	1014	1044	1114	1144	1214	1244	1316	1346	1416	1446	1516	1546	1616	1646	1716
The Christie Hospital	0854	0929	0959	1029	1059	1132	1202	1232	1302	1334	1404	1437	1507	1537	1607	1637	1707	1737
East Didsbury, Metrolink Stop	0904	0939	1009	1041	1111	1144	1214	1244	1314	1346	1416	1449	1519	1549	1619	1649	1718	1748
Didsbury Road/Mauldeth Road	0908	0943	1013	1045	1115	1148	1218	1248	1318	1350	1420	1453	1523	1553	1623	1653	1722	1752
School Lane/Wellington Road North	0915	0950	1020	1052	1122	1155	1225	1255	1325	1357	1427	1500	1530	1600	1630	1700	1729	1759
Reddish, Houldsworth Square	0921	0956	1026	1058	1128	1201	1231	1301	1331	1403	1433	1506	1536	1606	1636	1706	1735	1805
Reddish, Thornley Lane North	0927	1002	1032	1104	1134	1207	1237	1307	1337	1409	1439	1512	1542	1612	1642	1712	1741	1811

♿ – All bus 42A journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check beenetwork.com for details

Saturdays (continued)

Manchester, Piccadilly Gardens	1804	1834							
Manchester Royal Infirmary	1816	1846							
The Christie Hospital	1837	1907							
East Didsbury, Millgate Lane			2015	2115	2215	2315			
East Didsbury, Metrolink Stop	1848	1918	2018	2118	2218	2318			
Didsbury Road/Mauldeth Road	1852	1922	2022	2122	2222	2322			
School Lane/Wellington Road North	1858	1928	2028	2128	2228	2328			
Reddish, Houldsworth Square	1904	1934	2033	2133	2233	2333			
Reddish, Thornley Lane North	1910	1940	2038	2138	2238	2338			

Sundays and public holidays (except Christmas and New Year period)

East Didsbury, Millgate Lane	1010	1110	1210	1310	1410	1510	1610	1710	1810
East Didsbury, Metrolink Stop	1013	1113	1213	1313	1413	1513	1613	1713	1813
Didsbury Road/Mauldeth Road	1017	1117	1217	1317	1417	1517	1617	1717	1817
School Lane/Wellington Road North	1023	1123	1223	1323	1423	1523	1623	1723	1823
Reddish, Houldsworth Square	1028	1128	1228	1329	1429	1529	1629	1729	1828
Reddish, Thornley Lane North	1034	1134	1234	1335	1435	1535	1635	1735	1834

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

♿ – All bus 42A journeys are run using easy access buses. See inside front cover of this leaflet for details



BEE NETWORK

From 5 January

203

This route will join the Bee Network.

We're also making minor changes to the times of all journeys.

Bus



203



Easy access on all buses

Stockport

Reddish

Gorton

Belle Vue

Ardwick

Manchester

From 5 January 2025

For public transport information
visit **beenetwork.com**

or phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

PO Box 429, Manchester, M1 3BG

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Transport for
Greater Manchester

This timetable is also available at **beenetwork.com**

For information about using public transport phone our friendly team on **0161 244 1000** 7am – 8pm Mon to Fri 8am – 8pm Sat, Sun and public holidays or download the Bee Network app

Other formats

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone **0161 244 1000** or visit **beenetwork.com**

Easy access on buses



All buses have no steps at the entrance, making getting on and off easier. Low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. Ask the driver for any assistance you require.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, it means the bus does not stop there on that journey.

Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

Visit **beenetwork.com** or download the Bee Network app.

Check the service change posters displayed in the bus station or pick up a service change leaflet from your local library, town hall, shops, post office, community centre and lots of other places.

Lost property

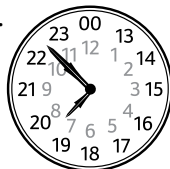
For lost property information visit **beenetwork.com/lost-property**

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am morning.

1953 is 53 minutes past 7pm evening.



Information and tickets

There's a range of tickets to use on buses and multi-modal tickets for buses, trams and trains. For more information on which is the best ticket for you, visit **beenetwork.com**, download the Bee Network app or call into one of our information and ticket offices in bus stations where the team will provide you with journey planning advice on buses, trams and trains.

Manchester Shudehill Interchange

Monday to Saturday: 7am – 6pm

Sunday: 8.30am – 1.15pm and 2pm – 4pm

Public holidays: 8am – 5pm

Stockport Interchange

Monday to Friday: 7am – 5pm

Saturday: 8.30am – 1.15pm and 2pm – 4pm

Sunday and public holidays: Closed

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Mondays to Fridays

Stockport Interchange		0518	0533	0546	0556	0606	0614	0621	0629	0637	0645	0654	0704	0714	0724		0814	0825	
Stockport, Asda		0522	0537	0550	0600	0610	0618	0625	0633	0641	0649	0658	0710	0720	0730		0820	0831	
South Reddish, Sandy Lane	0503	0525	0540	0553	0603	0613	0621	0628	0636	0644	0652	0701	0713	0723	0734	and	0824	0835	
Reddish, Houldsworth Square	0508	0530	0545	0558	0608	0618	0626	0633	0643	0651	0659	0709	0721	0731	0742	every	0832	0843	
Reddish, Burnfield Road	0415	0513	0535	0550	0603	0615	0625	0633	0640	0650	0658	0706	0719	0731	0741	0752	10	0842	0853
Reddish, Thornley Lane North	0417	0515	0537	0552	0605	0617	0627	0635	0642	0652	0700	0708	0721	0735	0745	0756	mins	0846	0857
Belle Vue	0423	0521	0543	0558	0611	0623	0633	0641	0648	0658	0708	0716	0729	0743	0753	0804	until	0854	0905
Hyde Road, Bus Depot	0428	0526	0548	0603	0616	0628	0639	0647	0654	0704	0716	0724	0737	0751	0801	0815		0905	0913
Manchester, Piccadilly Gardens	0435	0533	0555	0610	0623	0635	0647	0655	0702	0712	0724	0732	0747	0801	0811	0825		0915	0923

																Th			
Stockport Interchange	0836	0847	0858	0909	0920		1310	1320	1330	1340	1350	1400	1410	1420	1430	1438	1440	1450	1500
Stockport, Asda	0842	0853	0904	0915	0926		1316	1326	1336	1346	1356	1406	1416	1426	1436	1444	1446	1456	1506
South Reddish, Sandy Lane	0846	0857	0908	0919	0930	and	1320	1330	1340	1350	1400	1410	1420	1430	1440	1448	1450	1500	1510
Reddish, Houldsworth Square	0854	0905	0915	0926	0937	every	1327	1337	1347	1357	1408	1418	1428	1438	1448	1456	1458	1509	1519
Reddish, Burnfield Road	0904	0913	0923	0934	0945	10	1335	1345	1355	1405	1416	1426	1436	1446	1456	1504	1506	1519	1529
Reddish, Thornley Lane North	0906	0915	0925	0936	0947	mins	1337	1347	1357	1407	1418	1428	1438	1448	1458	1506	1508	1521	1531
Belle Vue	0913	0922	0932	0943	0954	until	1344	1354	1404	1414	1425	1435	1445	1455	1505	1513	1515	1528	1538
Hyde Road, Bus Depot	0921	0930	0938	0949	1000		1350	1400	1410	1420	1431	1441	1451	1501	1511	1519	1521	1534	1546
Manchester, Piccadilly Gardens	0931	0939	0947	0958	1009		1359	1410	1420	1430	1441	1451	1501	1511	1521	1529	1531	1544	1556

Stockport Interchange	1510		1540	1551	1602	1613	1623	1633	1643		1733	1743	1753	1803	1814	1825	1840	1855	1910
Stockport, Asda	1516		1546	1557	1608	1619	1629	1639	1649		1739	1749	1759	1809	1820	1831	1846	1901	1914
South Reddish, Sandy Lane	1520	and	1550	1601	1612	1623	1633	1643	1653	and	1743	1753	1803	1812	1823	1834	1849	1904	1917
Reddish, Houldsworth Square	1529	every	1559	1610	1621	1632	1642	1652	1702	every	1752	1802	1810	1819	1830	1841	1856	1909	1922
Reddish, Burnfield Road	1539	10	1609	1620	1631	1642	1652	1702	1711	10	1801	1810	1818	1827	1838	1849	1904	1915	1928
Reddish, Thornley Lane North	1541	mins	1611	1622	1633	1644	1654	1704	1713	mins	1803	1812	1820	1829	1840	1851	1906	1917	1930
Belle Vue	1548	until	1618	1629	1640	1651	1701	1711	1720	until	1810	1819	1827	1836	1847	1858	1912	1923	1936
Hyde Road, Bus Depot	1556		1626	1637	1648	1659	1707	1717	1726		1816	1825	1833	1842	1853	1904	1917	1928	1941
Manchester, Piccadilly Gardens	1606		1636	1647	1658	1709	1717	1727	1736		1826	1835	1843	1852	1903	1912	1925	1936	1949

Th – Thursdays only

♿ – All bus 203 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check beenetwork.com for details

Mondays to Fridays (contunued)

									F	F	F							
Stockport Interchange	1925	1940		2125	2140	2155		2325	2350	0115	0215	0315						
Stockport, Asda	1929	1944		2129	2144	2159		2329	2354	0119	0219	0319						
South Reddish, Sandy Lane	1932	1947	and	2132	2147	2202	and	2332	2357	0121	0221	0321						
Reddish, Houldsworth Square	1937	1952	every	2137	2152	2207	every	2337	0002	0124	0224	0324						
Reddish, Burnfield Road	1943	1958	15	2143	2158	2212	15	2342	0007	0127	0227	0327						
Reddish, Thornley Lane North	1945	2000	mins	2145	2200	2214	mins	2344	0009	0128	0228	0328						
Belle Vue	1951	2006	until	2151	2205	2219	until	2349	0014	0132	0232	0332						
Hyde Road, Bus Depot	1956	2011		2156	2210	2224		2354	0019	0136	0236	0336						
Manchester, Piccadilly Gardens	2004	2018		2203	2217	2231		0001	0026	0142	0242	0342						

Saturdays

Stockport Interchange	0550	0620	0635	0650	0705	0720	0730	0740	0750	0800	0810	0820	0830	0840	0849	0858	0907	0916
Stockport, Asda	0554	0624	0639	0654	0709	0724	0734	0744	0754	0806	0816	0826	0836	0846	0855	0904	0913	0922
South Reddish, Sandy Lane	0557	0627	0642	0657	0712	0727	0737	0747	0757	0810	0820	0830	0840	0850	0859	0908	0917	0926
Reddish, Houldsworth Square	0602	0632	0647	0702	0717	0732	0742	0752	0802	0815	0825	0835	0845	0855	0904	0915	0924	0933
Reddish, Burnfield Road	0502	0607	0637	0652	0708	0723	0738	0748	0758	0808	0821	0831	0841	0851	0901	0912	0923	0932
Reddish, Thornley Lane North	0504	0609	0639	0654	0710	0725	0740	0750	0800	0810	0823	0833	0843	0853	0903	0914	0925	0934
Belle Vue	0510	0615	0645	0700	0717	0732	0747	0757	0807	0817	0830	0840	0850	0900	0910	0921	0932	0941
Hyde Road, Bus Depot	0515	0620	0650	0705	0722	0737	0752	0802	0812	0822	0835	0845	0855	0906	0916	0927	0938	0947
Manchester, Piccadilly Gardens	0522	0627	0657	0712	0729	0744	0759	0809	0819	0829	0842	0852	0902	0913	0923	0934	0945	0954
Stockport Interchange	0926	0937		1017	1028	1039	1050		1610	1618	1627	1636	1645		1735	1745	1755	1805
Stockport, Asda	0932	0943		1023	1034	1045	1056		1616	1624	1633	1642	1651		1741	1751	1801	1811
South Reddish, Sandy Lane	0936	0947	and	1027	1038	1049	1100	and	1620	1628	1637	1646	1655	and	1745	1755	1804	1814
Reddish, Houldsworth Square	0943	0954	every	1034	1045	1056	1107	every	1627	1635	1644	1653	1702	every	1752	1802	1811	1821
Reddish, Burnfield Road	0951	1002	10	1042	1053	1104	1115	10	1635	1643	1652	1701	1710	10	1800	1808	1817	1827
Reddish, Thornley Lane North	0953	1004	mins	1044	1055	1106	1117	mins	1637	1645	1654	1703	1712	mins	1802	1810	1819	1829
Belle Vue	1000	1011	until	1051	1102	1113	1124	until	1644	1652	1701	1710	1719	until	1809	1817	1826	1836
Hyde Road, Bus Depot	1006	1017		1057	1108	1119	1130		1650	1658	1707	1716	1725		1815	1823	1832	1842
Manchester, Piccadilly Gardens	1015	1026		1106	1117	1128	1139		1659	1707	1714	1723	1732		1822	1830	1839	1849

Saturdays (continued)

Stockport Interchange	1828	1840	1855	1910	1925	1940	1955	2010		2325	2350	0115	0215	0315
Stockport, Asda	1834	1846	1901	1914	1929	1944	1959	2014		2329	2354	0219	0219	0319
South Reddish, Sandy Lane	1837	1849	1904	1917	1932	1947	2002	2017	and	2332	2357	0121	0221	0321
Reddish, Houldsworth Square	1844	1856	1909	1922	1937	1952	2007	2022	every	2337	0002	0124	0224	0324
Reddish, Burnfield Road	1850	1902	1915	1928	1943	1958	2012	2027	15	2342	0007	0127	0227	0327
Reddish, Thornley Lane North	1852	1904	1917	1930	1945	2000	2014	2029	mins	2344	0009	0128	0228	0328
Belle Vue	1859	1909	1922	1935	1950	2005	2019	2034	until	2349	0014	0132	0232	0332
Hyde Road, Bus Depot	1905	1914	1927	1940	1955	2010	2024	2039		2354	0019	0136	0236	0336
Manchester, Piccadilly Gardens	1912	1921	1934	1947	2002	2017	2031	2046		0001	0026	0142	0242	0342

Sundays and public holidays (except Christmas and New Year period)

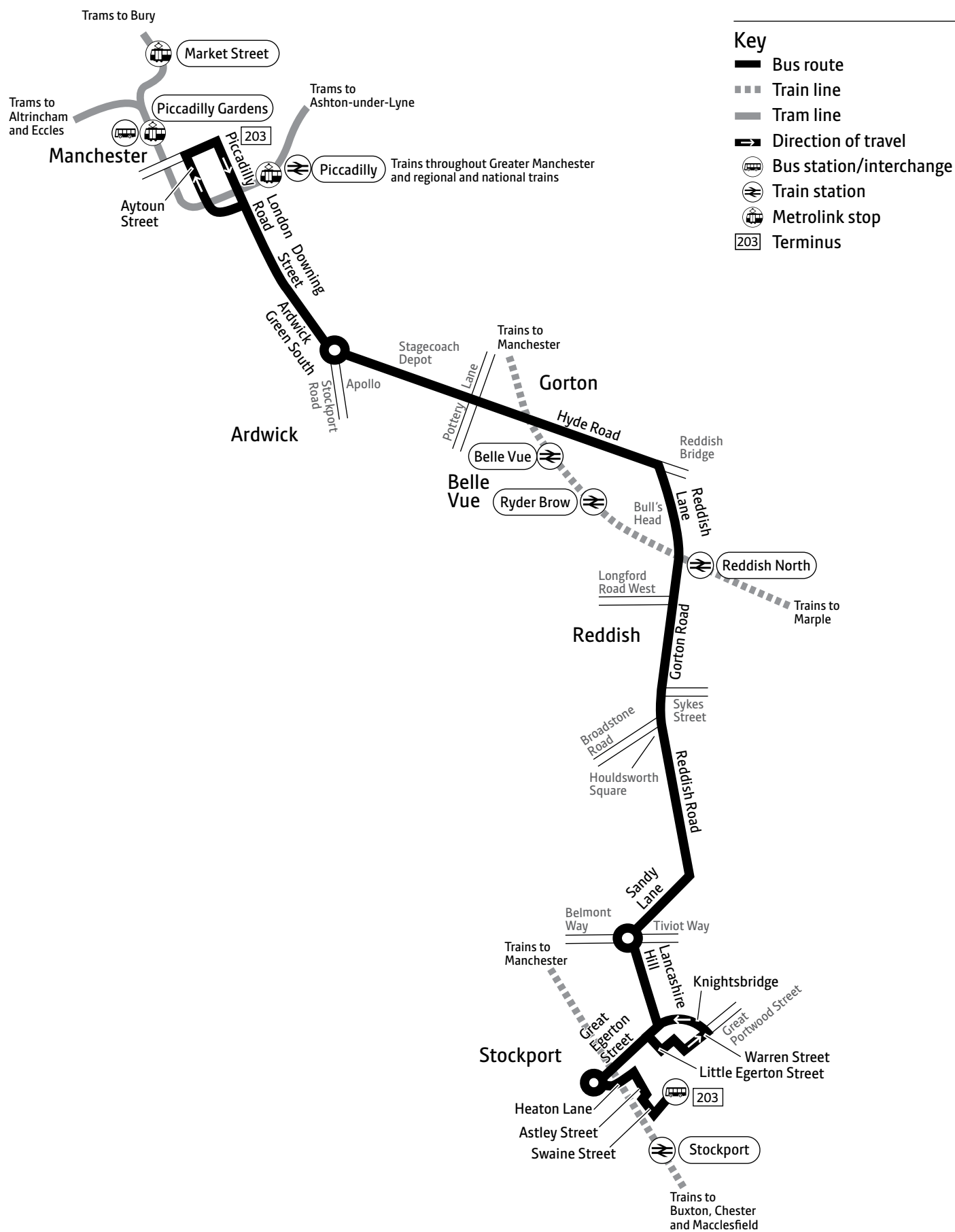
Stockport Interchange	0610	0710	0740	0810	0840	0910	0940	1010	1038		1608	1623		1738	1758	1813	1828	1843	1858
Stockport, Asda	0614	0714	0744	0816	0846	0916	0946	1016	1044		1614	1629		1744	1804	1819	1834	1849	1904
South Reddish, Sandy Lane	0617	0717	0747	0819	0849	0919	0949	1019	1047	and	1617	1632		1747	1807	1822	1837	1852	1907
Reddish, Houldsworth Square	0622	0722	0752	0824	0854	0925	0955	1025	1053	every	1623	1638	every	1753	1812	1827	1842	1857	1912
Reddish, Burnfield Road	0627	0728	0758	0830	0900	0933	1003	1033	1101	15	1631	1646	15	1801	1818	1833	1848	1903	1918
Reddish, Thornley Lane North	0629	0730	0800	0832	0902	0935	1005	1035	1103	mins	1633	1648	mins	1803	1820	1835	1850	1905	1920
Belle Vue	0635	0737	0807	0839	0909	0942	1012	1042	1110	until	1640	1655	until	1810	1827	1842	1857	1910	1925
Hyde Road, Bus Depot	0640	0742	0812	0844	0914	0948	1018	1048	1116		1646	1701		1816	1833	1848	1903	1915	1930
Manchester, Piccadilly Gardens	0647	0749	0819	0851	0921	0955	1027	1057	1125		1655	1708		1823	1840	1855	1910	1922	1937

Stockport Interchange	1913	1928	1943	1958		2158	2228	2258	2328	2358									
Stockport, Asda	1917	1932	1947	2002		2202	2232	2302	2332	0002									
South Reddish, Sandy Lane	1920	1935	1950	2005	and	2205	2235	2305	2335	0005									
Reddish, Houldsworth Square	1925	1940	1955	2010	every	2210	2240	2310	2340	0010									
Reddish, Burnfield Road	1931	1946	2001	2015	15	2215	2245	2315	2345	0015									
Reddish, Thornley Lane North	1933	1948	2003	2017	mins	2217	2247	2317	2347	0017									
Belle Vue	1938	1953	2008	2022	until	2222	2252	2322	2352	0022									
Hyde Road, Bus Depot	1943	1958	2013	2027		2227	2257	2327	2357	0027									
Manchester, Piccadilly Gardens	1950	2005	2020	2034		2234	2304	2334	2404										

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

F – Friday nights/Saturday mornings only

♿ – All bus 203 journeys are run using easy access buses. See inside front cover of this leaflet for details



Mondays to Fridays

Manchester, Piccadilly Gardens					0530	0540	0550	0600	0610	0620	0630	0640		0650		0700	0710	0720	0728
Hyde Road, Bus Depot	0436	0456	0516	0526	0536	0546	0556	0606	0616	0626	0636	0646	0654	0656		0708	0718	0728	0736
Belle Vue	0441	0501	0521	0531	0541	0551	0601	0611	0621	0631	0641	0651	0659	0701		0715	0725	0735	0743
Reddish Bridge, Debdale Park	0446	0506	0526	0536	0546	0556	0606	0616	0626	0638	0648	0658	0706	0709		0723	0733	0743	0751
Reddish, Burnfield Road	0448	0508	0528	0538	0548	0558	0608	0618	0628	0640	0650	0700	0708	0711	0718	0725	0735	0745	0753
Reddish, Houldsworth Square	0454	0514	0534	0544	0554	0604	0614	0624	0634	0646	0656	0709	0717	0720	0727	0734	0744	0757	0806
Stockport Interchange	0504	0524	0544	0554	0604	0614	0624	0634	0644	0656	0706	0719	0729	0732	0739	0746	0756	0809	0820
Manchester, Piccadilly Gardens	0736	0746	0756	0806	0817	0824	0830	0840	0851	0900	0911	0923	0935		1355	1405	1415	1425	1435
Hyde Road, Bus Depot	0744	0754	0804	0814	0825	0832	0838	0848	0859	0908	0919	0931	0943	and	1403	1413	1423	1433	1443
Belle Vue	0751	0801	0811	0821	0832	0839	0845	0855	0906	0914	0925	0937	0949	every	1409	1419	1429	1439	1449
Reddish Bridge, Debdale Park	0759	0809	0819	0829	0840	0847	0853	0903	0913	0921	0932	0944	0956	10	1416	1426	1436	1447	1457
Reddish, Burnfield Road	0801	0811	0821	0831	0842	0849	0855	0905	0915	0923	0934	0946	0958	mins	1418	1428	1438	1449	1459
Reddish, Houldsworth Square	0814	0824	0834	0844	0855	0858	0904	0914	0924	0932	0943	0955	1007	until	1427	1437	1447	1458	1508
Stockport Interchange	0828	0838	0848	0858	0909	0912	0917	0927	0937	0945	0956	1008	1020		1440	1451	1501	1512	1522
Manchester, Piccadilly Gardens	1445	1455	1505		1645	1655	1705	1715	1725	1735	1745	1755	1805	1815	1825	1835	1845	1855	1905
Hyde Road, Bus Depot	1453	1503	1515		1655	1705	1715	1725	1735	1745	1755	1805	1815	1825	1835	1845	1855	1905	1913
Belle Vue	1459	1511	1523	every	1703	1713	1723	1733	1743	1753	1803	1811	1821	1831	1841	1851	1901	1911	1919
Reddish Bridge, Debdale Park	1507	1520	1532	10	1712	1722	1732	1741	1751	1801	1811	1819	1829	1838	1848	1858	1908	1918	1926
Reddish, Burnfield Road	1509	1522	1534	mins	1714	1724	1734	1743	1753	1803	1813	1821	1831	1840	1850	1900	1910	1920	1928
Reddish, Houldsworth Square	1518	1531	1543	until	1723	1733	1743	1752	1802	1811	1821	1829	1839	1848	1858	1906	1916	1926	1934
Stockport Interchange	1532	1545	1557		1737	1746	1756	1805	1813	1822	1832	1840	1850	1859	1909	1917	1927	1937	1945
Manchester, Piccadilly Gardens	1915	1925	1938	1955		2140	2155	2210	2225	2240	2310	2345	F	0045	F	0145	F	0245	
Hyde Road, Bus Depot	1923	1933	1946	2003	and	2148	2203	2216	2231	2246	2316	2351	0050	0150		0250			
Belle Vue	1929	1939	1952	2009	every	2154	2208	2221	2236	2251	2321	2356	0054	0154		0254			
Reddish Bridge, Debdale Park	1936	1946	1959	2015	15	2200	2213	2226	2241	2256	2326	0001	0058	0158		0258			
Reddish, Burnfield Road	1938	1948	2001	2017	mins	2202	2215	2228	2243	2258	2328	0003	0059	0159		0259			
Reddish, Houldsworth Square	1944	1954	2007	2023	until	2208	2221	2234	2249	2304	2334	0009	0104	0204		0304			
Stockport Interchange	1955	2005	2017	2033		2218	2231	2244	2259	2314	2344	0019	0112	0212		0312			

Saturdays

Manchester, Piccadilly Gardens			0612			0657	0711	0726	0739	0750	0800	0810	0820	0830	0840	0850	0902	0915	0925
Hyde Road, Bus Depot	0548	0603	0618	0633	0648	0703	0718	0733	0746	0757	0807	0817	0827	0837	0847	0857	0910	0923	0933
Belle Vue	0553	0608	0623	0638	0653	0708	0723	0738	0751	0802	0812	0822	0832	0842	0852	0902	0915	0928	0938
Reddish Bridge, Debdale Park	0558	0613	0628	0643	0658	0714	0729	0744	0757	0808	0818	0828	0838	0848	0858	0909	0922	0935	0945
Reddish, Burnfield Road	0600	0615	0630	0645	0700	0716	0731	0746	0759	0810	0820	0830	0840	0850	0900	0911	0924	0937	0947
Reddish, Houldsworth Square	0606	0621	0636	0651	0706	0722	0737	0752	0805	0816	0826	0836	0846	0856	0909	0920	0933	0946	0956
Stockport Interchange	0616	0631	0646	0701	0716	0732	0747	0802	0815	0826	0836	0846	0856	0906	0922	0933	0946	0959	1009

Manchester, Piccadilly Gardens	0935	0945	0955		1625	1635		1735	1745		1855	1910	1925	1940	1955		2140	2155	2210
Hyde Road, Bus Depot	0943	0953	1003	and	1633	1643	and	1743	1753	and	1903	1918	1933	1948	2003	and	2148	2203	2216
Belle Vue	0948	0958	1009	every	1639	1649	every	1749	1759	every	1909	1924	1939	1954	2008	every	2153	2208	2221
Reddish Bridge, Debdale Park	0955	1005	1016	10	1646	1656	10	1756	1806	10	1916	1931	1946	2001	2014	15	2159	2213	2226
Reddish, Burnfield Road	0957	1007	1018	mins	1648	1658	mins	1758	1808	mins	1918	1933	1948	2003	2016	mins	2201	2215	2228
Reddish, Houldsworth Square	1006	1016	1027	until	1657	1707	until	1807	1814	until	1924	1939	1954	2009	2022	until	2207	2221	2234
Stockport Interchange	1019	1029	1040		1710	1718		1818	1825		1935	1950	2005	2019	2032		2217	2231	2244

Manchester, Piccadilly Gardens	2225	2240	2310	2345	0045	0145	0245												
Hyde Road, Bus Depot	2231	2246	2316	2351	0050	0150	0250												
Belle Vue	2236	2251	2321	2356	0054	0154	0254												
Reddish Bridge, Debdale Park	2241	2256	2326	0001	0058	0158	0258												
Reddish, Burnfield Road	2243	2258	2328	0003	0059	0159	0259												
Reddish, Houldsworth Square	2249	2304	2334	0009	0104	0204	0304												
Stockport Interchange	2259	2314	2344	0019	0112	0212	0312												

F – Friday nights/Saturday mornings only

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Summer times: between mid July and early September, some timetables will be different. Check beenetwork.com for details

Sundays and public holidays (except Christmas and New Year period)

Manchester, Piccadilly Gardens			0657	0726	0756	0826	0856	0926	0956	1017		1617	1632	1647	1702	1715		1945	2000
Hyde Road, Bus Depot	0533	0633	0703	0733	0803	0833	0903	0933	1004	1025	and	1625	1640	1655	1710	1723	and	1953	2008
Belle Vue	0538	0638	0708	0738	0808	0838	0908	0938	1010	1031	every	1631	1646	1701	1716	1729	every	1959	2013
Reddish Bridge, Debdale Park	0543	0643	0714	0744	0814	0844	0914	0944	1017	1038	15	1638	1653	1707	1722	1735	15	2005	2019
Reddish, Burnfield Road	0545	0645	0716	0746	0816	0846	0916	0946	1019	1040	mins	1640	1655	1709	1724	1737	mins	2007	2021
Reddish, Houldsworth Square	0551	0651	0722	0752	0822	0852	0924	0954	1027	1048	until	1648	1703	1715	1730	1743	until	2013	2027
Stockport Interchange	0601	0701	0732	0802	0832	0902	0936	1006	1039	1100		1700	1713	1725	1740	1753		2023	2037
Manchester, Piccadilly Gardens	2015		2145	2200	2215	2245	2315	2345	0015										
Hyde Road, Stagecoach Depot	2023	and	2153	2206	2221	2251	2321	2351	0021										
Belle Vue	2028	every	2158	2211	2226	2256	2326	2356	0026										
Reddish Bridge, Debdale Park	2034	15	2204	2216	2231	2301	2331	0001	0031										
Reddish, Burnfield Road	2036	mins	2206	2218	2233	2303	2333	0003	0033										
Reddish, Houldsworth Square	2042	until	2212	2224	2239	2309	2339	0009	0039										
Stockport Interchange	2052		2222	2234	2249	2319	2349	0019	0049										

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APPENDIX B

Example Travel Survey

Travel Survey Questionnaire

Please return the survey once you have completed it. *(Be assured that any personal data will be kept confidential)*

Please select an answer to the questions below with a tick:

1. Your postcode:

2. Are you: Male ☐ Female ☐

3. Your age: 16- 25 ☐ 26-40 ☐ 41-55 ☐ 56+ ☐

4. How often are you typically required to travel to work?

- ☐ Most days
- ☐ Up to three times a week
- ☐ Once a week
- ☐ Less than once a week

5. How do you usually travel off site?

Please tick your usual mode of travel for the longest part of your journey:

Walk	Cycle	Bus	Train	Light Rail	Car Driver	Car Passenger

6. Would you be interested in receiving more information on the following?

- ☐ Local public transport options
- ☐ Car sharing opportunities
- ☐ Walking maps for the area
- ☐ Cycle maps for the area
- ☐ Other (Please specify).....

Do you have any further comments or suggestions about how we can improve your journey to work options?

.....

.....

.....

.....

Thank you taking the time to complete this questionnaire



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 3848 9719

Manchester

☎ 0161 464 9495

✉ info@modetransport.co.uk 📍 [modetransport.co.uk](https://www.modetransport.co.uk) ✕ [@mode_transport](https://twitter.com/mode_transport)