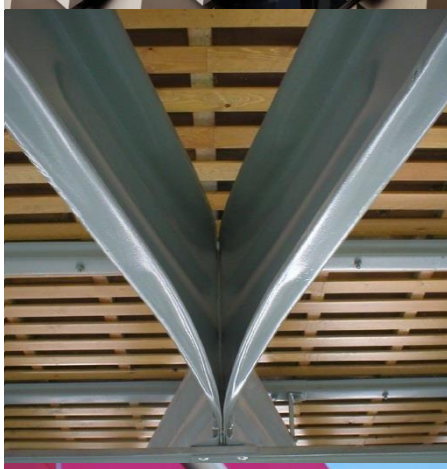
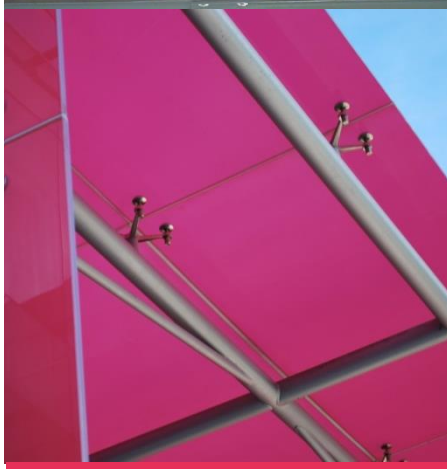
2.2.5 Travel Plans





Great Bank Road, Bolton
Framework Travel Plan

Curtins Ref: 071601-CUR-00-XX-RP-TP-002
Revision: V04
Issue Date: 28 April 2020

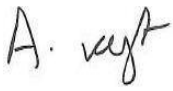
Client Name: Panattoni

Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtin.com

Control Sheet

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Lynnie Ler MEng (Hons) Graduate Transport Planner		28 April 2020

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		28 April 2020

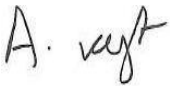
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Director of Transport Planning		28 April 2020

Table of Contents

Figures

Tables

Appendices

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Panattoni to provide traffic and transportation advice in relation to a major employment development off Great Bank Road, Bolton.

1.1.2 The Site will comprise up to three industrial units across a plot area of 21.12 acres (8.55 ha). The units range between one to three storeys and have associated car parking (including disabled parking bays), trailer parking, and cycle parking. There will be a spine road through the estate between the units, and a fire tender access around the east and north-east boundary of the Site.

1.1.3 The development is described as follows:

"Full planning permission for the creation of two storage and distribution warehouses (use classes B2/B8) with a combined gross external area [GEA] of 33,768 sqm, ancillary offices, landscaping and associated infrastructure; and,

Outline planning permission for up to 5,000 sqm [GEA] of storage and distribution development or additional car parking spaces, both scenarios incorporating the provision of landscaping and associated infrastructure."

1.1.4 The area schedule for each unit is detailed as follows:

- **Unit 1** – 6,410m^2 warehouse GIA, 815m^2 office GIA, 80 car parking spaces (including 4 disabled spaces and 4 Electric Vehicle (EV) charging spaces);
- **Unit 2** – 24,500m^2 warehouse GIA, 1,188m^2 office GIA, 371m^2 hub GIA, 254 car parking spaces (including 13 disabled spaces and 13 EV charging spaces); and
- **Outline Area** – Up to 5,000m^2 warehousing or additional car parking area.

1.1.5 A proposed Site plan is included in **Appendix A** to the rear of this report.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

> ***"**A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."*

Source: *National Planning Policy Framework*, DCLG, 2019.

1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Document Purpose

1.3.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Assessment (TA) (**Ref: 071601-CUR-00-XX-RP-TP-001-V04_TA**), prepared to consider the development proposals.

1.3.2 An FTP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

1.3.3 Bolton Council provides Travel Planning advice in a supplementary planning document, stating the following:

> *"A travel plan is a package of measures to manage the transport needs of an organisation. A successful travel plan will identify smarter ways to travel and mitigate the impacts of existing or future transport congestion problems and increase access to the site. Developers are required to provide Travel Plans for all developments (including schools) where congestion problems could be mitigated through such an approach.*

Source: *Bolton Council*

1.3.4 This document has been written in accordance with the above statement, and the following core guidance documents:

- National Planning Policy Framework, DCLG, 2019; and
- National Planning Practice Guidance, DCLG, 2014.

1.4 Document Structure

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out keys aims and objectives for the Travel Plan process.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.

1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.

1.4.4 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses. **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

- Health Benefits;
- Environmental Benefits; and
- Financial Benefits.

2.1.2 This section explores just some of the improvements that can be made to an organisation during a successful Travel Planning process.

2.2 Health Benefits

2.2.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

> *"66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.*
>
> *26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010."*

Source: *Health Survey for England*, DoH, 2016.

2.2.2 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.3 Environmental Benefits

2.3.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

> *"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline."*

Source: *Climate Change Act 2008,* Chapter 27, Part 1, 2008.

2.3.2 Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development or organisation makes on the environment.

2.4 Financial Benefits

2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

> *"The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.*
> *In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age."*

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.

2.4.3 An effective TP can help encourage staff to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

2.5.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the future staff of the proposed development. They must be communicated correctly:

> *"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."*

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.6 Travel Plan Objectives

2.6.1 Considering the above benefits and the end users, this FTP aims to achieve the following objectives:

- **Objective 1 –** To increase the level of cycling to and from the Site;
- **Objective 2 –** To increase the level of walking to and from the Site;
- **Objective 3 –** To increase the level of public transport use to and from the Site;
- **Objective 4 –** To increase the number of people car sharing to and from the Site; and in turn,
- **Objective 5 –** To reduce single occupancy car travel to and from the Site.

3.0 Existing Situation

3.1 Site Location

3.1.1 The Site is located in the North West of England within the local authority area of Bolton. It is located c. 1.8km (1.1 miles) to the north of the town of Westhoughton, which, in turn, is approximately 8km (5 miles) to the south-west of the Bolton town centre.

3.1.2 The M61 motorway is located towards the north of the Site, with Junctions 5 and 6 located to the east and north-west respectively. The M61 provides links between Greater Manchester and Preston, where it then joins the M6 and M65 motorway. The Site location in relation to the regional highway network is illustrated in **Figure 3.1** below:

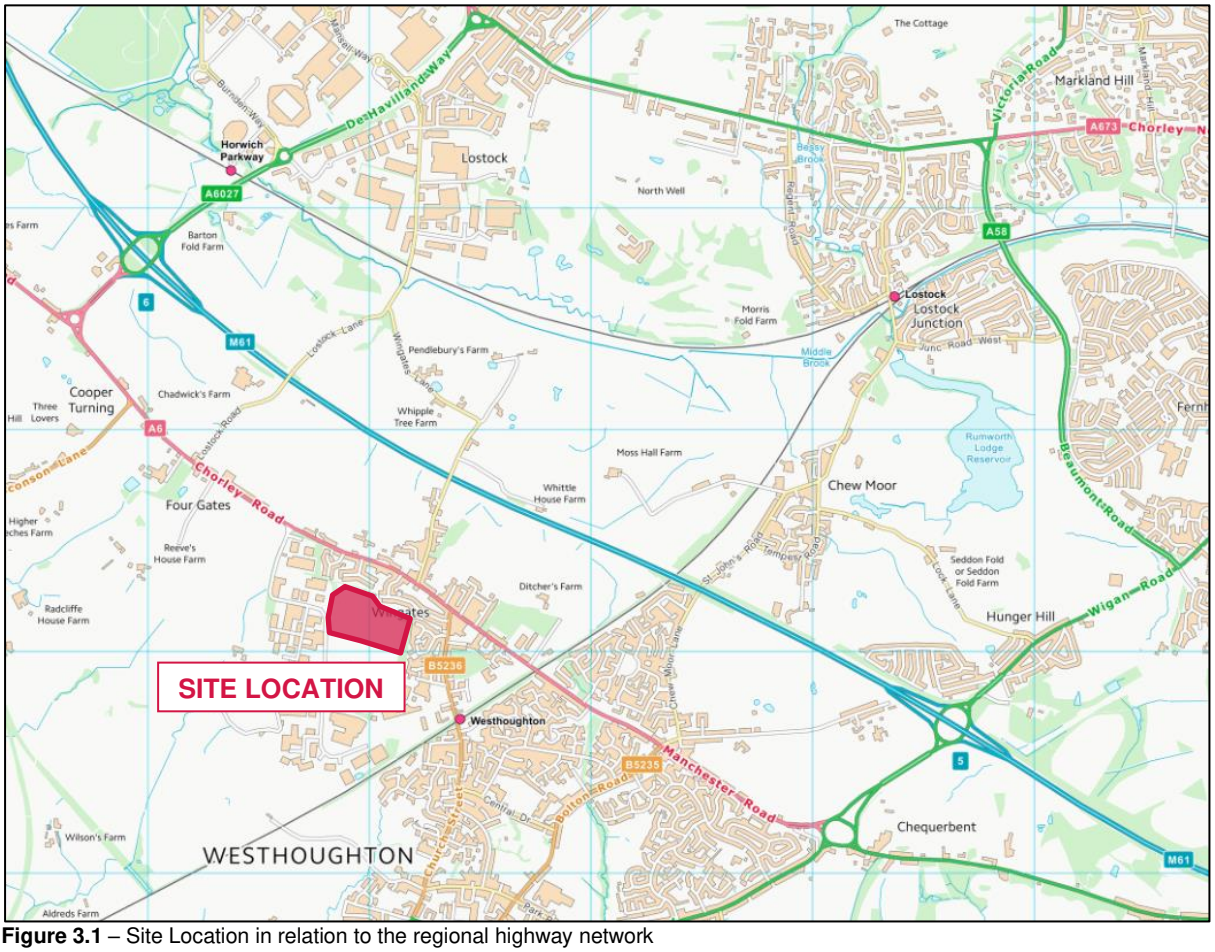


Figure 3.1 – Site Location in relation to the regional highway network

3.1.3 The Site is bound to the north and to the east by residential dwellings, and to the west and south by an industrial estate. **Figure 3.2** below shows the Site in relation to the local highway network:

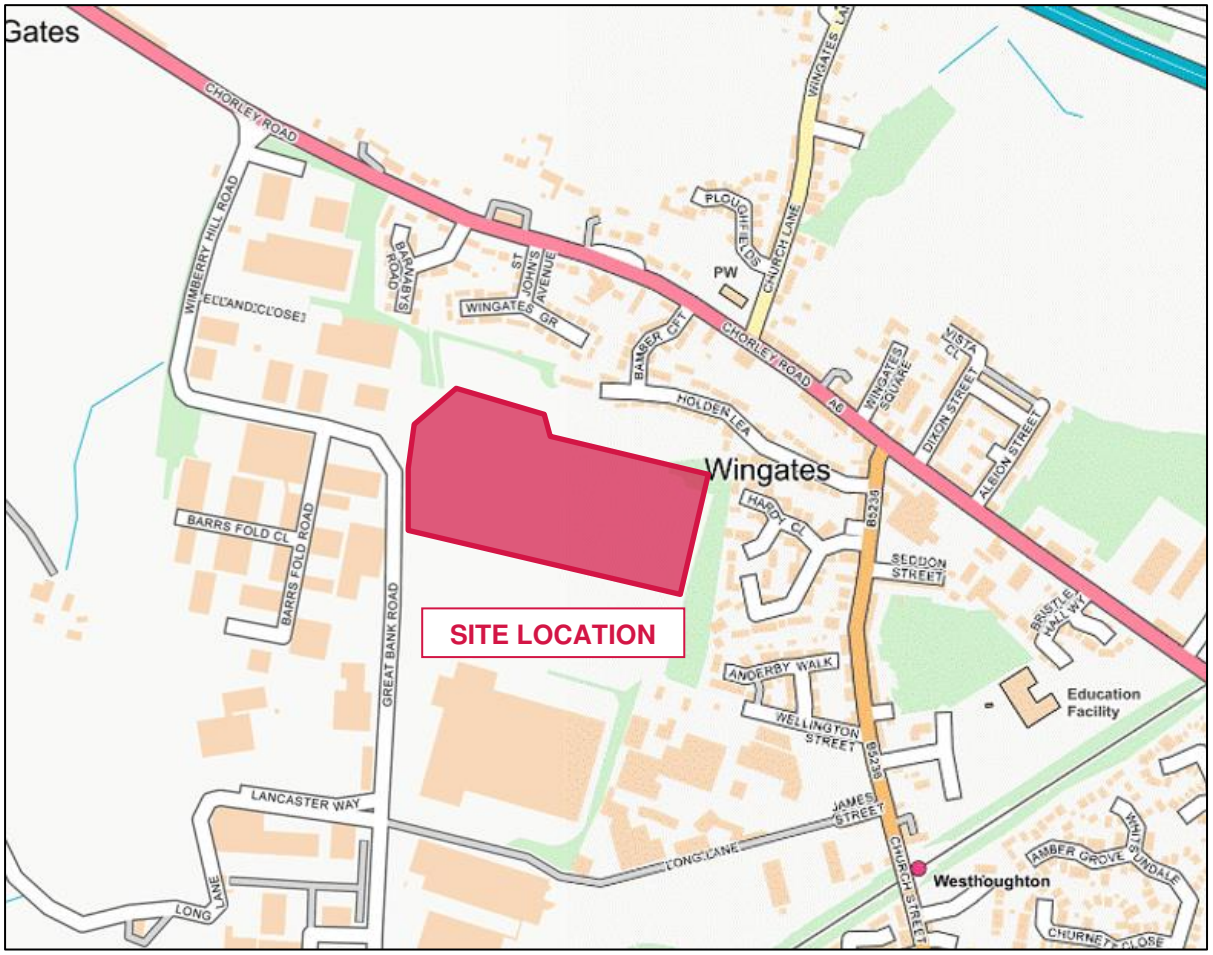


Figure 3.2 – Site Location in relation to the local highway network

3.2 Existing Use

3.2.1 The Site used to comprise of industrial estate buildings similar to the current surrounding landscape but is currently vacant as all prior development on the land has been demolished. The Site is currently fenced off from public access.

3.3 Existing Access

3.3.1 Historically, the Site was primarily accessed via Great Bank Road to the west of the Site. There is no secondary access into the plot. The hardstanding at the former access is also currently used as an informal parking area.

3.3.2 There are several Public Rights of Ways (PRoWs) in the immediate vicinity of the Site as illustrated in **Figure 3.3** overleaf. Pedestrians and cyclists are able to access the Site directly from the A6 Chorley Road via WES040 footpath along the west of the Site.

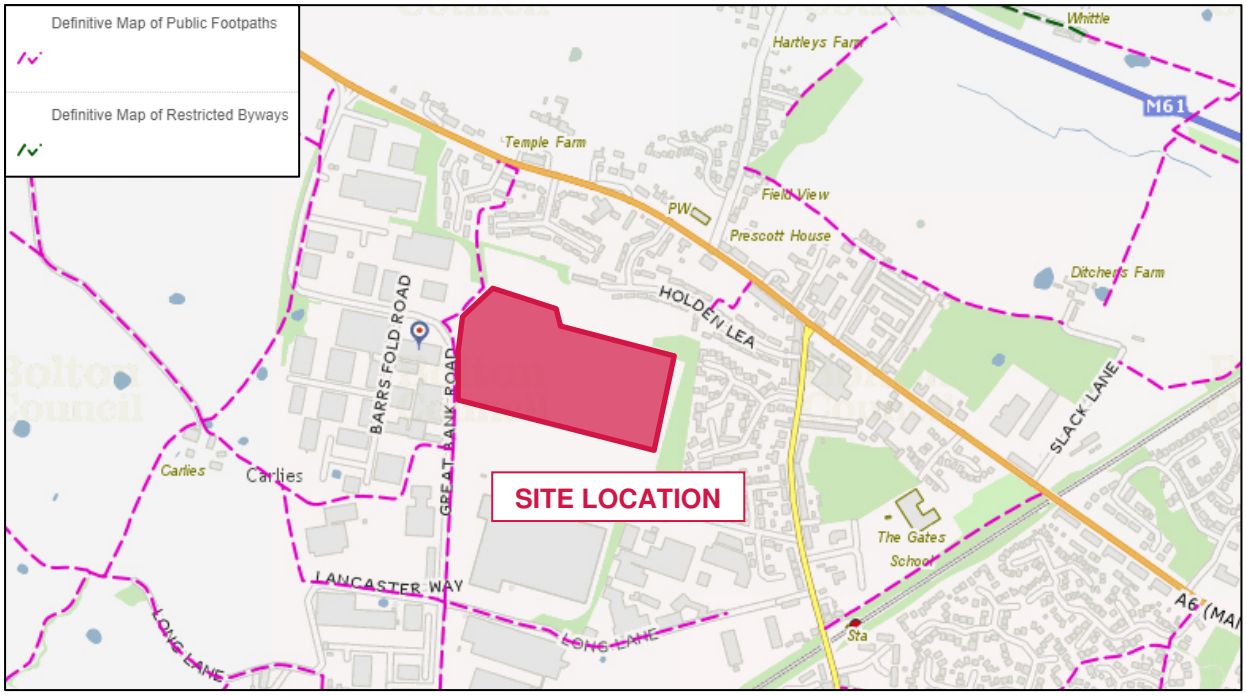


Figure 3.3 – Public Rights of Way (PRoWs) in the vicinity of the Site

3.4 Local Highway Network

Great Bank Road

3.4.1 Forming the western boundary of the Site, Great Bank Road commences as a continuation of Wimberry Hill Road to the west and extends for a length of circa 1.1km before terminating at a cul-de-sac / access to a surface car park for employees of the industrial units to the south of the Site. The road mainly serves as an arterial route for the industrial units bordering it, linking to the A6 Chorley Road in the north.

3.4.2 The carriageway width of Great Bank Road is around 7m along the Site frontage, with footways of approximately 1m wide which are separated from the road by a wide grass verge. It can be observed that the pedestrian infrastructure is well-maintained and in good condition. The road is also well-lit along most of its length.

3.4.3 The road is subject to a speed limit of 30mph, which is enforced using physical measures such as speed bumps to the south of the Site. This is made clear for vehicles entering the road from the A6 Chorley Road using painted “SLOW” road markings. There are also Traffic Regulation Orders (TROs) along most of Great Bank Road in the form of double yellow parking restrictions (no waiting at any time).

A6 Chorley Road

3.4.4 To the north of the Site, the A6 Chorley Road commences at a three-arm priority roundabout with the A6 Manchester Road and De Havilland Way (entry / exit onto Junction 6 of the M61 Motorway) towards

the north-west of the Site. The road then extends for a length of c. 2.2km through Cooper Turning and Wingates before continuing on as the A6 Manchester Road at a signalised three-arm junction with the B5236 Church Street. In the region, the A6 further extends to Preston to the north-west and Swinton to the south-east.

3.4.5 In the vicinity of the Site, the carriageway has a width of circa 10m including central hatching and turning pockets. It is bordered by many residential dwellings in Wingates and therefore comprises good pedestrian infrastructure in the form of wide footways of 2-3m on both sides of the road, some lengths of which are separated from the road by a grass verge. The footways are also complete with dropped kerbs and tactile paving. There are also several pedestrian refuge islands along the road to facilitate safe crossing.

3.4.6 The A6 Chorley Road is well-lit with street light columns at regular intervals on both sides of the road. The road is subject to a speed limit of 40mph; however, this drops to 30mph as the road approaches Wingates. This speed limit is enforced using traffic cameras. There are no TROs along the road in the vicinity of the Site except at major junctions.

3.4.7 There is an advisory cycle lane on both directions along the road, which commences at the north-west of the Site at the signalised junction with Wimberry Hill Road and extends across Wingates for a total length of 1.8km.

3.4.8 Additional public transport infrastructure includes bus stops in pairs in both directions along the road, some of which have a cantilever shelter and seating, but all of them have a pole with timetable information. At some points, the road widens to accommodate a bus layby. These buses host many services across Greater Manchester, which are detailed in **Section 4.5** of this report.

B5236 Church Street

3.4.9 To the east of the Site, the B5236 Church Street connects Wingates to Westhoughton in a north-to-south alignment. The road commences at a signalised junction with the A6 Chorley Road in the north and extends for a length of c. 1.3km up to a signalised junction with School Street and Market Street before continuing as the B5236 Wigan Road.

3.4.10 In the vicinity of the Site, the road comprises a single carriageway with an average width of 5m and is primarily bordered by residential dwellings and their associated facilities and amenities, such as a surgery and primary school. The Westhoughton rail station is also located off the B5236 Church Street.

3.4.11 Pedestrian infrastructure exists along the road in the form of wide footways of up to 3m on both sides of the road, along with dropped kerbs. The road is also well-lit with street lights at regular intervals, and there is also a zebra crossing with flashing amber bollards near the Westhoughton rail station to facilitate crossing in a safe manner.

3.4.12 The B5236 Church Street is subject to a speed limit of 30mph; however, in the school zone, there is a sign stating that the speed limit is 20mph when the lights are shown. There are a few TROs on some lengths of the road in the form of double yellow parking restrictions. On-street parking can be observed in front of the residential dwellings where there are no TROs, but the cars are parked half on the road and half on the footway to minimise disruption to traffic.

3.4.13 Similar to the A6 Chorley Road, there are also several bus stops in pairs in both directions along the road, some of which have a cantilever shelter and seating, and all of them have a pole with timetable information.

Long Lane

3.4.14 Towards the south of the Site, Long Lane serves as an access road through the industrial units between Great Bank Road and the B5236 Church Street. The road commences at a priority junction with Church Street and extends for a length of c. 600m to the west where it meets Great Bank Road. Beyond this, the road is closed to the public and signed as a private road.

3.4.15 The road comprises a carriageway of approximately 3m wide and is subject to a speed limit of 20mph. There is no pedestrian infrastructure on the road in the vicinity of the Site; however, there are wide grass verges. At its eastern terminus there is a footway of c. 1m on both sides of the road. Long Lane is also well-lit.

3.4.16 There are TROs in the form of single (no waiting between 08:00 – 18:00 on Mondays to Saturdays) and double yellow parking restrictions at the eastern terminus of the road.

M61 Motorway Junction 6

3.4.17 The M61 Motorway lies towards the north of the Site (north of the A6), whilst Junction 6 of the M61 is approximately 2km to the north-west of the Site and can be accessed via the A6 Chorley Road. The M6 provides access from the Site to areas such as Chorley, Preston and Farnworth.

3.4.18 In the vicinity of the Site, the M61 extends in a north-west-to-south-east alignment and comprises a dual carriageway with an average total width of 40m with a total of up to 4 lanes in either direction. The M61 is subject to the national speed limit.

3.4.19 Junction 6 of the M61 is known as the Horwich Link Interchange and takes the form of a roundabout interchange. Along each arm, there is also a shared pedestrian/cycle footway complete with crossings with dropped kerbs and tactile paving for cyclists and pedestrians to cross the road in a safe manner.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the Site by foot, distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips, have been considered.

4.2.3 The Site is located within walking distance of established residential areas; namely Wingates to the north via the existing Public Rights of Way (PRoW) WES040. This provides easy access for residents in the area to employment opportunities. The remaining facilities within a 500m walk of the Site mainly comprise the Wingates Industrial Estate.

4.2.4 Further from the Site, within the 1,000m catchment, future Site users can access additional facilities in Wingates such as restaurants, hot food takeaways, cafes and public houses. Most notably, the

Westhoughton rail station is within a 1.1km walk from the Site, as such a multi-modal journey to work would be feasible.

4.2.5 Within the 2,000m walking catchment, future Site users would be able to access additional residential neighbourhoods such as Westhoughton in the south and the western areas of Chequerbent. This also includes the neighbourhood's associated amenities such as more food / drink options, supermarkets, primary schools, places of worship, banks, and parks / green spaces. As such, the majority of everyday facilities and goods can be accessed within a 2,000m walk of the Site.

4.2.6 Due to the residential nature of its surroundings, there is already a high pedestrian footfall in the area, and so good quality pedestrian facilities exist along the main roads and PRoWs. It is considered that the Site is accessible from the local residential areas of Wingates and Westhoughton by foot.

4.3 Accessibility by Cycle

4.3.1 In order to assist in assessing the accessibility of the Site by cycle, an 8km cycle catchment for the Site has been considered. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).

4.3.2 The 8km catchment encompasses areas such as Horwich to the north, Ince-in-Makerfield to the west, Westleigh to the south, and Lostock and west Bolton to the east. This catchment also includes the entirety of Bolton town centre, residential areas of Wingates, Westhoughton, Lostock, Aspull, Chew Moor, Blacrok, Middlebrook, and Daisy Hill.

4.3.3 Cycling infrastructure in the immediate vicinity of the Site is excellent with on-road routes along the A6 Chorley Road and the surrounding road network, together with traffic-free routes to the south of the Site. The local cycle network within the vicinity of the Site is reproduced in **Figure 4.1** overleaf:

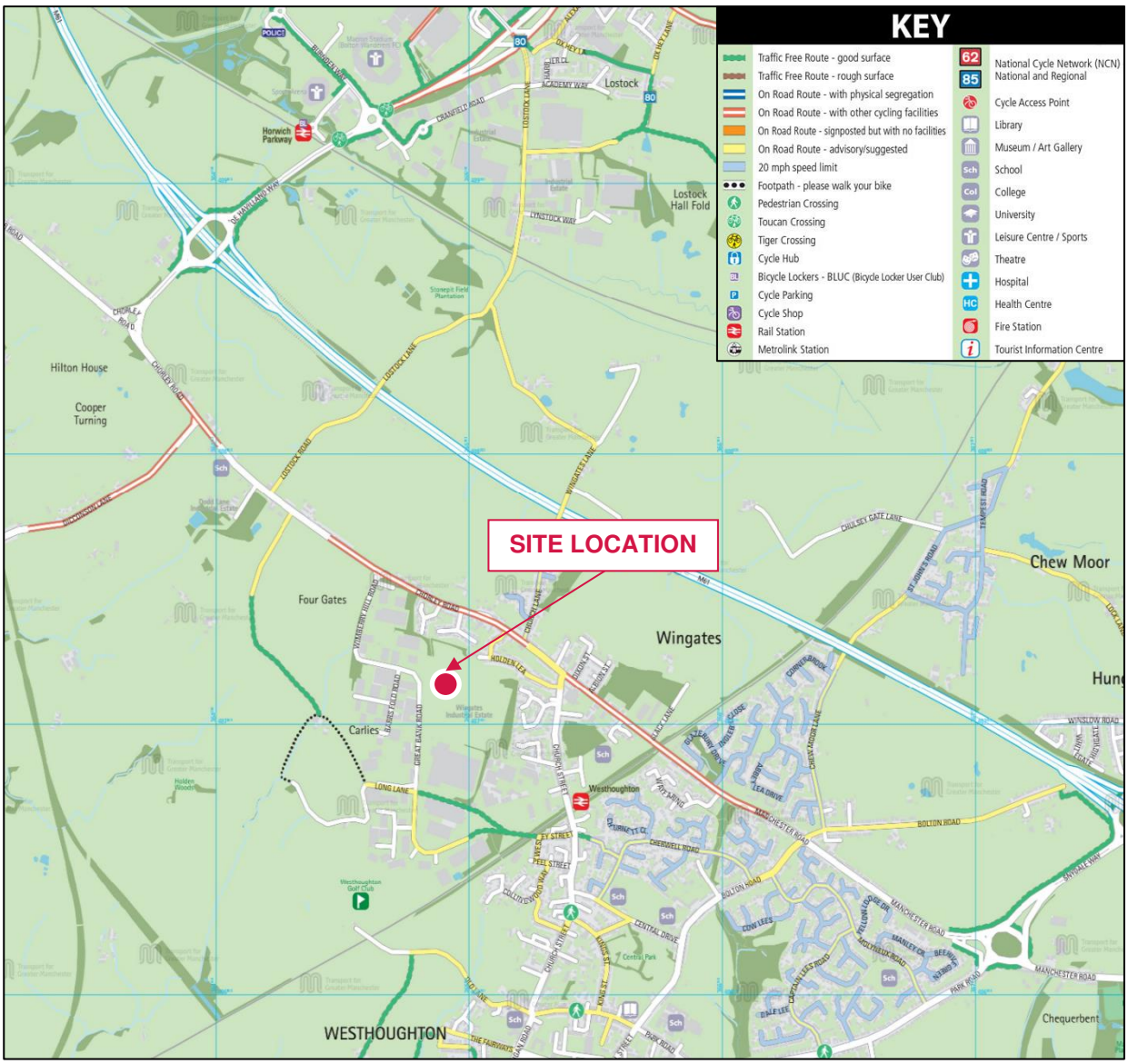


Figure 4.1 – Local Cycle Network

4.3.4 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". As part of the Bee Network, TfGM have introduced Beeways as signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The Site is in close proximity to the proposed Bee Network in Greater Manchester as illustrated in **Figure 4.2** overleaf, allowing future Site users to benefit from the public realm improvements for better safety and quality of commute.

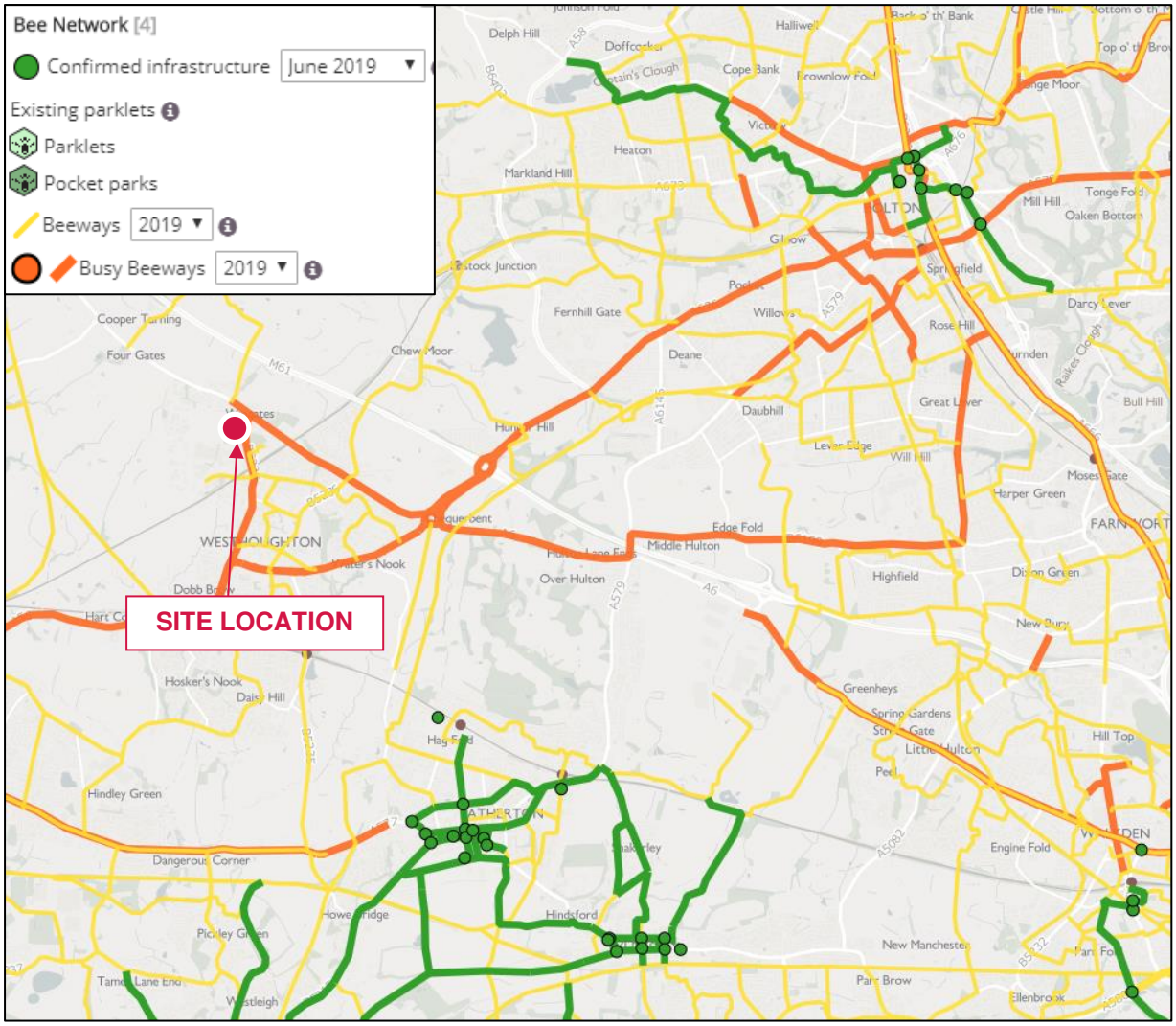


Figure 4.2 – Bee Network in the vicinity of the Site

4.3.5 Further away from the Site, the existing cycling infrastructure improves near Lostock. Situated around a 3.3km distance to the north of the Site, the National Cycle Route (NCR) 80 provides an excellent off-road facility between Lostock to the north and Bolton town centre to the north-east.

4.3.6 Elsewhere, Route 55 is situated around 5.5km the south of the Site, providing a connection between Wigan and Adlington to Walkden, Salford, and into Manchester City Centre.

4.3.7 With regard to cycle parking, MCC's adopted parking standards specify that a minimum of 1 secure cycle parking space should be provided per 850m² of B8 use floorspace. Based on circa 33,768m² GIA of B8 use, this equates to a requirement for at least 40 cycle parking spaces spread across the development. This will therefore be accounted for in the development of the scheme in due course.

4.3.8 Bolton Council's adopted parking standards for B2 use floorspace also specify a minimum provision of 1 secure cycle parking space per 450m².

4.4 Accessibility by Public Transport

4.4.1 Accessibility by bus and rail are considered in further detail within the subsections below.

Bus Accessibility

4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

4.4.3 The nearest bus stop is located approximately 500m to the north of the Site (via the WES040 PRoW) along the A6 Chorley Road and is served by the following bus services:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
505	Bolton – Rivington & Blackrod High School	1 in the PM (school bus)	-	-
516	Leigh – Atherton – Westhoughton – Middlebrook – Horwich	1 in the AM Hourly in the PM	Hourly in the PM	1 in the AM Hourly in the PM
517	Leigh – Atherton – Westhoughton – Middlebrook	Hourly	30 mins	-
521	Little Lever – Farnworth – Royal Bolton Hospital – Westhoughton – Blackrod	Hourly	Hourly	-
715	Bolton – Deane – Ladybridge – Aspull – Wigan	30 mins	30 mins	Hourly
915	Bolton – St Josephs RC School	1 in the AM (school bus)	-	-
918	Hindley Market Street – Rivington & Blackrod High School			
990	St James High School – Four Gates	1 in the PM (school bus)		
996	St Josephs High School – Royal Bolton Hospital			

Table 4.2 – Summary of Bus Service Frequencies from A6 Chorley Road

4.4.4 As shown in **Table 4.2**, bus services are relatively limited in the area.

Rail Accessibility

4.4.5 The nearest railway station is Westhoughton, at a 1.1km walking distance (approximately 12-15-minute walk) from the Site. The stations lie within 8km cycle distance from the Site, as shown on **Figure 5.3** earlier, making a longer journey by rail / cycle a possibility.

4.4.6 The station is served by Northern trains operating on the Manchester – Southport Lines and Buxton Lines. A summary of rail services from the station is summarised in **Table 4.3**:

Destination	Hourly Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Alderley Edge	1	1	1
Bolton	2	2	1
Manchester Piccadilly	3	3	3
Southport	2	1	1
Stalybridge	3	3	1
Wigan North Western	2	2	1

Table 4.3 – Summary of Rail Services from Westhoughton

4.4.7 The trains that service Westhoughton run regularly for 7 days a week from a number of different locations across Greater Manchester, including larger transit locations such as Bolton and Wigan; this provides frequent access for future users of the Site and is a viable alternative to private car use.

4.4.1 It is considered the Site is accessible via rail.

4.5 Summary

4.5.1 It is considered the Site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site.

5.0 Travel Plan Initiatives

5.1 Introduction

5.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage sustainable travel at the site.

5.1.2 This section of the FTP sets out the initiatives that could be implemented in a full Travel Plan in order to reduce staff dependency on the private car and encourage sustainable modes of travel. The initiatives below are in line with the aims and benefits set out in **Section 2** of this document.

5.2 Production of Employee Induction Packs

5.2.1 Employee induction packs can be critical in influencing travel patterns and therefore it is envisaged that all staff at the proposed development should receive a copy of an induction pack when they are first at the new site. The contents of the induction packs will include:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking/cycling routes and places of interest, as well as nearby locations accessible within a short walk;
- Details of public transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

5.2.2 As well as providing such information throughout the induction packs, community notice boards in communal areas or an employee intra-web service / website could also be provided to detail relevant information as set out above.

5.3 Measures to Encourage Walking

5.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

5.3.2 It has been demonstrated throughout **Section 4** of this FTP that there is an existing good level of pedestrian infrastructure in the surrounding area. The following measures will be provided in order to encourage staff to walk:

- Raise awareness of the health benefits of walking;

- Clear signing of pedestrian routes within and adjacent to the Site;
- Information on the local pedestrian routes, including public footpaths; and
- Promote the www.walkit.com website for journey planning on foot.

5.3.3 Additional measures such as promotion of a 'walking buddy' scheme, provision of personal safety alarms, provision of a pool of rental umbrellas, marketing campaigns in line with *"Walk to Work Week"* and via *"Measured Mile"* schemes, and an "Emergency Ride Home" service for those who walk to work will also be considered.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this FTP that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle parking provided at each unit as part of the development proposals. Parking provision for the Site will seek to accord with the parking standards set out in Appendix B of the Manchester Core Strategy (2012 – 2027).

5.4.2 To encourage staff to cycle, the following measures will be provided:

- Information on the local cycle network routes made available through the previously discussed induction packs;
- Provision of suitable illumination of the off-site footways and cycleways between the Site and the surrounding public infrastructure;
- Provision of signage in and around the Site;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk; and
- Adoption of the 'Cycle2Work' tax initiative.

5.4.3 Additional measures such as promotion of events such as "National Bike Week", the setting up of a Bicycle User Group (BUG), provision of staff lockers, shower and changing facilities, puncture repair kit, and reflective clothing where appropriate, encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness, offering a self-funding mobile cycle repair "workshop" to enable minor repairs and maintenance to be carried out on staff cycles quickly, implementation of a non-car user business mileage rate initiative aimed at allowing cycles to replace company cars on shorter distance business journeys, and an "Emergency Ride Home" service for those who cycle to work will also be considered.

5.5 Measures to Encourage Public Transport

5.5.1 It has been demonstrated throughout **Section 4** of this FTP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Bolton town centre.

5.5.2 The following measures will be provided in order to encourage staff to travel by public transport:

- Distribute details of the Traveline Journey Planning tool for the North West. Future staff can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Distribute details of the TfGM website and real-time mobile app;
- Provide up to date bus details including timetables/contact information in the induction packs; and
- Advertise any promotions/discounts offered by public transport operators.

5.5.3 Additional measures such as providing a guaranteed lift home for staff who travel to the Site by public transport in case of an emergency, linking information systems regarding bus and rail travel timetables to the employee intra-web service / website, liaising with TfGM and Bolton Council on any future improvements and/or extensions to local services, offering limited time staff discount tickets / special offers, and linking public transport usage to parking permits (for example if car commuters travel by train 2-3 days a week as opposed to the private car, then the driver could be issued with a parking permit for the remainder of the week as a 'perk') will also be considered.

5.6 Car Sharing

5.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis or managed by administrative staff who could match interested people.

5.6.2 There are car sharing organisations which offer a matching service. Staff would be able to use websites such as www.carsharegm.com (which has been developed by TfGM) or www.liftshare.com to organise car shares. They would have to register themselves with the site, which then searches for and matches appropriate car sharers. This scheme could be promoted by the Travel Plan Coordinator (TPC).

5.6.3 Additional measures which could be considered include establishment of a Site-wide car share database and promotion of this via flyers or the employee intra-web service / website, joining of any existing locally established web-based car share initiative through the setting up of a private group license for the Site, introduction of a "Guaranteed Ride Home" for passengers who travel to work with drivers who subsequently have to leave during the day in an emergency or for other reasons, to request for a free taxi ride home, and allocation of priority car parking spaces close to the Site entrances for high occupancy cars, or those forming part of the car sharing scheme.

5.6.4 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising around the site.

6.0 Targets

6.1 Introduction

6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Data Collection and Analysis

Travel Surveys

6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.

6.2.2 In order to understand travel habits, travel surveys will be distributed to all staff within three months of occupation at the Site. Recipients will be encouraged to participate, and the surveys would extract the following key information:

- Place(s) of residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various sustainable modes;
- Any barriers to sustainable modes; and
- Initiatives that would encourage staff to travel more sustainably.

6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

Travel Plan Performance Indicators

6.2.4 The following Travel Plan performance indicators can be considered upon receipt of the travel survey data:

- **Attractiveness of sustainable modes** – targets could be set for perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure;
- **Uptake of alternative modes** – targets could be set for bus patronage, registration and participation in car share schemes, and cycle/pedestrian counts; and
- **Car ownership and mode of travel** – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode targets.

Modal Split Analysis

6.2.5 Once the travel surveys have been launched, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

6.2.6 To provide an indication of potential targets, an example is provided in **Table 6.1** below:

Example of Potential Targets					
Travel Mode	**Existing Modal Split Percentage**	**Short Term Target Modal Shift Change**	**Medium Term Target Modal Shift Change**	**Long Term Target Modal Shift Change**	**Total Target Modal Shift Change**
Car Driver	TBC following surveys	-2%	-4%	-4%	**-10%**
Car Share		+1%	+1%	+1%	**+3%**
Public Transport		+1%	+1%	+1%	**+3%**
Cycle		-	+1%	+1%	**+2%**
Foot		-	+1%	+1%	**+2%**

Table 6.1 – Example of Potential Targets

6.2.7 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.

6.2.8 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which be commissioned within three months of achieving 50% occupancy at the site.

6.2.9 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes. Modal split targets could then be set in future Travel Plan updates if deemed appropriate.

6.3 SMART Targets

6.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken three months after occupation.

6.3.2 At this point, official targets will be set through consultation with Bolton Council. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the FTP. It also sets out the next steps with regards to converting this FTP into a full Travel Plan.

7.2 Responsibility and Management

7.2.1 The FTP has been prepared for Panattoni, however, following construction and prior to occupation, responsibility would lie with the relevant occupiers of each unit. The FTP would then need to be updated to a full Travel Plan by the occupiers. This will involve the distribution of travel surveys.

7.2.2 At this point, the day to day responsibility will shift from the occupier to an appropriately appointed TPC in their organisation.

7.2.3 Notwithstanding, adequate consultation and support from the occupier is required to ensure the smooth implementation of the TP. A number of measures to be undertaken by the occupiers comprise:

- Businesses locating within the development will be required to sign up to the FTP and appoint a Travel Plan Coordinator, such as the business manager or owner;
- For larger businesses who will be required to implement their own Travel Plan, the representative may be the appointed TPC;
- Active management of the car parking supply;
- Provision of security for walkways to and from the site, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting and CCTV installations in collaboration with the Highways and Planning Authorities;
- Support for a Travel Plan Coordinator in ways including but not limited to funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively pursue, support and promote a car-sharing scheme (where necessary) in terms of database management.

7.3 Travel Plan Coordinator (TPC)

7.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Administering the car share scheme;

- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the Site;
- Liaising with public transport operators and represent the operator at relevant forums;
- Monitoring the TP and detect trends in change against targets and report to the relevant parties (i.e. Bolton Council); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.3.2 A TPC will be nominated for the development per unit prior to occupation, and the updated Travel Plan will reflect details as appropriate.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from occupiers and liaising with Bolton Council on transport related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

7.4.2 The results of each survey would be used to review progress against targeted modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the Site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

7.4.3 The figures calculated will additionally take account of known parameters (such as car movements) which will be calculable independently to ensure the robustness of the information provided.

7.4.4 Monitoring reports will be provided to officers at Bolton Council annually following the receipt of the first surveys. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all employees upon the completion of surveys.

7.4.5 Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys to ensure that the TP reflects current opportunities and local circumstances.

8.0 Action Plan

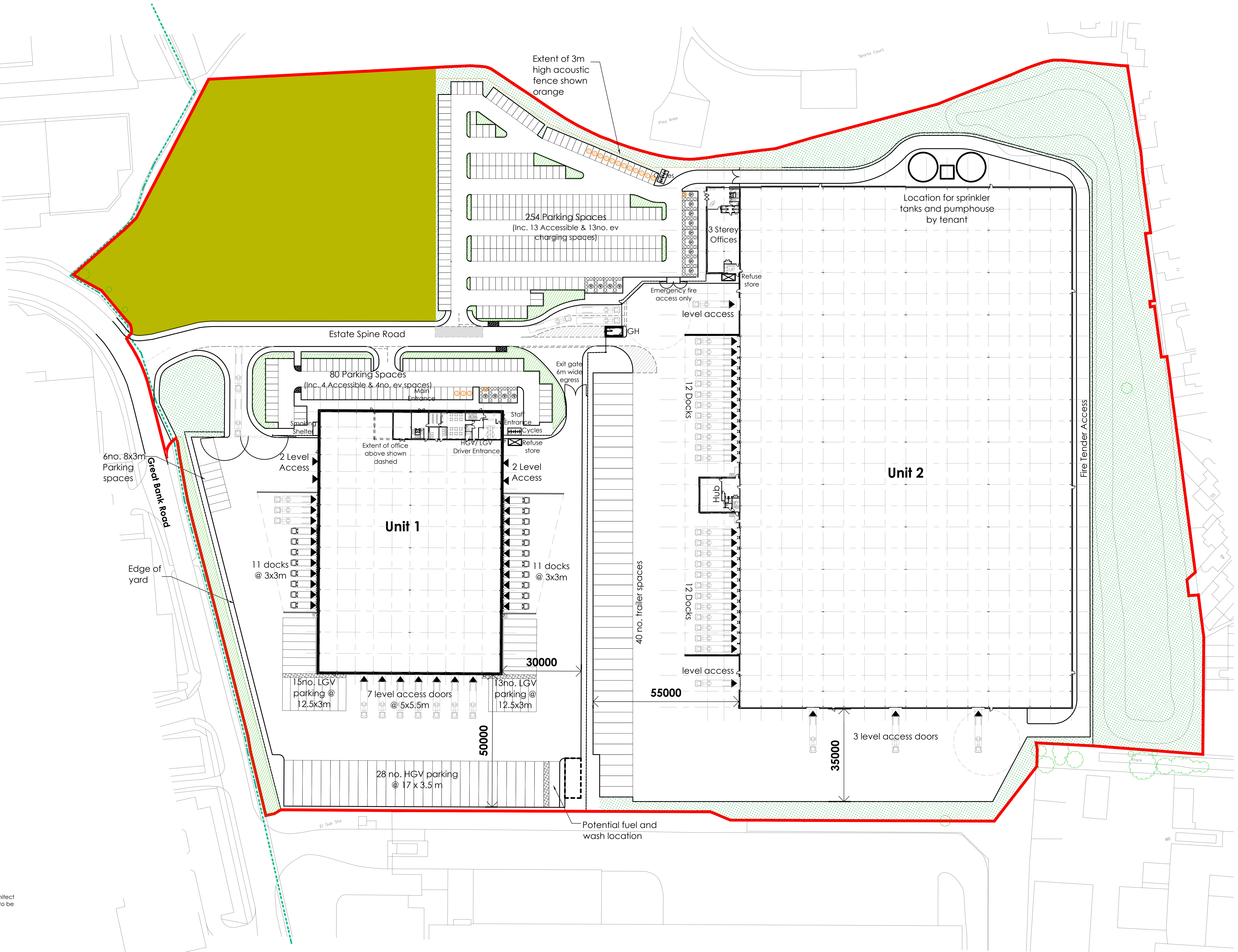
8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before operation	Respective occupiers
Produce Induction Pack	First operation of each element of the development	TPC
Undertake Initial Travel Surveys	Within three months	TPC
Finalising Modal Split Targets	Within one month of undertaking the initial surveys	TPC in conjunction with Bolton Council
Update FTP to a full Travel Plan	Within two months of agreeing modal splits with Bolton Council	TPC
Present Annual Monitoring Report	Annually for at least three years following the agreement of targets with Bolton Council	TPC

Table 8.1 – Action Plan

Appendix A – Site Layout



- Red line application boundary = 24.52 acres / 9.92 ha
- Outline boundary = 2.55 acres / 1.03 ha
- PRoW - Public Footpath
- Low height hedge/shrub planting to Landscape Architect Specification
- Landscape Planting to Landscape Architect Specification. Existing trees and shrubs to be retained where possible.

SCHEDULE OF ACCOMMODATION

Unit	Ground Floor (Office) GIA	Ground Floor (Warehouse) GIA	First Floor (Offices) GIA	Second Floor (Offices) GIA	Transport Hub GIA	Overall GIA	Overall GEA	Car Parking (inc. disabled spaces)
Outline Area	-	-	-	-	-	-	53,819ft²/ 5,000 m²	
Unit 1	3,659 ft²/ 340m²	68,997 ft²/ 6,410m²	5,100 ft²/ 475 m²	-	-	77,756 ft²/ 7,225 m²	80,243 ft²/ 7,454 m²	80 (4)
Unit 2	4,270 ft²/ 396 m²	263,715 ft²/ 24,500 m²	4,270 ft²/ 396 m²	4,270 ft²/ 396 m²	4,000 ft²/ 371 m²	280,525ft²/ 26,059 m²	282,970ft²/ 26,290 m²	254 (13)
Unit 2 Gatehouse	173 ft²/ 16m²					173 ft²/ 16m²	258 ft²/ 24m²	
Total Development						**358,454 ft²/ 33,300 m²**	**417,290 ft²/ 38,768 m²**	334 (17)

NOTES

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties:

Principal Designer:

Unless noted below, all known hazards have been highlighted on the drawing:

0 10 20 30 40 50m

Scale 1:1250 @ A2

N

Note:

- EV charging shown as 5% enabled and 5% ducted for future tenant fit out.

REV	Date	Drawn by: -	Checked by: -	Description
P17	24/04/20	TF	DOH	Plot 1 moved 3m east.
P16	24/04/20	TF	DOH	Fuel and wash area moved out of easement.
P15	25/03/20	TF	DOH	Unit 1 layout and egress gate position updated to Client comments. LGV parking spaces lengthened to Curtins comments.
P14	12/03/20	TF	DOH	Unit 1 dock levels amended to BWB comments.
P13	09/03/20	TF	DOH	Unit 1 dock doors amended and potential fuel and wash relocated to Client comments
P12	05/03/20	TF	DOH	Unit 1 amended to client comments
P11	18/02/20	TF	DOH	Schedule amended. EV charging amended to Client comments.
P10	18/02/20	TF	DOH	Unit 1 office layout amended to client comments. Schedule updated accordingly
P9	06/02/20	MB	DOH	Planting hatches updated. Crossing zone added to pavement. Gate omitted south of Unit 02 gatehouse. Schedule amended.
P8	31/01/20	TF	AL	Hatch annotation amended.
P7	21/01/20	TF	AL	Additional level access door shown to the southern elevation. Emergency fire tender access shown between car park and yard. Electric vehicle spaces shown.
P6	16/01/20	TF	AL	Root protection areas shown from Tyler Grange drawing ref: 12176/P02. Sprinkler tanks relocated to the north elevation to client comments.
P5	14/01/20	TF	AL	Units renumbered, schedule and key updated to Lichfields comments. Unit 2 moved north and sewer easement shown.
P4	06/01/20	TF	AL	Red line boundary updated to reflect Title information.
P3	17/12/19	TF	AL	Building schedule amended.
P2	16/12/19	TF	AL	Building schedule updated. Unit 3 plot area amended to suit PRoW. Drawing amended from A3 to A2.
P1	11/12/19	TF	AL	Initial Issue

Status: **S2** — Purpose of Issue: **For Approval**

drawing stage: **Planning**

client: Panattoni

project: Great Bank Road, Bolton

drawing title: **Proposed Site Plan**

date: 11/12/19 — drawn: TF

scale@A2: 1:1250 — checked: AL

Job No: **B9756-AEW-XX-XX-DR-A-0504**

Rev: **P17**

AEW ARCHITECTS AND DESIGNERS LTD
THE ZENITH BUILDING, SPRING GARDENS
MANCHESTER M2 1AB T:0161 2144370 F:0161 2144371

AEW

Our Locations

Birmingham
2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol
Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge
50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff
3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas
Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin
11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh
1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow
Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal
Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds
Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool
51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London
40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester
Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham
56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com

curtins

Curtins Consulting Ltd registered in England and Wales No: 2054159
Registered office: 51-55 Tithebarn Street, Liverpool, L2 2SB