



Indurent Management Ltd

Plot H4, Heywood Distribution Park

Travel Plan

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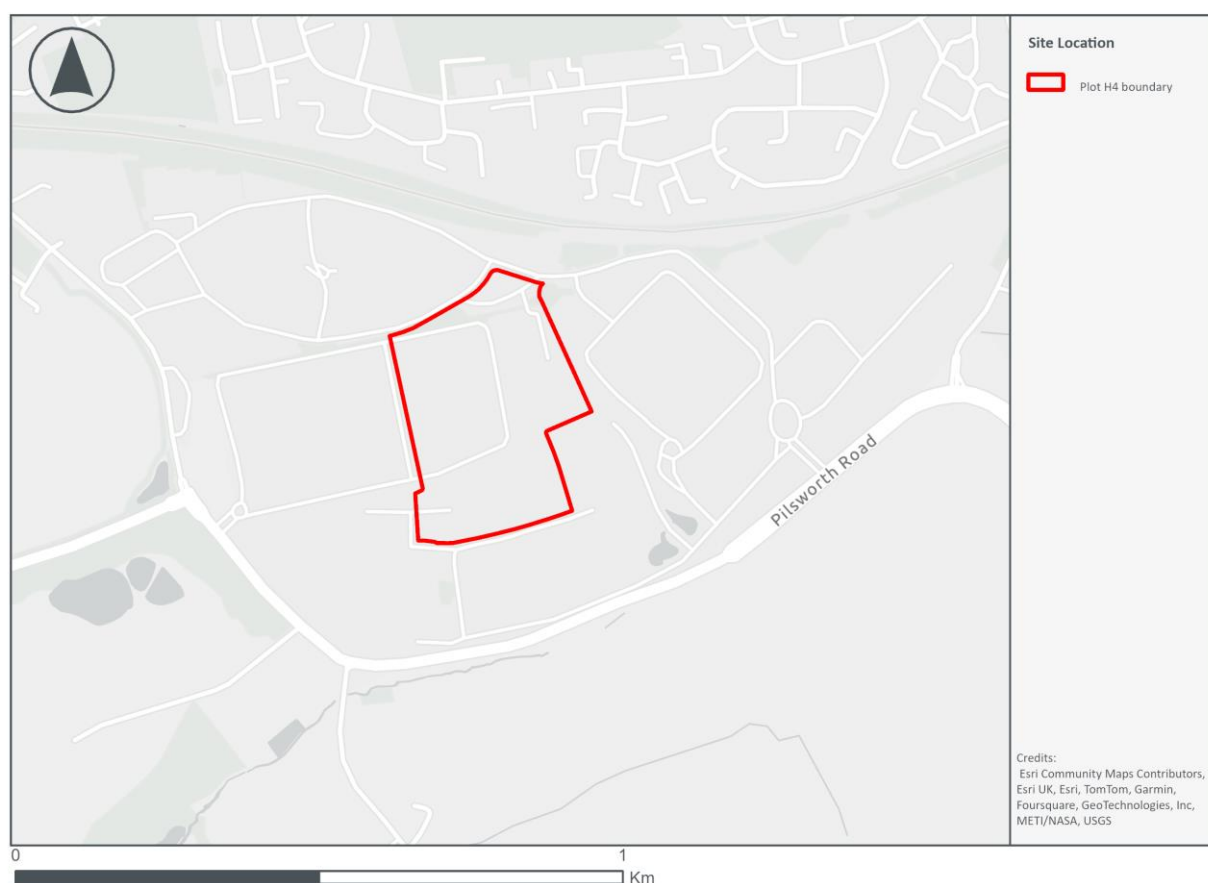
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I Introduction

- 1.1.1 This Framework Travel Plan (FTP) has been prepared in accordance with BREEAM UK New Construction 2018 document requirements by PJA on behalf of Indurent Management Ltd, in relation to the proposed development at Plot H4 within Heywood Distribution Park. This TP details the tasks involved in developing initiatives, including management and coordination, to encourage sustainable travel, which are set in the context of clear objectives.
- 1.1.2 The location of the site is shown in Figure 1-1. The application site is located approximately 1.5km southwest of Heywood and 3.8km southeast of Bury, within the Metropolitan Borough of Rochdale, Greater Manchester.

Figure 1-1: Site Location Plan



- 1.1.3 The site currently comprises areas of existing hard standing which are used for vehicle storage, cleared land where former buildings have been demolished, concrete access tracks and a large area of raised scrub land. Access to the site is achieved via the internal estate roads to the north and south.



- 1.1.4 The site will be subject to an outline planning application for employment development providing up to 52,000 sqm of floorspace within Use Classes E(g)(iii), B2, and B8. The development will be constructed to specific parameters as detailed within any accompanying plans and the Design and Access Statement. Plot H4 will take access from the internal road network at the distribution park which takes access from Pilsworth Road. The access onto Pilsworth Road will be retained as existing.

I.2 Travel Plan Scope

- 1.2.1 This FTP has been prepared to support the outline planning application, with reference to the Transport for Greater Manchester (TfGM) Travel Plan Toolkit. The Toolkit specifies that Travel Plans have two main purposes: to manage car use, and to improve accessibility. This Travel Plan seeks to reduce reliance on the private car, and promote sustainable travel choices for employees at Plot H4.
- 1.2.2 The benefits associated with the successful implementation of a Travel Plan can be realised as follows:
- A more attractive environment for development and enhanced public realm;
 - A reduction in traffic, congestion and collisions;
 - Reduced air and noise pollution;
 - Environmental improvements through a reduction in emissions;
 - Reduced time spent travelling; and
 - Improved health through the promotion of active travel
- 1.2.3 The requirement for a Travel Plan to be prepared has been established based on Rochdale's requirements, which specify the following thresholds:
- B2 – General Industrial: Over 2,500sqm gross floor area
 - B8 – Storage and Distribution: Over 3,000sqm gross floor area
- 1.2.4 Full Travel Plan(s) can be prepared post-planning, once the end occupier(s) are known. Each of these Travel Plan(s) will subsequently be implemented prior to the relevant first occupation. It is noted that the transport context of the site is changing, particularly in relation to the development of Land at South Heywood. The Travel Plan(s) will therefore need to adapt over time to account for these changes.
- 1.2.5 This FTP should be read in conjunction with the Transport Assessment (TA) prepared for the development, also by PJA.



BREEAM Compliance

- 1.2.6 BREEAM is a sustainability assessment that evaluates the environmental credentials of a development. The FTP forms part of this assessment process (Tra 01 Transport Assessment and Travel Plan) which provides two credits towards BREEAM certification.
- 1.2.7 The following is required to demonstrate compliance of Tra 01 to achieve two credits towards the BREEAM 2018 New Construction Assessment of the development:
- 1 *“No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.*
 - 2 *The site-specific travel assessment (or statement) shall cover as a minimum:*
 - a *If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.*
 - b *Predicted travel patterns and transport impact of future building or site users.*
 - c *Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.*
 - d *Reporting of the number and type of existing accessible amenities, within 500m of the site.*
 - e *Disabled access accounting for varying levels and types of disability, including visual impairment.*
 - f *Calculation of the existing public transport Accessibility Index (AI).*
 - g *Current facilities for cyclists.*
 - 3 *Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.*
 - 4 *If the occupier is known, involve them in the development of the travel plan.*
 - 5 *Demonstrate that the travel plan will be implemented and supported by the building's management in operation.”*
- 1.2.8 The document also sets out several travel plan measures that should be considered as a minimum when developing a travel plan, these include:
- *“Negotiation with local bus, train, or tram companies to increase the local service provision for the development*
 - *Provision of a public transport information system in a publicly accessible area*



- *Provision of electric recharging stations*
- *Provision of parking priority spaces for car sharers*
- *Consultation with the local authority on the state of the local cycling network and on improvements*
- *Provision of dedicated and convenient cycle storage*
- *Provision of cyclists' facilities*
- *Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas*
- *Restrictions or charging for car parking*
- *Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes*
- *Provision of suitable taxi drop-off or waiting areas"*



2 Site Description

- 2.1.1 It is noted that a significant proportion of trips generated by the site will be operational in nature, and it is therefore vital that the site has very good access to the strategic highway network. In particular, suitable provision for HGVs to travel to and from the site is essential. The location of the site, close to both the M66 and M62, makes it ideal for an E(g)(iii), B2, and B8 development. It is therefore likely that a significant proportion of the trips generated will be vehicular. Nonetheless, there is good potential for non-operational trips to this location to be made by sustainable modes.

2.2 Sustainable Accessibility

- 2.2.1 Full details of the local transport links are provided in the accompanying TA.
- 2.2.2 Within Heywood Distribution Park, there are footways and crossings which allow for pedestrian access. The access from Pilsworth Road incorporates a footway, whilst in the vicinity of the site access Pilsworth Road itself benefits from a shared footway / cycleway.
- 2.2.3 The proximity of the development site to Heywood town centre would allow for local trips to be undertaken by cycle, as it can be accessed within a circa seven-minute cycle. The closest railway station the site, Castleton, also can be reached within approximately a 21-minute cycle.
- 2.2.4 The closest bus stop to the site is located approximately 2.4km away at 'Birnam Grove'. This provides a service seven days a week between Bury and Piccadilly Gardens. The service operates between 04:31 and 00:54, with up to five buses per hour.
- 2.2.5 The site also benefits from being within the area covered by the Heywood Local Link service. This is a demand response service which operates Monday to Friday between 05:30 and 22:30, and on weekends and bank holidays between 09:00 and 17:00.
- 2.2.6 Given the location of the bus stop and railway station, this gives an Accessibility Index of 0. It is noted that this may increase in the future, with bus improvements proposed as part of the South Heywood development.

BREEAM Compliance - Access to Amenities

- 2.2.7 The amenities closest to the site are summarised in Table 2-1, in line with the BREEAM New Construction 2018 Technical Note. None of these existing amenities are within 500m of the site. However, it is worth noting that Heywood Distribution Park itself does benefit from some green space, and there is additionally scope for the site to accommodate provision within the proposed development such as staff catering or vending machines, subject to the occupier preferences.



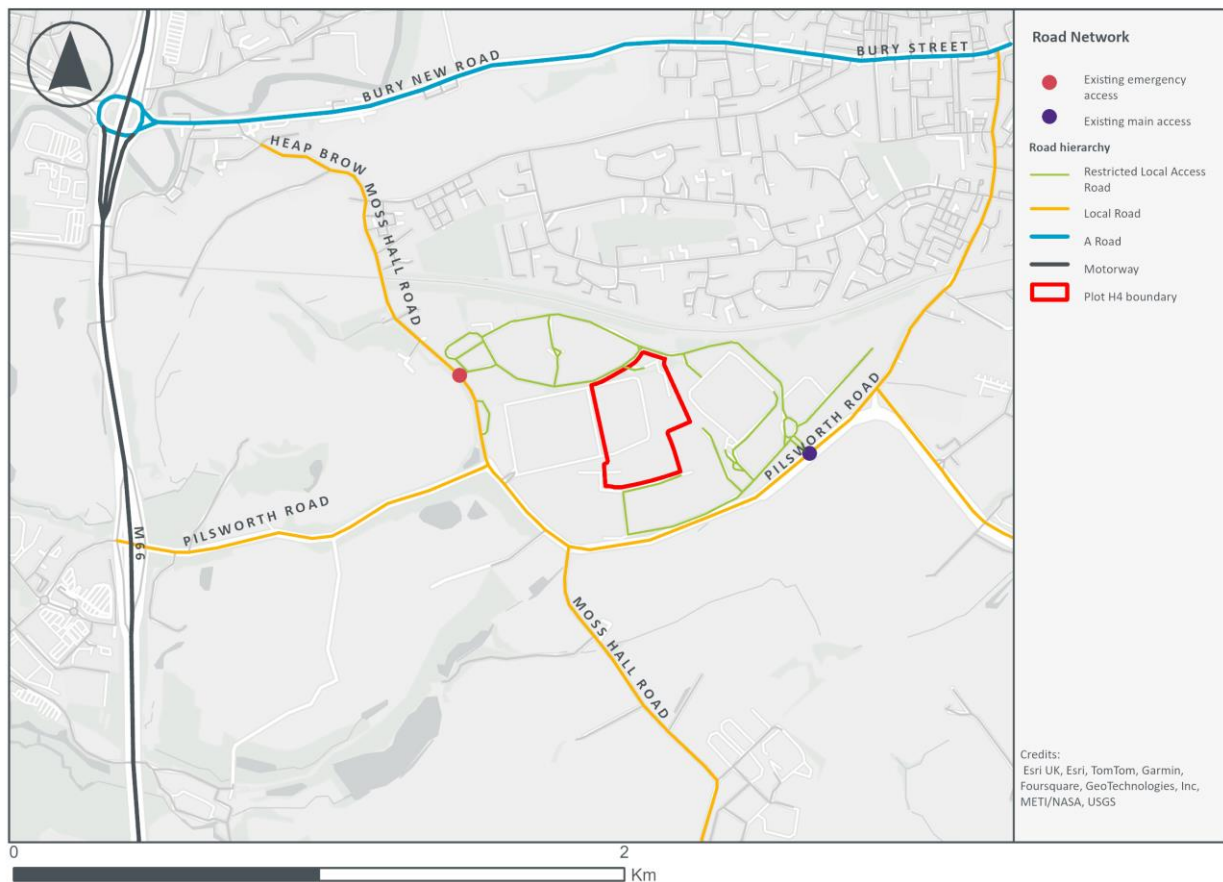
Table 2-1: Local Amenities Within Walk and Cycle Distance of the Site

Amenity	Location	Walk/Cycle Distance from Site
Food outlet	The Bungalow Shop, with potential for food provision (e.g. a canteen or vending machine) within the development	1.8km
Access to cash	At The Bungalow Shop (charges for withdrawals) / Tesco Express in Heywood (free cash withdrawals)	1.8km / 2.5km
Outdoor open space	Green bordered by Argyle Street, as well as some green space within the wider Heywood Distribution Park	1.9km
Recreation/leisure facility	Berwick Fitness and JACKOS Gym / Heywood Sports Village	Both 2.8km
Postal facility	Within Heywood Distribution Park	0.6km
Community facility	St Margarets C of E Church Hall	2.7km
Pharmacy	Cohen's Pharmacy	2.6km
GP Surgery or Medical Centre	Heywood Health	2.5km
Childcare/School	Woodland Community Primary School	2.0km

2.3 Local Highway Network

2.3.1 Figure 2-1 illustrates the local highway network in the vicinity of the site.

Figure 2-1: Local Highway Network





- 2.3.2 Pilsworth Road is a two-way single carriageway road which is subject to a 40mph speed limit. To the east, this connects via a new link road, Queen Elizabeth II Way, to junction 19 of the M62. This link road was constructed to support the Land at South Heywood development.
- 2.3.3 To the west of the distribution park, Pilsworth Road forms a signalised junction with Moss Hall Road: Pilsworth Road forms the southern and western arms, whilst Moss Hall Road forms the northern arm. The western Pilsworth Road arm subsequently links to the M66 junction 3.
- 2.3.4 To the north of the emergency access on Moss Hall Road, there is a restriction in place preventing use by HGVs of 18 tonnes or over between 20:00 and 06:00. Further north, Moss Hall Road becomes Heap Brow, which then forms the minor arm of a ghost island priority junction with the A58 Bury New Road.

2.4 Predicted Travel

- 2.4.1 This FTP has been prepared to accompany an outline planning application for the site, and therefore it is not possible for the current travel patterns to be established at this stage.
- 2.4.2 As a proxy, Census 2011 data was used to estimate the likely modal split of journeys to work associated with the site, based on those employed in Middle Super Output Area (MSOA) Rochdale 019.
- 2.4.3 It is worth noting that the site can also be expected to generate a significant number of other, operational trips. The significant majority of these operational trips are expected to be undertaken by HGVs and LGVs.

Table 2-2: Journeys to Work Modal Split

Mode	Percentage
Underground, metro, light rail or tram	1%
Train	0%
Bus, minibus or coach	7%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	72%
Passenger in a car or van	8%
Bicycle	2%
On foot	8%



3 Travel Plan Scope

3.1 Aim

- 3.1.1 The overall aim of this Framework Travel Plan is to encourage a shift to sustainable modes of transport for staff journeys to and from work at Plot H4 within the Heywood Distribution Park. The FTP also seeks to reduce the impact of the operational trips, which will largely be HGV and LGV trips.

3.2 Objectives

- 3.2.1 The objectives of this FTP are as follows:
- Achieve widespread awareness of the FTP and its constituent measures amongst staff at the development;
 - Reduce the number of single occupancy journey to work vehicle movements to and from the development site;
 - Ensure that the site is accessible to all and that it responds to the needs of vulnerable groups such as those with mobility problems;
 - Avoid parking overspill from the development onto existing local roads;
 - Address specific transport problems identified at the site, such as walking and cycling links;
 - Enable staff to have an informed choice of transport options to get to work;
 - Cut carbon emissions associated with transport, generated by trips to and from the site;
 - Encourage uptake of active travel modes for journeys to work to improve the health and wellbeing of staff; and
 - Promote a sustainable, vibrant workplace.

3.3 Targets

- 3.3.1 The FTP targets should be SMART, which means they should be:
- Site-specific
 - Measurable
 - Achievable
 - Realistic and
 - Time-Specific



3.3.2 The proposed journey to work targets are set out in Table 3-1, targeting a five percentage point reduction in those driving a car or van. The suitability of these targets would be reviewed following the completion of the baseline travel surveys.

Table 3-1: Journey to Work Targets

Mode	Baseline	Year 1	Year 3	Year 5
Underground, metro, light rail or tram	1%	1%	1%	1%
Train	0%	0%	0%	0%
Bus, minibus or coach	7%	8%	8%	9%
Taxi	1%	1%	1%	1%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	72%	70%	68%	67%
Passenger in a car or van	8%	8%	8%	8%
Bicycle	2%	3%	4%	4%
On foot	8%	8%	9%	9%

3.3.3 Alongside this, it may be appropriate for targets to be set in relation to operational trips. This would be dependent on the nature of the business occupier, and therefore this would be confirmed within the Full Travel Plan(s) for the site.



4 Travel Plan Delivery

4.1 Travel Plan Coordinator

- 4.1.1 This section sets out details of the management and co-ordination of the Travel Plan. It will be fundamental to the success of the TP that sufficient resources are allocated to develop and implement the measures in the plan, and it is anticipated that this will be the responsibility of Travel Plan Co-ordinator (TPC). It may be appropriate to have more than one TPC, if the site is used by multiple occupiers.
- 4.1.2 The TPC will be responsible for implementing the measures and undertaking the surveys as set out in this FTP, which will be a part time role. The contact details for the TPC will be provided to TfGM upon appointment, and in the event that there is a change in details.

4.2 Measures

- 4.2.1 The initiatives contained within the Travel Plan will be supported by the developer for a five-year period from occupation of the site. The five-year long support will give the initiatives sufficient time to embed the ethics of 'greener travel' and should promote greater awareness of travel choice. Further details, including budget requirements, will be established within the Full Travel Plans for the site. The measures set out are in line with the BREEAM New Construction 2018 considerations.

Travel Welcome Pack

- 4.2.2 Each employee will be provided with a Welcome Pack upon the opening of the site. It is anticipated that the packs will contain the following information, which will be bespoke to the Plot H4 development:
- Details of the Travel Plan measures and objectives;
 - Walking and cycling maps illustrating local routes;
 - Map showing public transport information, and how this can be accessed;
 - Useful websites / contacts for public transport, walking, cycling and car sharing schemes;
 - Promotion of Smartphone apps for up-to-date / real time public transport, walking and cycling information and maps; and
 - Promotion of the health benefits associated with walking and cycling.

Newsletters

- 4.2.3 Annual newsletters will be provided to residents for the duration of the Travel Plan. Where possible, these will be distributed by email.



4.2.4 The newsletters will provide details of any updates to the information contained in the Welcome Pack, and may include the following (exact content will vary year on year depending on monitoring and a need to target specific modes):

- Information about local and national events, such as Walk to Work Week and Liftshare week
- Website links to various travel websites, including journey planning websites
- Public transport information
- Information on the benefits of walking and cycling
- Information on car sharing
- Updates on progress towards the mode shift target
- Information on active travel events

Steering Group

4.2.5 It may be appropriate to establish a steering group, with the aim to manage and mitigate the impact of the development on the surrounding transport infrastructure. It is anticipated that the steering group would meet annually, and would be open to all employees at the site.

Initiatives to Support Walking and Cycling

4.2.6 Cycle parking spaces will be provided across the site. The cycle parking will be secure, well-lit and covered. Appropriate on-site security measures, such as CCTV, will also be provided. Alongside this, there may be scope for the development to incorporate additional cyclists' facilities, such as lockers, showers, changing facilities and drying spaces.

4.2.7 Walking and cycling routes between the site and the wider distribution park will be provided to make these options an attractive choice. There are then onward connections to the surrounding areas. Within the development, the routes will be appropriately lit and landscaped to ensure they are attractive for all users.

4.2.8 Within the Welcome Pack staff will be made aware of the numerous Smartphone applications which can help plan / map journeys on foot, by cycle or by public transport. The health benefits associated with walking and cycling will also be promoted within the Welcome Pack.

Public Transport Access

4.2.9 Given the scale of development proposed, it is not considered that it would be appropriate for any bus service changes to be implemented to support it. However, it is proposed that public transport information will be provided on a noticeboard within the site, updated as relevant. This can also incorporate information on walking and cycling provision and access to local amenities.



Car Sharing

- 4.2.10 Staff will be encouraged to car share through information contained within the Welcome Pack, which will promote potential websites which can be used to facilitate such connections. There may also be scope for a car sharing group to be set up for the site, depending on shift patterns.
- 4.2.11 Alongside this, it may be appropriate for priority car parking spaces to be provided for car sharers to encourage multi-occupancy vehicle use in favour of single-occupancy vehicle use. These spaces would be located nearest the development entrance.
- 4.2.12 No taxi drop-off or waiting areas are proposed, as the number of such trips would be negligible.

Car Park Management

- 4.2.13 The development will be supported by electric vehicle charging provision and blue badge spaces. These will be appropriately signed and managed. In total, 10% of spaces will be fitted with active electric vehicle charging provision, with a further 10% benefitting from passive provision.
- 4.2.14 Given the likely shift patterns of staff working on the site, it is not considered that it would be appropriate for car parking charges to be applied in this location.

Personalised Travel Planning

- 4.2.15 Personalised travel planning is a process where individualised travel marketing and tailor-made information on sustainable travel in their local area is provided, enabling people to walk, cycle, car share and use public transport more often.
- 4.2.16 The TPC contact details will be provided within the Welcome Pack, with staff able to make contact if they wish to benefit from personalised travel planning services.

4.3 Monitoring

Baseline Surveys

- 4.3.1 It is proposed that baseline surveys will be undertaken within three months of occupation. These would be carried out by the TPC, and cover staff journey to work trips. It is anticipated that these will take the form of a brief questionnaire survey.
- 4.3.2 Alongside this, it may be appropriate to monitor operational trips. This will be dependent on the nature of the business occupier, and therefore this will be confirmed within the Full Travel Plan(s).
- 4.3.3 The results of the baseline surveys will be included within an updated Travel Plan, which will be sent to Rochdale Borough Council and Transport for Greater Manchester within a month of the survey completion.



Future Surveys

- 4.3.4 Future surveys will subsequently be undertaken at year 1, 3 and 5. These will again cover commuting trips and will be the responsibility of the TPC, taking the form of a brief questionnaire survey.

4.4 Review

- 4.4.1 Review will take the form of assessing the performance of the Travel Plan against the aims, objectives, and the agreed targets and identifying any additional measures as may be necessary to help achieve the targets. Following the completion of the surveys, a Travel Plan Update Report will be submitted to Transport for Greater Manchester.
- 4.4.2 The monitoring reports will additionally set out:
- The number and scope of people surveyed
 - The method of data collection and response rate
 - The number and percentage of people travelling by each mode
 - How people would prefer to travel to the site, and what would encourage people to use sustainable modes of travel (where this information is obtained)
- 4.4.3 Should the targets not be met, it may be necessary for remedial measures to be identified and implemented. These will be identified by the TPC.

4.5 Action Plan

Action	Indicative Timescale	Responsibility
Identification of Travel Plan Coordinator	Prior to occupation of the site	Development / Occupier
Establish a Travel Plan Steering Group	Within six months of first occupation	TPC
Preparation of Welcome Pack for staff	Issued to staff upon occupation	TPC
Preparation of newsletter	Annually	TPC
Provision of suitable cycle parking	Prior to occupation	Developer
Provision of pedestrian and cycle access	Prior to occupation	Developer
Promotion of car sharing	Within the Welcome Pack	TPC
Promotion of smartphone apps	Within the Welcome Pack	TPC
Promotion of health benefits of walking and cycling	Within the Welcome Pack	TPC
Provision of public transport schedules	Within the Welcome Pack	TPC
Provision of electric vehicle charging points	First spaces to be installed prior to first occupation of the site	Developer



5 Summary

- 5.1.1 The purpose of this FTP is to encourage the use of sustainable modes of travel for trips to and from the development. This FTP has been prepared to address the requirements set out within the BREEAM UK New Construction 2018 document.
- 5.1.2 It is anticipated that the development of a Full Travel Plan will be conditioned as part of a planning permission for the site. The resultant occupiers will then be responsible for implementing and supporting the Travel Plan in operation.