

TRANSPORT & INFRASTRUCTURE PLANNING

Trammell Crow Company Logistics (Heywood) Ltd
Heywood Stores Site
Manchester Road, Heywood
Framework Travel Plan

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1. INTRODUCTION

Appointment

- 1.1 BWB Consulting Limited (BWB) has been appointed by Trammell Crow Company Logistics (Heywood) Limited ("the Applicant") to produce this Framework Travel Plan (FTP) report to support a full planning application for the proposed redevelopment of the Heywood Stores site located to the north of Manchester Road in Heywood ("the Site").
- 1.2 The proposals consist of the redevelopment of the site comprising the demolition of all existing units and erection of new storage and distribution units (Use Class B8) with ancillary office space, vehicular, pedestrian and cycle access, external yards, parking, landscaping and associated works.
- 1.3 AshtonSmith Drawing Ref. '21157-ASA-00-ZZ.ZZ-D-A-0003_(S3-P12)' shows the Proposed Site Layout and a copy of this is included in **Appendix 1**.
- 1.4 The local planning and highway authority is Rochdale Borough Council (RBC), a unitary authority.

Definition of a Travel Plan

- 1.5 As quoted in the Department for Transport's (DfT) guidance¹ a Travel Plan is "a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed".
- 1.6 Travel Plans therefore set out ways in which an organisation can reduce the number of vehicle trips to their site by promoting more sustainable travel options. It is site specific and considers the unique needs and interests of employees, visitors, and deliveries in the context of the local environment and transport network.
- 1.7 Travel Plans involve the development of agreed targets and outcomes which are linked to an appropriate package of measures that aim to reduce the need to travel, encourage more sustainable journeys, and reduce car use for all trips associated with the development. The Travel Plan process also includes continuous monitoring, review, and refinement with travel survey data used to better understand trends in travel patterns. The Travel Plan is therefore a living document that will be continually updated.

Travel Plan Objectives and Benefits

- 1.8 The National Planning Policy Framework (NPPF)² and the Planning Practice Guidance (PPG)³ set out in detail the Central Government Guidance with respect to Travel Plans.

¹ Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport, April 2009

² National Planning Policy Framework, Department for Communities and Local Government, February 2019

³ Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Making, 2014

1.9 Travel Plans aim to meet the objectives contained within the above documents and to achieve the minimum number of single occupancy car movements to and from a site. This could have positive effects such as:

- Reducing pressure on the surrounding highway capacity, particularly at peak times, cutting carbon emissions and their contribution to climate change;
- Reducing road danger and protecting vulnerable road users;
- Reducing the cost of works on the highway or other transport infrastructure;
- Encouraging more active travel with associated health gains;
- Improving local air quality;
- Reducing noise pollution;
- Addressing the access needs of site users, by supporting walking, cycling and public transport and;
- Providing adequately for those with mobility difficulties.

1.10 A Travel Plan also aims to:

- Deliver a focused approach to encourage alternative travel behaviour for staff and visitors associated with the Site;
- Encourage and facilitate the use of safe and viable alternatives to single occupancy car travel to and from the Site;
- Increase staff and visitor's awareness of the potential for, and advantages of, travelling by sustainable modes of transport, including walking, cycling, public transport, and car sharing for all journeys;
- Inform staff and visitors of the social, environmental, and economic costs of their travel choices;
- Provide practical information on how staff and visitors can travel by more sustainable transport modes, including car sharing, with integration between different transport modes for all journeys;
- Provide practical initiatives based on regular appraisal of travel patterns;
- Achieve more attractive environments that contribute to regeneration and renewal initiatives; and
- Represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using cars where alternatives exist.

Introduction to this FTP

1.11 This FTP outlines the proposed targets and measures aimed at reducing single occupancy car travel for employees and visitors to and from the Site by encouraging travel by sustainable modes.

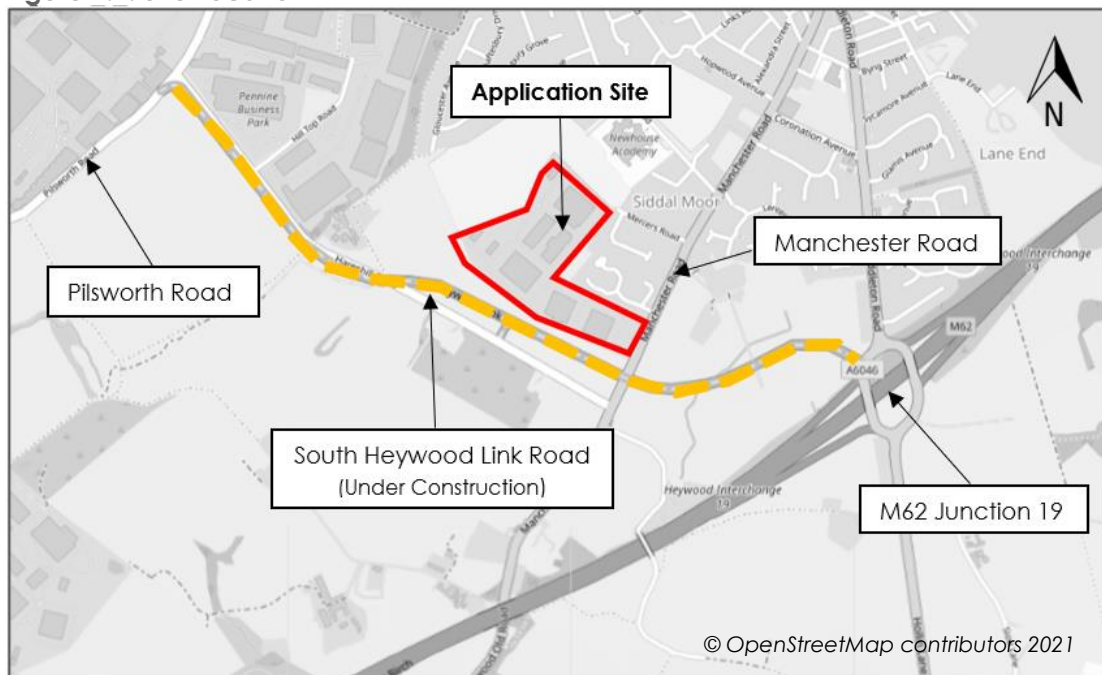
1.12 Management of the TP represents an important element in pursuing the overall objective and aims of it. Therefore, a Site-Wide Travel Plan Coordinator (SWTPC) will manage the overall Travel Plan process on the Site. Details of the SWTPC's role and unit-specific Travel Plan Coordinators (TPCs) is explained in further detail later in this report.

2. EXISTING CONDITIONS

Site Location

- 2.1 The Site is located to the west of A6045 Manchester Road in Heywood. It is currently located approximately 1.5km west of M62 Junction 19 and 1.6km east of Pilsworth Road. The Site location in relation to the wider area of Heywood and local highway network is shown in **Figure 2.1**.

Figure 2.1: Site Location



- 2.2 The official red line Site Location Plan is included in **Appendix 2**.

Existing Site

- 2.3 The Site currently comprises nine sheds with a total building floor area of 31,900 sq.m with vehicle access from the A6045 Manchester Road. The Site has a certificate of lawful use for B8 Use Class (Planning Ref. 21/01298/CPE).

Local Highway Network

- 2.4 A6045 is a single carriageway road which runs from the staggered crossroads of Sefton Street and Ormerod Street to the north and to Manchester Old Road (A576) to the south. A6045 will continue to provide access to the Site and has approximately 2.0-metre-wide footways at the Site access. The road is subject to a 30mph speed limit throughout.

Active Travel Infrastructure and Accessibility

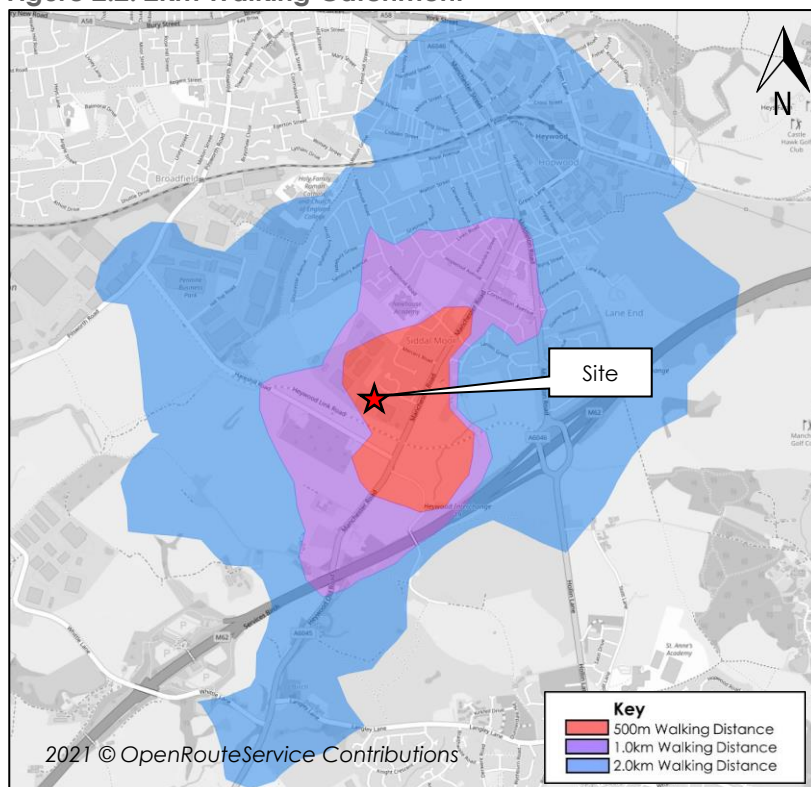
Pedestrian Infrastructure

- 2.5 The Site benefits from being well connected to surrounding areas by pedestrian infrastructure. There is a 2.0-metre-wide footway adjacent to the Site access on the western side of A6045, which includes dropped kerbs and tactile paving. There is step-free access between the Site and bus stops on A6045.
- 2.6 There is a pedestrian crossing at the A6045 and Hareshill Road junction, with dropped kerbs, tactile paving and large pedestrian island in the central reservation, approximately 190m to the south of the Site. There is an additional pedestrian crossing provided on A6045 to the north of the Site, with a pedestrian island in the central reservation.

Pedestrian Accessibility

- 2.7 The Guidelines for Providing for Journeys on Foot (GPJF) document⁴ describes acceptable walking distances to new developments for pedestrians without mobility impairment. GPJF suggests that the 'preferred maximum' walking distance for commuting is 2km with 'acceptable' and 'desirable' walking distance of 1km and 500m respectively.
- 2.8 **Figure 2.2** identifies a 2km walking catchment from the Site.

Figure 2.2: 2km Walking Catchment



⁴ The Institution of Highways and Transportation 'Guidelines for Providing for Journeys on Foot'

- 2.9 As shown, the settlements of Heywood and Siddal Moor are located within walking distance of the Site.
- 2.10 As part of the proposals for the South Heywood Link Road (currently under construction), new traffic signal-controlled pedestrian crossings are being provided at the new A6045 Manchester Road/Heywood Old Road. A segregated foot/cycleway is also set to be implemented as part of the proposals, which shall run from the new signal-controlled cross-roads junction at the A6045/Harehills Road junction to Heywood Interchange. This shall connect with the existing infrastructure in place at Heywood Interchange, increasing the pedestrian connectivity to the Site.

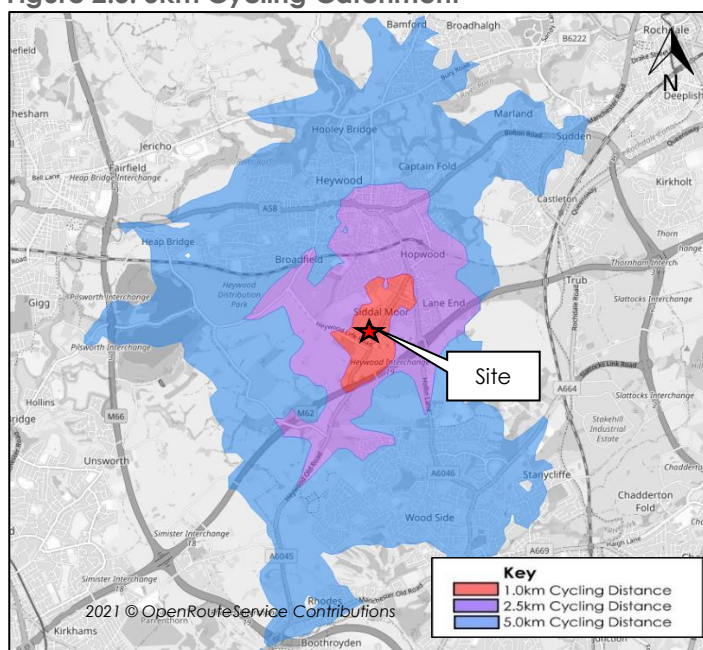
Cyclist Infrastructure

- 2.11 The Site benefits from being well connected to surrounding areas by cycling infrastructure. There is a cycleway provided on Heywood Old Road, approximately 1.4km to the south-west of the Site, providing access to Rhodes and Boothroyden to the south of the Site.

Cyclist Accessibility

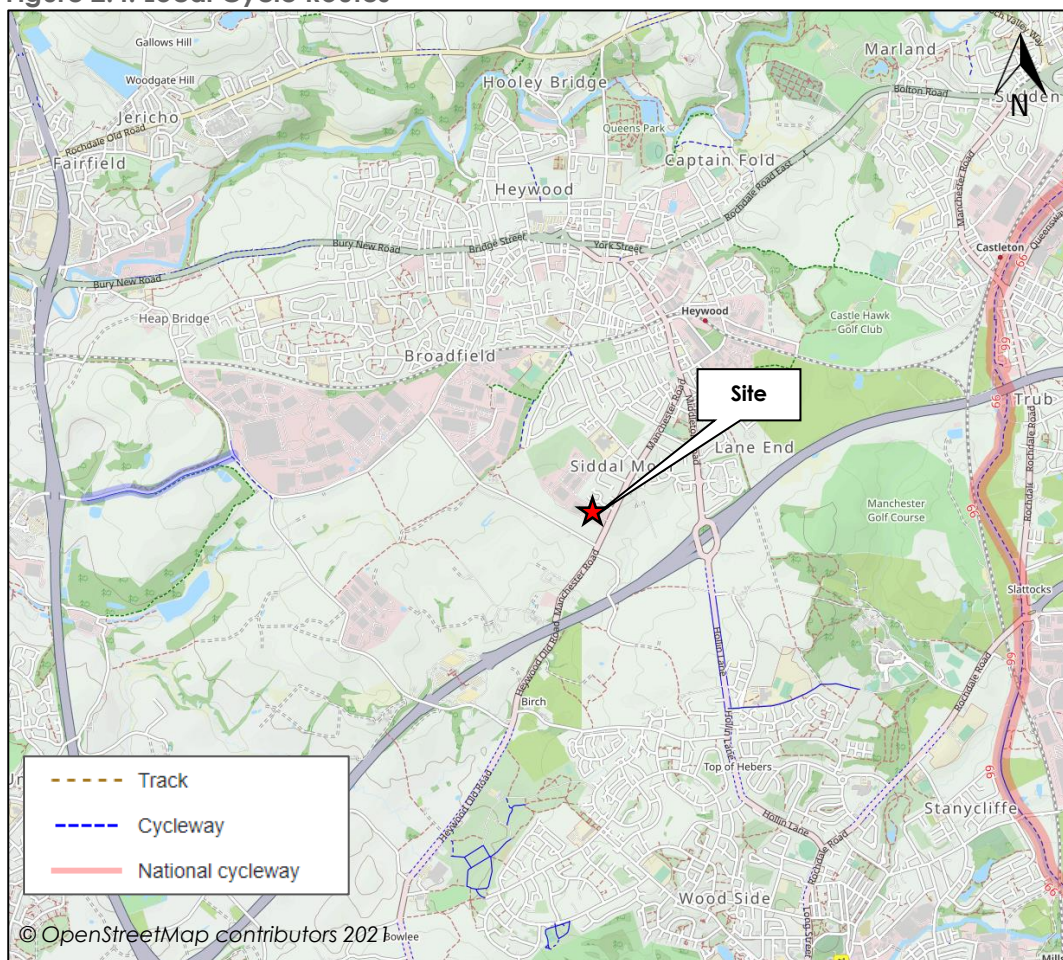
- 2.12 Local Transport Note (LTN) 1/04 states that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.
- 2.13 **Figure 2.3** shows a 5km cycling catchment from the Site.

Figure 2.3: 5km Cycling Catchment



- 2.14 As shown, the entirety of Heywood is within cycling distance of the Site. In addition to Heywood, the settlements of Siddal Moor, Hopwood, Wood Side and Broadfield are also within cycling distance.
- 2.15 A segregated foot/cycleway is being implemented as part of the South Heywood Link Road scheme, providing access from Heywood Distribution Park to Heywood Interchange. This route will be accessible from the Site and will provide access to the existing on-street cycle lane provided at Heywood Interchange and A6046, approximately 950m to the west of the Site.
- 2.16 BWB has also identified local and National Cycle Network (NCN) routes in the vicinity of the Site. These are shown in **Figure 2.4**.

Figure 2.4: Local Cycle Routes



Public Transport

Bus Services

- 2.17 The nearest bus stops to the Site are located along Manchester Road, adjacent to the Site access. Both bus stops are within 350m walking distance of the Site and can be accessed via the footways alongside Manchester Road. There is an additional bus stop located 500m to north of the Site.

- 2.18 **Table 2.1** and **Table 2.2** provide a summary of the weekday and Saturday bus services available in the vicinity of the Site respectively.

Table 2.1: Summary of Weekday Bus Services

Service number and route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
125 – Rhodes – Middleton – Siddal Moor – Heywood	07:47	07:07	18:04	18:32	Hourly
781 – Heywood – Langley – Stanycliffe	07:15	14:40	-	-	One service per day

Note: Timetable information obtained (June 2022), First/last service based on time service arrives/leaves the nearest bus stop to the development Site.

Table 2.2: Summary of Saturday Bus Services

Service number and route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
125 – Rhodes – Middleton – Siddal Moor – Heywood	09:04	08:32	18:04	18:28	Hourly

Note: Timetable information obtained (June 2022), First/last service based on time service arrives/leaves the nearest bus stop to the development Site.

- 2.19 As shown, the Site benefits from being accessible by regular bus services throughout the week; with at least one bus every hour Monday-Saturday. The Site is accessible by bus from several local settlements including Rhodes, Siddal Moor and Heywood.
- 2.20 As part of the South Heywood Link Road proposals, commitments have been made to improving local bus services. The 163 service will be diverted to provide access from A6045 to the proposed traffic signal-controlled cross-roads junction at A6045 Manchester Road/Heywood Old Road. The 163 service provides weekday services every 15 minutes to Manchester Piccadilly and Bury Interchange.
- 2.21 To the north of the Site, the bus stop adjacent to Bader Drive is being upgraded as part of the link road improvements. Furthermore, a peak hour express service to Manchester from Heywood Town Centre will run adjacent to the Site, further improving its accessibility by public transport. It is anticipated that the link road and associated sustainable travel improvements will be operational in advance of the proposed development being operational.

Rail Services

- 2.22 The nearest railway station is Castleton Station, which is 4.2km walking distance from the Site. **Table 2.3** summarises the key destinations accessible from Castleton Station along with approximate frequencies and journey times.

Table 2.3: Local Rail Services

Destination	Approx. Weekday Daytime Frequency	Approx. Journey Time
Manchester Victoria	Hourly	20 mins
Rochdale	Every 2 hours	10 minutes

Note: Timetable information obtained (June 2022)

Public Transport Accessibility Index (AI) Calculation

- 2.23 This review of existing public transport facilities and accessibility concludes with a calculation of the public transport Accessibility Index (AI) using the 'BREEAM 2018 Tra01/02 Accessibility Index Calculator'. A copy of the AI Calculation is provided in **Appendix 3** and is summarised below.
- 2.24 The AI is an indicator of the accessibility and density of the public transport network. It is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services, and their proximity to the building, the higher the AI.
- 2.25 **Table 2.4** sets out the information required to calculate the public transport AI and is essentially a summary of the aforementioned information.

Table 2.4: Transport Accessibility Index Information

Node	Distance to Node	Average frequency per hour
A6045 Bus Stops (North and Southbound)	50m	2
Castleton Train Station	4200m	1

- 2.26 As shown by the AI Calculation in **Appendix 3**, the Accessibility Index of the Site is 2.68. This is based on existing services only and does not account for any improvements associated with the South Heywood scheme.

3. PROPOSED DEVELOPMENT

Overview

- 3.1 The application proposes to redevelop the Site to provide 3 no. B8 Storage and Distribution units with ancillary office space.
- 3.2 The proposed schedule of development is presented in **Table 3.1**.

Table 3.1: Proposed Schedule of Development

Ref.	Floor Area (sq.m)
Unit 1	4,923
Unit 2	4,533
Unit 3	35,937
Total	45,393
Source: AshtonSmith Drawing '21157-ASA-00-ZZ.ZZ-D-A-0003_(\$3-P12)_Proposed Site Layout'	

- 3.3 The Proposed Site Plan is included within **Appendix 1**.

Vehicular Access

- 3.4 Vehicular access to the Site will be retained from Manchester Road, albeit improvements made to accommodate two-way HGV movements.
- 3.5 The Unit 1 service yard and car park will be accessed via a spur off the access road located approximately 60 metres away from the Site access junction. This arrangement is similar to the existing layout.
- 3.6 Thereafter, the access road heads towards and along the southern Site boundary servicing the Unit 2 car park and service yard and terminating at the Unit 3 car park entrance.

Pedestrian and Cyclist Access

- 3.7 The access has been designed with 2.0m wide footways on both sides, providing access for both pedestrians and cyclists to the Site.

Car Parking

- 3.8 Unit 1 has 40 car parking spaces, of which four are accessible bays for disabled persons, three are car sharing parking spaces and three are electric vehicle charging points (EVCPs), including one of the accessible bays.
- 3.9 Unit 2 also has 40 car parking spaces, of which four are accessible bays for disabled persons, three are car sharing parking spaces and three are electric vehicle charging points (EVCPs). Of the four accessible bays for disabled persons, including one of the accessible bays.

- 3.10 Unit 3 has a total of 319 car parking spaces, of which 18 are accessible bays for disabled persons, 15 parking spaces are EVCPs (including one of the accessible bays) and 12 spaces are for car sharing.

Cycle Parking

- 3.11 All units will have access to individual cycle shelters, with Units 1 and 2 providing 10 cycle parking spaces each and Unit 3 providing 40 cycle parking spaces.

Motorcycle Parking

- 3.12 Unit 1 has two motorcycle parking spaces.
- 3.13 Unit 2 also has two motorcycle parking spaces.
- 3.14 Unit 3 has nine motorcycle parking spaces.

4. TARGETS

- 4.1 Targets are measurable goals which are set in order to assess whether the objectives of the plan have been achieved. They need to be realistic and take account of the particular circumstances and location of the Proposed Development.
- 4.2 In order to enable effective monitoring, the Target should be 'SMART' i.e. they must be:
- **S**ite-specific;
 - **M**easurable;
 - **A**chievable;
 - **R**ealistic; and
 - **T**ime-bound.
- 4.3 In order to determine suitable targets for the Proposed Development, it is essential that the baseline conditions are established. This would be achieved by undertaking an informal employment baseline travel survey within three months of occupation of the Proposed Development. This information would guide the production of targets for the Proposed Development.
- 4.4 Surveys would be undertaken annually on the anniversary of the baseline survey. Therefore, the initial survey would be used to establish the proportion of employees using various modes of travel and the surveys in the first year would assist to establish trends.
- 4.5 These targets must not be omitted or changed without prior consultation with the Council.
- 4.6 In lieu of baseline information specific to the Proposed Development being available for interrogation, initial targets have been set to give an indication of the impact that the Travel Plan would have on multi modal trips.
- 4.7 To this end, these targets are established below, based on the existing modal splits in North-West Rochdale 020 (E02001151) and the expectations of the Travel Plan. It is expected that this type of data would form the basis of any future Targets of the Travel Plan through the review period and would also set a benchmark in the initial period to monitor the impact of a number of measures, such as bicycle loans, against which the Targets can be reviewed from the outset.
- 4.8 Therefore, reference is made to the current national, regional and local travel patterns from the 2011 Census. **Table 4.1** sets out the existing modal splits and shows that North-North-West Rochdale 020 (E02001151) Mid layer Super Output Area (MSOA) has a higher number of people commuting by car than the whole authority.

Table 4.1: Method of Travel to Work

Travel Mode	Local Authority North-West Rochdale	Output Area North-East Rochdale 020
Underground, metro, light rail or tram	0.1%	0.1%
Train	1.0%	0.3%
Bus, minibus or coach	8.1%	5.4%
Taxi	1.9%	1.6%
Motorcycle, scooter or moped	0.6%	0.7%
Driving a car or van	68.4%	74.9%
Passenger in a car or van	7.5%	7.4%
Bicycle	1.3%	1.2%
On foot	10.9%	8.1%
Other method of travel to work	0.4%	0.3%

4.9 Therefore, given the location of the Site and its mode share when compared to the rest of Rochdale, adopting a shift of 6.5% is appropriate and this would bring the Site closer to the local average. For the purpose of setting these initial targets, the shift from car travel is shared across cycling, walking, car sharing and public transport.

4.10 The resultant target modal splits for the Site, over the first five years of the Travel Plan are demonstrated in **Table 4.2**.

Table 4.2: Preliminary Modal Shift Targets

Travel Mode	Existing (2011 Census – MSOA)	Travel Plan Period				
		1	2	3	4	5
Underground, metro, light rail or tram	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
Train	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%
Bus, minibus or coach	5.4%	5.7%	6.1%	6.4%	6.7%	7.1%
Taxi	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%
Motorcycle, scooter or moped	0.7%	0.7%	0.7%	0.7%	0.7%	0.7%
Driving a car or van	74.9%	73.6%	72.3%	71.0%	69.7%	68.4%
Passenger in a car or van	7.4%	7.7%	8.1%	8.4%	8.7%	9.1%
Bicycle	1.2%	1.5%	1.8%	2.2%	2.5%	2.8%
On foot	8.1%	8.4%	8.8%	9.1%	9.4%	9.8%
Other method of travel to work	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%

Source: Nomis – Office for National Statistics

4.11 **Table 4.2** shows that over the first five years of the Travel Plan the Targets would reduce the number of single occupancy car trips by a total of 6.5%.

- 4.12 However, the above targets are preliminary targets and once the baseline survey are carried out site-specific targets can be set in liaison with the Council.

5. MEASURES AND INCENTIVES

Introduction

- 5.1 Prior to setting out the measures proposed to achieve the Travel Plan targets, it is worthwhile highlighting that there are practicalities in the operation of employment developments that should be recognised. For example, the nature and hours of operation and the variety of shift patterns, will have a significant effect on the travel mode that each member of staff chooses to use to travel to and from work. Staff will be more inclined to use their cars to travel to and from work if they are travelling late at night/after dark.
- 5.2 Furthermore, staff may choose their travel to work mode to fit around other commitments, such as picking their children up from school. This would again have a significant effect on the travel mode that each member of staff chooses to use to travel to and from work.
- 5.3 Therefore, measures and incentives proposed in this Travel Plan have been carefully considered to address the needs of the staff who travel both inside and outside the highway peak hour periods.
- 5.4 The future end occupiers would expand on the guidance within this Framework Travel Plan, specific to their operational requirements. The Travel Plan would be implemented within three months of the first occupation of the Proposed Development and shall be maintained for five years from the first occupation.
- 5.5 To provide accurate and clear timescales for the implementation of the Travel Plan, its associated measures, incentives and targets are linked to the construction and occupation of the Proposed Development.
- 5.6 The measures relate to the potential for reducing the need to travel, and where travel is necessary, promoting and increasing travel by sustainable modes, amongst all staff and deliveries. The methods for implementing, monitoring, and reviewing the success of these measures are detailed in **Section 6**.
- 5.7 This section details the measures that could be implemented. Implementation of measures will be managed and monitored by the Site Wide Travel Plan Co-ordinator (SWTPC).

Measures and Incentives – Promotion and Awareness Raising

- 5.8 The Site is accessible to pedestrian, cycle, and public transport users. Therefore, the Travel Plan will focus on the promotion of the existing travel opportunities to and from the Site. It is essential that the travel opportunities are clearly highlighted and promoted to all employees, in order to allow people to choose alternative modes of travel.

TP1: Appointment of Site-Wide Travel Plan Co-ordinator

- 5.9 The first stage would be the appointment of a SWPTC. The role of the SWPTC is detailed in **Section 6**.
- 5.10 The SWTPC would be responsible for managing and implementing the process of engaging with future staff at the Site as part of tenant commitment to the Travel Plan process.
- 5.11 The SWTPC would obtain a written statement from the end user demonstrating commitment to the Travel Plan and the associated measures.

TP2: Travel Welcome Pack

- 5.12 The Travel Plan would be promoted to prospective and new staff as part of the recruitment process, including providing a copy of the Travel Welcome Pack with any formal job offer.
- 5.13 The content of the Travel Welcome Pack would include:
- Pedestrian and cycle route map, with key locations, such as transport interchanges, local facilities and short-cuts, and the distances and journey times to key destinations;
 - Information on the local bus routes, service timetables, stop locations, and fares;
 - Contact details for the SWTPC;
 - Information on any incentives available to encourage employees to travel sustainably, and how employees can obtain these incentives (see below);
 - Public transport information, including a bus and train route map and the latest timetable information. The Welcome Pack would also include full details of the range of tickets available;
 - Advertise journey planning websites, such as www.nationalrail.co.uk which provide up to date timetable and route information as well as journey times, costs and modal interchange advice;
 - Contact details and a location map showing local car hire and taxi companies; and
 - Advertise details of relevant car share schemes.
- 5.14 The SWTPC would also make themselves available to provide personalised travel advice to the employees if required.

TP3: Travel Information Boards and General Travel Plan Awareness

- 5.15 After initial communication, the awareness raising process would be maintained through notice boards within the individual buildings. This would allow the information to be seen by all staff. The SWTPC would be responsible for ensuring that the information is relevant and kept up-to-date.

- 5.16 The SWTPC would investigate running their own promotional Travel Plan events, such as 'Bikers Breakfast' for anyone who cycles to work, or car sharing events, to publicise car sharing and highlight the social element. These events would be advertised on the Travel Information Boards.
- 5.17 To encourage walking and cycling, the health benefits of travelling by these modes would be published on the staff notice boards.
- 5.18 The notice boards would also display information produced for the welcome packs including a pedestrian and cycle route map and information on the local bus routes, service timetables, stop locations and fares.
- 5.19 By implementing the above measures, all staff would have the necessary information about the local pedestrian and cycle routes, and public transport services, to allow them to realistically consider the use of these modes of travel.

Measures and Incentives – Encouraging Other Modes

TP4: Provision of Cycle Facilities

- 5.20 Parking for bicycles will be provided on the Site for each of the units and the use of the spaces would be monitored to ensure that sufficient spaces are provided. Eight cycle parking spaces are provided in secure cycle shelters for each of the units.

TP5: Cycle to Work Scheme

- 5.21 The end occupiers would investigate enrolling in a Cycle2Work scheme where employees would be able to enter into a salary sacrifice scheme for employees in order to purchase a bike at a discount.

TP6: Personalised Travel Planning

- 5.22 All employees would be offered personalised travel planning, to be undertaken by the TPC.

Measures and Incentives – Car Use

TP7: Car Sharing

- 5.23 The SWTPC and unit-specific TPCs would promote car sharing amongst staff via "word of mouth".
- 5.24 The following measures would also be undertaken to maximise the potential for car sharing at the Proposed Development:
- Promote the potential financial savings that staff would make by sharing their car through information presented on the Travel Notice Board; and
 - Provide an emergency 'get you home' service in the event of emergency/ sickness for staff not travelling to work in their own car.

- 5.25 Electric vehicle charge point (EVCP) spaces will be provided in accordance with Section 3 of this report.

Measures and Incentives – Management

TP9: Travel Surveys and Travel Plan Management

- 5.26 Annual surveying of staff travel patterns, in the form of travel surveys, would also maintain Travel Plan awareness. This is detailed further in **Section 6**.
- 5.27 Also detailed in **Section 6** is the travel plan management strategy for the Proposed Development.

Reducing the Need to Travel

TP10: Reducing the Need to Travel

- 5.28 Where possible, the end user would investigate the use of technology to enable staff to work from home with potential for telephone and video conferencing facilities to aid the reduction of travel to customers, suppliers and partners.
- 5.29 The end users of the Proposed Development would also consider the use of flexitime working for desk-based staff. This can relieve pressure on the road network at peak times and may also allow staff to use sustainable travel with other commitments.

6. IMPLEMENTATION AND MONITORING

Implementation

- 6.1 This Framework Travel Plan establishes a structure within which the user-specific Travel Plans would be prepared and operated.

Travel Plan Co-ordinator

- 6.2 For a Travel Plan to work successfully it is essential that a person be appointed as Travel Plan Coordinator (TPC) for each unit, these are referred to as the unit-specific TPC.
- 6.3 The unit-specific TPCs would report directly to the Site Wide TPC (SWTPC) who would be the single point of contact with the Council.
- 6.4 The SWTPC duties are to be an overall point of contact for travel issues and to promote, coordinate, monitor and review the Travel Plan. The SWTPC would work with the individual TPCs of the units to promote the benefits of the TP tailored for the business.
- 6.5 The SWTPC would be appointed 3 months prior to initial occupation of the first unit and would make themselves known to the Council's Travel Plan team at the start of their appointment. The Council's Travel Plan team would be advised of any changes to the SWTPC which may take place from time to time.
- 6.6 The TPCs for each individual unit would be appointed 3 months prior to initial occupation of that unit and would make themselves known to the SWTPC at the start of their appointment.
- 6.7 The SWTPC would be appointed in time to produce leaflets and informative materials related to the Travel Plan to go into Unit Marketing and Welcome Packs for each unit. Initially, the principal duty of the TPC for each unit would be to promote the Travel Plan to staff with the aid of the SWTPC.
- 6.8 Administration of the Travel Plan involves the maintenance of the necessary systems and on-going promotion. The annual updating of the Plan records is part of the responsibilities of the SWTPC.
- 6.9 The initial goal of the Travel Plan, on occupation of the Proposed Development, is to implement the measures and opportunities for sustainable travel identified for each unit.

Monitoring

- 6.10 The majority of measures to reduce car use and promote sustainable transport initiatives would be in place prior to, or soon after occupation of, the Proposed Development. This would allow people to assess the potential to travel by alternative transport modes and allow a sustainable travel culture to emerge from the outset.
- 6.11 The SWTPC would then issue the survey questionnaires to all staff via the unit-specific TPCs.

- 6.12 The surveys would help to determine the travel patterns at the Proposed Development, the uptake of the measures and incentives proposed in the Travel Plan and help identify any further measures that need to be investigated and proposed.
- 6.13 The monitoring program would also include the following 'hard' data recorded at 12 monthly intervals:
- Usage of cycle parking (number of occupied stands);
 - Demand for car parking (number of spaces occupied);
 - The uptake of any of the incentives offered by the TPC;
 - Demand for car sharing; and
 - Informal comments made by employees regarding the operation of the Travel Plan.
- 6.14 The results of the questionnaire surveys and data collection would be summarised by the TPCs and provided to the Council.
- 6.15 From first occupation until a period of five years after full build out of the Site, each year during a neutral month, the SWTPC would organise a five-day traffic count at the Site access junction, in order to determine the number of vehicle arrivals and departures during the peak hour periods on an average week for the Site.
- 6.16 The SWTPC would summarise the findings into one complete Initial Monitoring Report for submission to the Council for agreement.
- 6.17 The report would confirm the modal splits of users at the Proposed Development, and also the peak hour vehicle traffic generation of the Site. This would be analysed against the targets, as detailed in **Section 4**. From this, the targets would be amended/agreed and further measures introduced following feedback from the surveys.

Annual Monitoring Report

- 6.18 The year after the submission and agreement of the Initial Monitoring Report and every 12 months throughout the operational period of the Travel Plan at the Site, an Annual Monitoring Report would be prepared by the SWTPC and issued to the local authority. The report would be structured as follows:
- Introduction & Background – name of occupiers of plots, date plots occupied, number of staff employed, working hours, number of parking spaces etc.;
 - Results of surveys – detail of the results of the surveys that have been undertaken against indicators defined in the Framework Travel Plan;
 - Description of work undertaken over the past 12 months with evidence and examples;
 - Problems and issues encountered – detail of any problems encountered in implementing the Travel Plans, and any issues that have not yet been resolved;
 - Specific measures from Travel Plans – detail how the measures from the Travel Plans have been implemented in terms of infrastructure, policy and promotion for each specific travel mode and strategy (walking, cycling, public transport,

car sharing, general measures, working practices etc.), with evidence of how each measure has been implemented;

- Summary – detail whether the Site is on track to meet targets; and
- Plan for next 12 months – details of any specific outcomes or desired results.

6.19 The aim of the Travel Plan would be to reduce peak hour car use associated with the Proposed Development. The Travel Plan would need to be reviewed annually, via the monitoring report so that the overall targets could be monitored, and appropriate improvements made.

7. ACTION PLAN

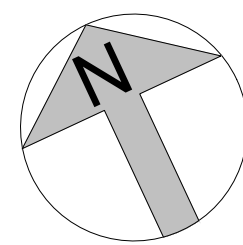
7.1 In order to achieve the objectives of this Travel Plan, the below Action Plan (**Table 7.1**) summarises the programme and responsibilities for delivering the proposed measures.

Table 7.1: Action Plan

Action	Timescale	Responsibility
Appoint a Site-Wide Travel Plan Coordinator (SWTPC)	Minimum of 3 months prior to first occupation of Site	The Applicant
Appoint unit-specific Travel Plan Coordinator	Minimum of 3 months prior to occupation of each unit	The Applicant / SWTPC
Liaise with the Council's Travel Plan Officer	On appointment of SWTPC and ongoing throughout monitoring period	SWTPC
Provide Travel Information and Marketing	Upon occupation and ongoing for the duration of the SWTPC role	SWTPC and Unit Specific TPCs
Promote annual sustainable travel promotional events	Within 12 months after first occupation for the duration of the TPC role	SWTPC
Monitor and review Travel Plan	Within 12 months after first occupation and then annually through the TP period	SWTPC with assistance from Unit Specific TPCs

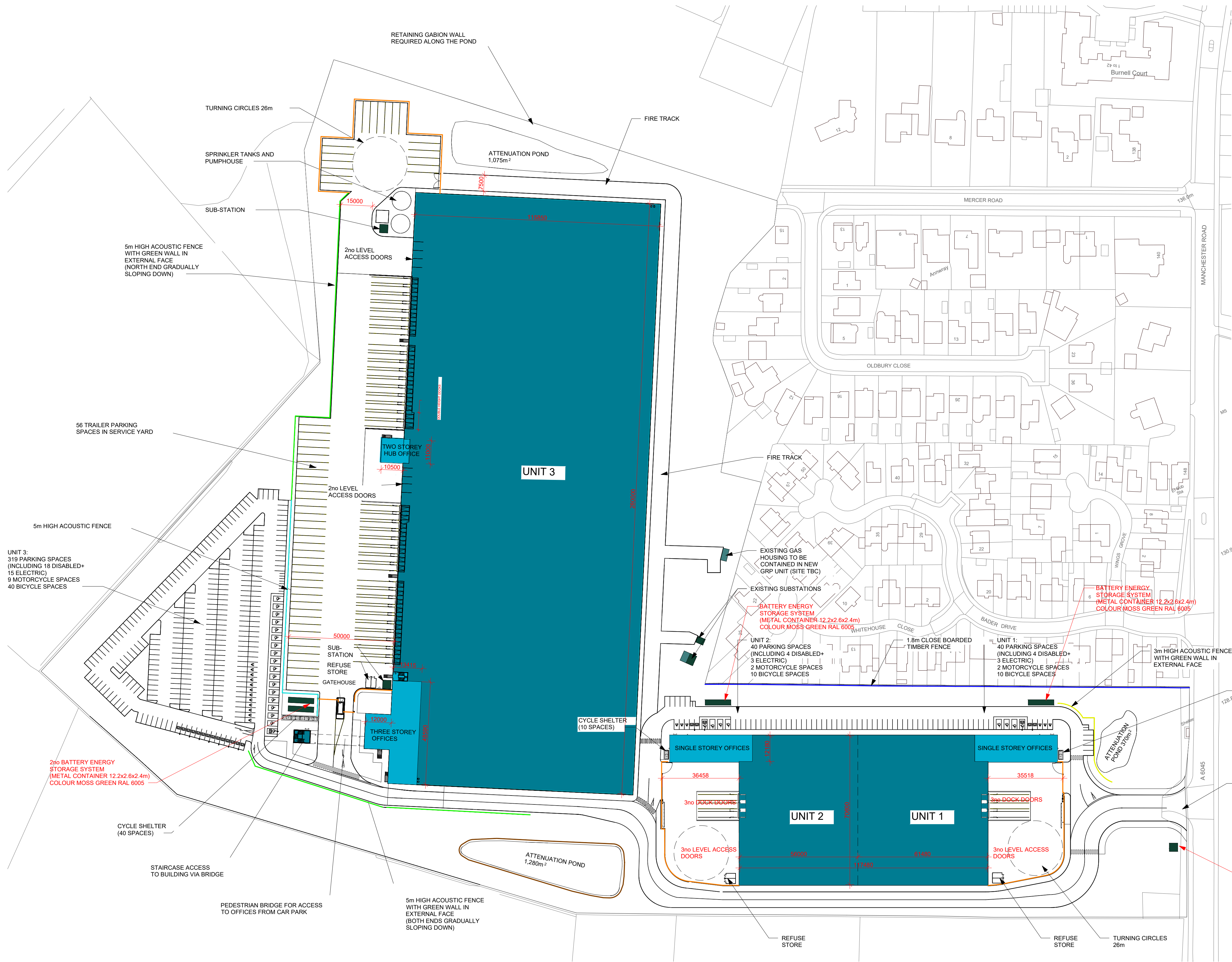
APPENDICES

APPENDIX 1: Proposed Site Plan



0m 20m 40m 60m 80m 100m

VISUAL SCALE 1:1000



SCHEDULE OF AREAS - GROSS EXTERNAL AREA		
UNIT 1 GEA		
WAREHOUSE	4,378 m ²	/ 47,124 sqft
OFFICES+STAIRS	489 m ²	/ 5,263 sqft
PLANT DECK	56 m ²	/ 602 sqft
TOTAL UNIT 1	4,923 m ²	/ 52,989 sqft
UNIT 2 GEA		
WAREHOUSE	3,988 m ²	/ 42,926 sqft
OFFICES+STAIRS	489 m ²	/ 5,263 sqft
PLANT DECK	56 m ²	/ 602 sqft
TOTAL UNIT 2	4,533 m ²	/ 48,791 sqft
UNIT 3 GEA		
WAREHOUSE	32,831 m ²	/ 353,392 sqft
OFFICES	2,198 m ²	/ 23,659 sqft
PLANT DECK+stairs	708 m ²	/ 7,621 sqft
STAIR TOWER/BRIDGE	218 m ²	/ 2,346 sqft
GATEHOUSE	18 m ²	/ 193 sqft
TOTAL UNIT 3	35,937 m ²	/ 387,211 sqft
TOTAL GEA	45,393 m ²	/ 488,991 sqft

SCHEDULE OF AREAS - GROSS INTERNAL AREA		
UNIT 1 GIA		
WAREHOUSE	4,305 m ²	/ 46,339 sqft
OFFICES+STAIRS	438 m ²	/ 4,714 sqft
PLANT DECK	53 m ²	/ 570 sqft
TOTAL UNIT 1	4,796 m ²	/ 51,623 sqft
UNIT 2 GIA		
WAREHOUSE	3,919 m ²	/ 42,184 sqft
OFFICES+STAIRS	438 m ²	/ 4,714 sqft
PLANT DECK	53 m ²	/ 570 sqft
TOTAL UNIT 2	4,410 m ²	/ 47,468 sqft
UNIT 3 GIA		
WAREHOUSE	32,537 m ²	/ 350,228 sqft
OFFICES	2,009 m ²	/ 21,625 sqft
PLANT DECK+stairs	681 m ²	/ 7,330 sqft
STAIR TOWER/BRIDGE	193 m ²	/ 2,077 sqft
GATEHOUSE	11 m ²	/ 118 sqft
TOTAL UNIT 3	35,431 m ²	/ 381,378 sqft
TOTAL GIA	44,637 m ²	/ 480,469 sqft

FINISHES LEGEND

- LANDSCAPING
- CONCRETE
- GRAVEL
- BLOCK PAVIORS
- ASPHALT
- GRASSCRETE
- BUILDINGS (WAREHOUSE+ANCILLARY)
- OFFICES
- 2.4m HIGH PALADIN FENCE
- 3m HIGH ACOUSTIC FENCE + GREEN WALL EXTERNALLY
- 5m HIGH ACOUSTIC FENCE + GREEN WALL EXTERNALLY
- 5m HIGH ACOUSTIC FENCE
- 1m HIGH KNEE RAIL TIMBER FENCE
- 1.8m VERTICAL CLOSE BOARDED TIMBER FENCE

1 PROPOSED SITE LAYOUT
1 : 1000

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For other information refer to the latest revision of any cross referenced drawing



LOCATION PLAN:

NOTES:

SITE BOUNDARY: 11.152 Ha / 27.46 Acres

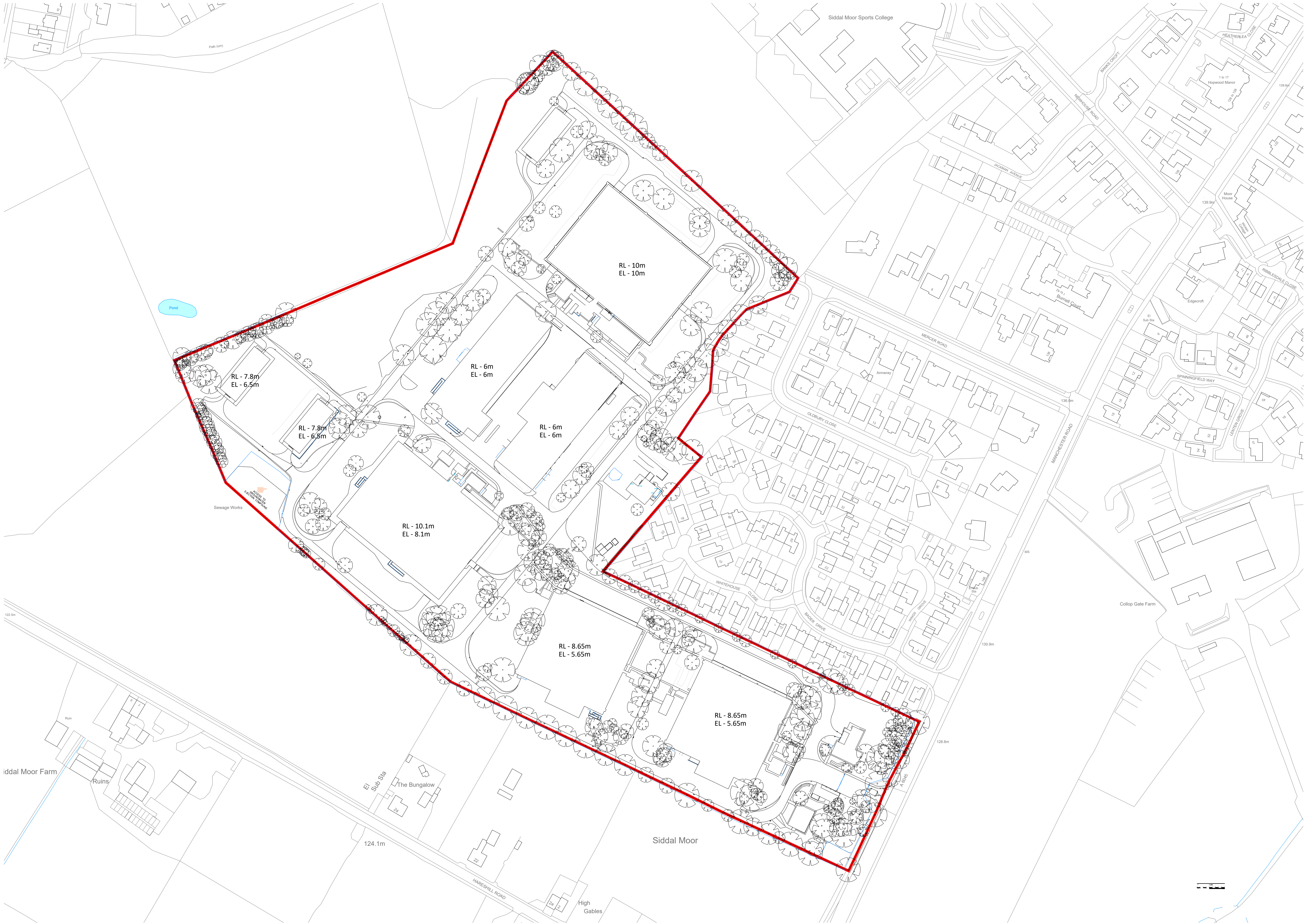
REV	DATE	DESCRIPTION	DRAWN BY	CHECK BY
REVISIONS				

PROJECT TITLE		MANCHESTER ROAD, HEYWOOD			
DRAWING TITLE		PROPOSED SITE PLAN			
RIBA STAGE	STATUS	PLANNING		DRAWN BY	CHECKED BY
3				JA	RR
SHEET	SCALE	DATE	SUITABILITY	REVISION	
A1	As indicated	04/11/22	S3	P12	
DRAWING NO.					
21157 - ASA - 00 - ZZ.ZZ - D - A - 0003 _ (S3 - P12)					
BIM MODEL NUMBER:					
21157-ASA-ZZ-ZZ-ZZ-M3-A-0001_(S3-P3)					

CLIENT		Trammell Crow Company	
		AshtonSmith Beyond Design	
Ashton Smith, Belvedere House, 2 Victoria Avenue, Harrogate, North Yorkshire, HG1 3EL Tel: 01423 522882 Fax: 01423 565104 www.ashtonsmith.co.uk			

JOB NO. 21157

APPENDIX 2: Site Location Plan



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LOCATION PLAN:

NOTES:

Site Boundary - 11.1152 hec / 27.46 acres

REV	DATE	DESCRIPTION	DRAWN BY	CHECK BY
REVISIONS				

PROJECT TITLE Trammell Crow Manchester Road, Heywood				
DRAWING TITLE Site Plan Location Plan				
RIBA STAGE N/A	STATUS Planning		DRAWN BY DH	CHECKED BY RR
SHEET A1	SCALE 1 : 1250	DATE 12/05/2022	SUITABILITY S0	REVISION P1
DRAWING NO. HEYW - ASA - VS - SI - DR - A - 1000_ (S0 - P1)				

CLIENT	
 AshtonSmith Beyond Design	
Ashton Smith, Belvedere House, 2 Victoria Avenue, Harrogate, North Yorkshire, HG1 1EL Tel: 01423 522882 Fax: 01423 565104 www.ashtonsmith.co.uk	

APPENDIX 3: Public Transport AI Calculation

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Dedicated bus service:

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	50									
Average frequency per hour	2									

NODE 2

Public transport type	Rail									
Distance to node (m)	4.2									
Average frequency per hour	1									

NODE 3

Public transport type										
Distance to node (m)										
Average frequency per hour										

NODE 4

Public transport type										
Distance to node (m)										
Average frequency per hour										

Accessibility Index

2.68

