



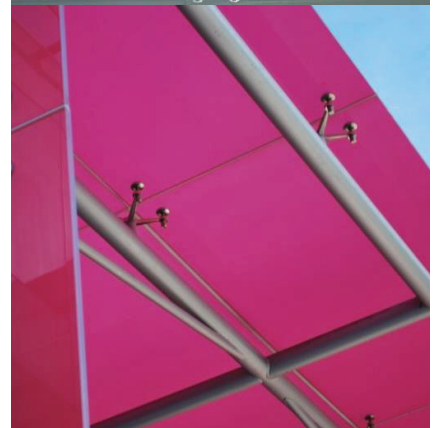
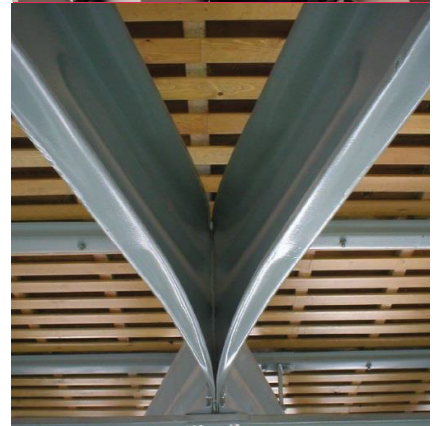
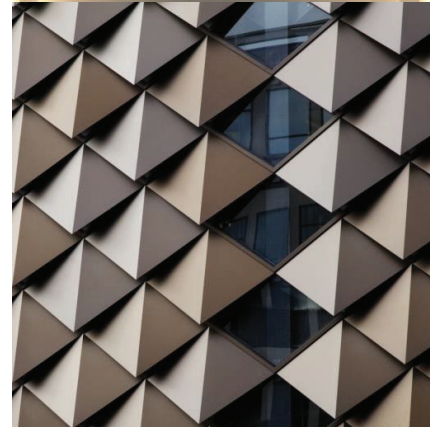
Six 56 Warrington

Updated Framework Travel Plan

Curtins Ref: 64076/FTP04V04

Revision: ~~Final~~ Updated FTP to Support ES Addendum

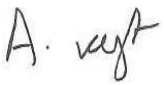
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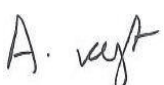
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Plans (included within text)

Plan 64076-CUR-00-XX-DR-TP-06001-P01 – Regional Site Location Plan
Plan 64076-CUR-00-XX-DR-TP-06002-P01 – Local Site Location Plan
Plan 64076-CUR-00-XX-DR-TP-06003-P01 – Pedestrian Catchment Plan
Plan 64076-CUR-00-XX-DR-TP-06004-P01 – Cycle Catchment Plan
Plan 64076-CUR-00-XX-DR-TP-06005-P01 – Public Transport Plan

1.0 Introduction

1.1 Background

1.1.1 This Updated Framework Travel Plan (FTP) has been prepared by Curtins on behalf of Langtree PP and First Panattoni in connection with an outline planning application for a major employment development in Warrington known as Six 56 Warrington.

1.1.2 This document is an update to the existing FTP and will be submitted to support the Environmental Statement (ES). The underlined text in this document highlights where text has been updated to resolve issues raised during the application process.

1.1.3 The Site covers approximately 98.09ha in area (including the land required for the roundabout) and is situated to the immediate north-west of the M6 / M56 Lymm motorway interchange and to the south of the B5356 Grappenhall Lane.

1.1.4 The planning description ~~is~~ was as follows:

'The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft²) (gross internal) of employment floorspace (Use Class B8 and B1(a) offices) including change of use of Bradley Hall Farmhouse to B1 (a) office use (335m² (3,600ft²)) and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into Site including works to the M6 J20 dumbbell roundabout and realignment of the A50 junction, diversion of Public Rights of Way (route no's 23 & 28), noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works.'

1.1.5 Since the submission of the planning application, consultation responses have been received from key consultees and further discussions have taken place with Warrington Borough Council (WBC) and their key consultees (namely WBC Highway Officers, Highways England (HE) and their consultants Atkins, WBC Environmental Protection Officers, Historic England and WBC Conservation Officer and Ramboll landscape designers acting on behalf of WBC.

1.1.6 The revised application description is as follows:

'The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft²) (gross internal) of employment floorspace (Use Class B8 and B1(a) offices), demolition of existing agricultural outbuildings and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into site including works to the M6 J20 dumbbell roundabouts and realignment of the existing A50 junction, noise

mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works.'

1.2 The Purpose of Travel Plans

- 1.2.1 A Travel Plan (TP) is a package of practical measures aimed at reducing single occupancy car use associated with a particular development. A 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, 2018 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.
- 1.2.3 A Framework Travel Plan (FTP) is the first stage of the TP process and is usually 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 TP in the future. It does not include fixed targets or Travel Surveys as the development proposals it refers to has not usually been constructed.
- 1.2.4 A commitment to deliver the measures set out in the Travel Plan can be secured via a Section 106 Agreement.

1.3 Guidance on Travel Plans

- 1.3.1 This document has been written in accordance with the following core guidance documents:
- Warrington Borough Council Design Guide Note 2: Travel Plans;
 - National Planning Policy Framework 2018 2019;
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009;
- 1.3.2 Sustainable development is a key requirement of National Planning Policy and the developer is aware that the development needs to meet these requirements. This FTP has been produced to demonstrate a firm commitment to sustainable modes of travel, as outlined in paragraph 111 from the NPPF which states that:

"All developments that will generate significant amounts of movement should be required to provide a Travel Plan."

Source: *National Planning Policy Framework*, DCLG, 2018 2019.

1.4 Purpose of Report

- 1.4.1 This Transport Statement has been prepared to inform Highways Officers at Warrington Borough Council (WBC) of all relevant traffic and transportation matters associated with the application.

1.5 Document Structure

- 1.5.1 Following this introductory section, **Section 2** explores some of the benefits that can result from a successful TP process.
- 1.5.2 **Section 3** of this FTP gives details of the site itself including its background, location and existing situation.
- 1.5.3 In **Section 4** the site is assessed in terms of its accessibility by sustainable modes of travel, including a review of pedestrian, cycle and public transport accessibility.
- 1.5.4 **Section 5** contains the TP initiatives to be considered for the adoption of a Full TP, including measures to encourage sustainable travel other than single occupancy car use.
- 1.5.5 **Section 6** provides example modal shift targets to be achieved using the initiatives discussed in **Section 5**.
- 1.5.6 **Section 7** discusses how the initiatives will be monitored and reviewed, with **Section 8** discussing an Action Plan and Budget.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 WBC guidance on Travel Plans acknowledges that:

'Whilst a Travel Plan will clearly help to reduce congestion and traffic related pollution for residents in the Borough, there are also benefits to organisations, namely:

- *producing cash savings, particularly where there is a constrained or congested site, car parking costs are high, or parking areas could be put to higher value use;*
- *improving competitive advantage, they can help employee recruitment and retention, create a better image and improve public relations, reduce employee stress through healthier forms of travel, encourage flexible working practices and produce a fair approach to travel subsidy; and*
- *offer a wider choice of travel mode for all those travelling to and from the site.'*

2.1.2 In addition to the above, national guidance suggests that benefits from a TP can be loosely categorised under three main headings:

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

2.1.3 This section explores just some of the reasons as to why future employees can benefit from 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, yet activity levels are generally low across the UK and 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 future commuters make 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 future commuters and other site users 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 future employees and the surrounding communities in Newton and Winwick. 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*, DfH, 2009.

2.5.2 This FTP aims to achieve the following benefits:

- Healthy and happy future site users;
- A reduced impact on the environment;
- A reduced financial wastage for future site users; and
- Increased accessibility to the site.

3.0 Site Details and Background

3.1 Site Location and Existing Use

3.1.1 The location of the site is shown below in **Figure 3.1** and in a more local context in **Figure 3.2**:

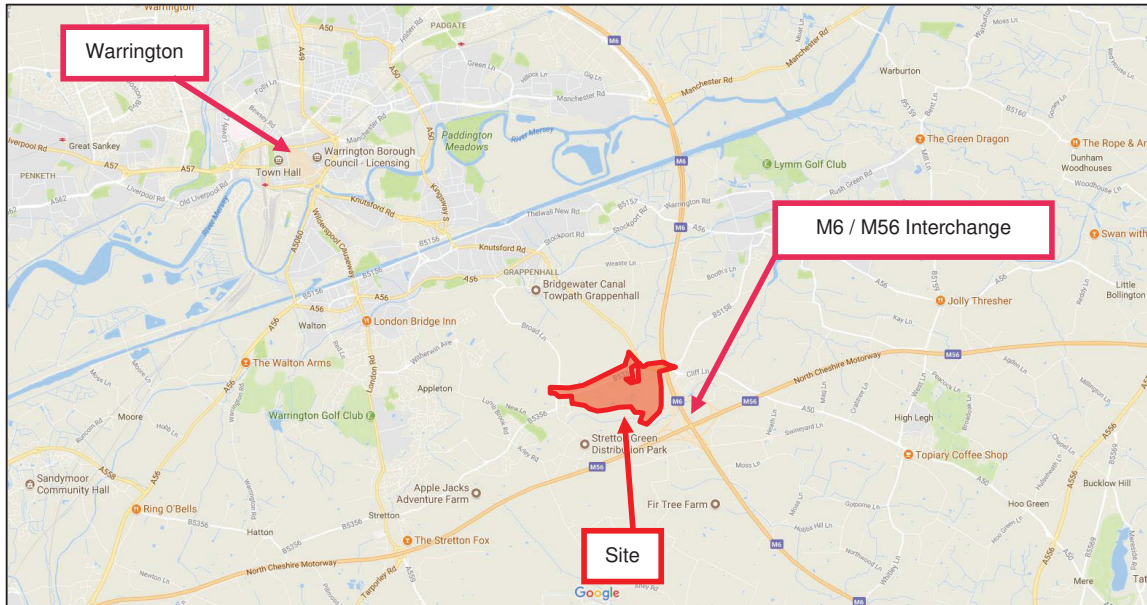


Figure 3.1 – Site Location Plan – Wider Context

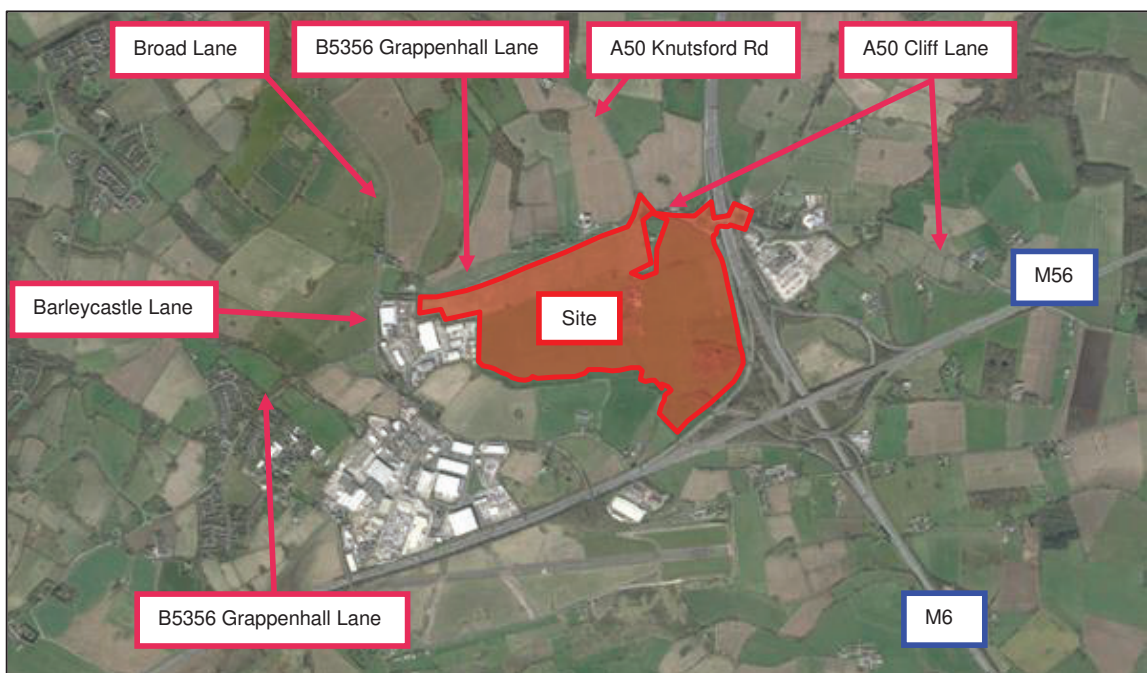


Figure 3.2 – Site Location Plan – Local Context

- 3.1.2 The Site is located in the North West of England, predominantly within the local authority area of Warrington.
- 3.1.3 It is located to the southeast of the town of Warrington (approximately 6 km (3.5 miles) from the town centre) and between the cities of Liverpool and Manchester (approximately 22km (13 miles) and 31km (19 miles) respectively). It is also located approximately 16km (10 miles) from Manchester Airport.
- 3.1.4 The M56 Motorway and M6 Motorway interchange (Junction 20 and 20A of the M6 and Junction 9 of the M56 Motorways) is located adjacent to the south east of the Site, with the M56 Motorway running east-west to the south of the Site, providing links to Cheshire and Greater Manchester; and the M6 Motorway running north-south to the east of the Site, provide links to Lancashire, Staffordshire and Greater Manchester, as well as the M62 Motorway at Junction 22A of the M6 Motorway to the north, which provides links east-west to Liverpool, Greater Manchester and Yorkshire.
- ~~3.1.5 The site location is shown on **Figure 1.1** and **1.2** earlier in this report.~~
- 3.1.6 The Site is bound by the B5356 Grappenhall Lane and the A50 Cliff Lane to the north and motorway slip road to the east. Appleton Thorn Trading Estate, Barleycastle Trading Estate and Stretton Green Distribution Park are located to the west and Bradley Brook runs east-west to the southern boundary.
- 3.1.7 The Site is predominantly farm land (arable and pastoral for cattle), with a series of hedges and trees to field boundaries. Bradley Hall Farm consists of farm house and a series of farm buildings as well as a further residential property. There are a number of other neighbouring residential properties that are all within adjacent to, but outside the Application Site.
- 3.1.8 Bradley Hall moated site is a Scheduled Ancient Monument (SAM) located within the Site boundary, to the eastern part of the site, adjacent to the farm buildings. It comprises the buried and earthwork remains of a medieval moated site for a medieval manor house, which is to be retained. The moated island is partly occupied by the farm house associated with Bradley Hall Farm, which is excluded from the Scheduling, but which will be retained and converted to another use as part of a separate change of use application which will be submitted at a later date following the grant of outline planning permission ~~the Proposed Development~~.
- 3.1.9 Beyond the northern boundary of the Site (within the triangle of land outside of the Application Site to the south of Cliff Lane) is a residential property and associated outbuildings, which is accessed from the A50 Cliff Lane via the same access as Bradley Hall Farm.
- 3.1.10 Vehicular access to the Site is currently via Bradley Hall Farm from the A50 Cliff Lane, which has direct access to Junction 20 of the M6 Motorway, as well as Junction 9 of the M56 Motorway. There are also four field access points available from the Site's 1.15km long frontage to the B5356 Grappenhall Lane.

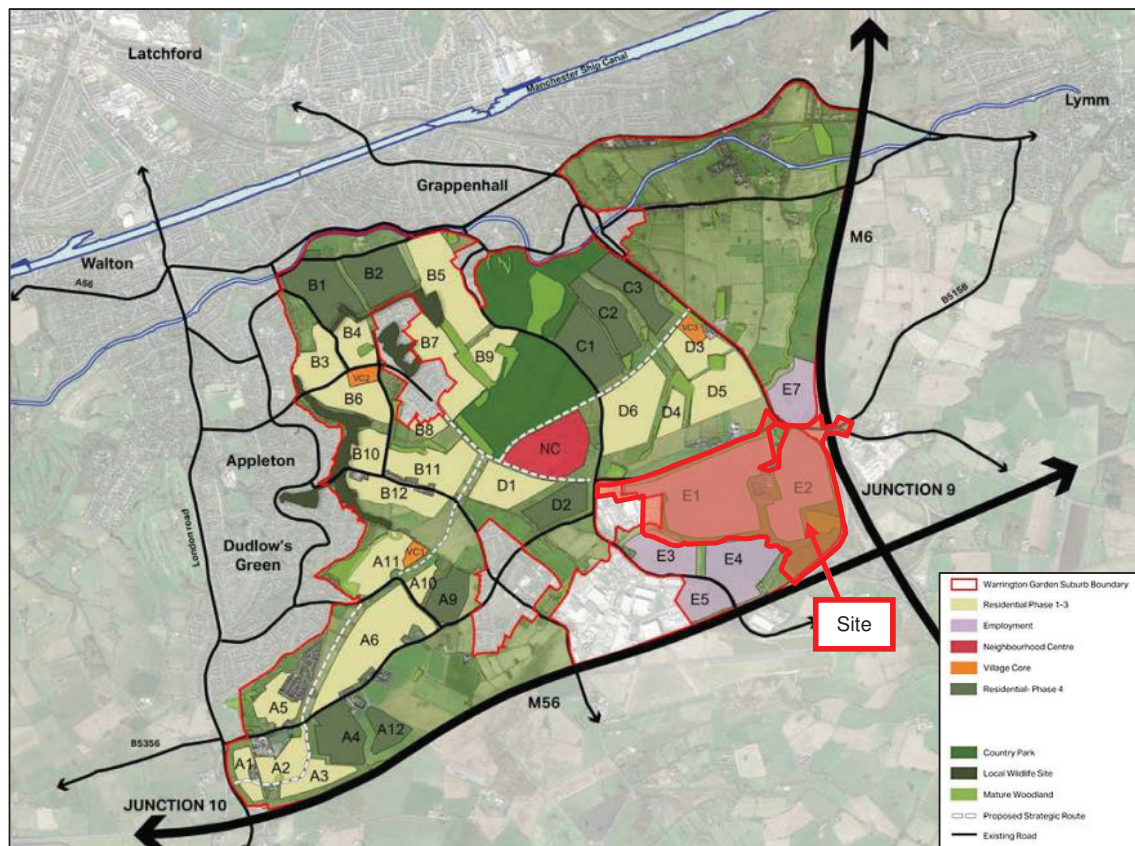


Figure 3.3 – WBC's 'Warrington Garden Suburb' Land Allocation Proposal (Extract from Figure 5.6 of "Warrington Garden Suburb Development Framework" document dated March 2019)

3.2.4 It is anticipated that the draft The Submission Version of the Local Plan will be published in March 2019. It will then be subject and was subsequently subjected to a further period of public consultation, prior to examination Submission of the Local Plan for its examination in public and formal adoption in late 2019 is envisaged to take place later in 2020.

3.2.5 Warrington's existing Local Plan Core Strategy has set out a planning framework for guiding the location and level of development in the borough up to 2027 via a series of place-specific policies to promote a positive and proactive approach to managing development within the borough. The Core Strategy comprises several transport-related policies concerning Quality and Distribution of Development, Transport, General Transport Principles, Active Travel, Public Transport, and Transport Infrastructure; all of which are discussed in further detail in the accompanying Transport Assessment (**Document Reference: 64076/TAV02**).

3.2.6 In general, the policies outline WBC's support for development proposals as long as they reduce the need for private car use, integrate with existing public transport infrastructure, and give priority to the needs and safety of pedestrians and cyclists. The Proposed Development accords with all the relevant policies.

- 3.2.7 In January 2016, WBC also undertook a Green Belt Assessment which suggests that the Site is part of land designated as Parcel 10 of the Green Belt. Policy CS5 within the Local Plan Core Strategy, titled “Overall Spatial Strategy – Green Belt”, states that any development within the Green Belt will be approved where they accord with relevant national policy.
- 3.2.8 Noting the Green Belt designation, it has been shown in the accompanying TA that there are powerful arguments in favour of the Proposed Development which outweigh any potential harm to the Green Belt. These arguments include the strategic location of the site in terms of motorway access, proximity to existing employment opportunities in Warrington, and creation of approximately 5380 full time equivalent jobs. Therefore, it can be safely concluded that there are no severe impacts of the Proposed Development on the Green Belt.

3.3 Surrounding Highway Network

B5356 Grappenhall Lane

- 3.3.1 As stated above, the B5356 Grappenhall Lane runs alongside the northern boundary of the site for circa. 1.6km in an east-west alignment between a three-arm roundabout with the A50 Cliff Lane to the east, continuing southbound past a three-arm roundabout with Broad Lane, before branching off at a priority junction with Barleycastle Lane towards the south and continuing as Grappenhall Lane to the south-west. Here, the B5356 Grappenhall Lane extends further towards the southwest for a length of approximately 1.2km until it reaches a priority junction with Lumb Brook Road and Green Lane, before continuing as the B5356 Stretton Road.
- 3.3.2 The carriageway width of the B5356 Grappenhall Lane is around 7.3m along the site frontage, with verges of varying width on both sides and no pedestrian infrastructure. The road is unlit along most of its length and is subject to a 60mph national speed limit. To the south of the three-arm roundabout, this speed limit is reduced to 40mph, and the road is subject to a 7.5 tonnes weight restriction, which continues to be enforced when the road continues towards the southwest.
- 3.3.3 Towards the southwest of the site, the B5356 Grappenhall Lane narrows to a width of circa. 5.5m with one lane in either direction. There is also a narrow footway of approximately 1m wide on the southern edge of the road, where some footways comprised dropped kerbs and tactile paving, although the road remains unlit throughout its length. There is also a community speed check area in the vicinity of the priority junction with New Lane.
- 3.3.4 Leading into Appleton Thorn, the speed limit further drops to 30mph, where this is made clear using painted red chevrons and “SLOW” road markings. The footway provision widens to approximately 1.5m, and street lighting is available at more regular intervals in the vicinity of residential dwellings.

- 3.3.5 In Appleton Thorn, the B5356 Grappenhall Lane serves primarily as a route for the residential dwellings bordering the road, and provides access to a school, place of worship, public house, and a correctional facility.

B5356 Stretton Road

- 3.3.6 The B5356 Stretton Road commences at a priority junction with Lumb Brook Road and Green Lane as a continuation of the B5356 Grappenhall Lane, before extending southwest for circa. 2km into Stretton. The road terminates at a signalised junction with the A49 London Road.
- 3.3.7 The road shares similar characteristics with the B5356 Grappenhall Road, however the road widens slightly and the speed limit increases to 40mph past Appleton Thorn. There is also no footway provision nor street lighting outside Appleton Thorn.
- 3.3.8 Approaching the three-arm roundabout with Blackcap Road, there is a segregated cycleway which allows cyclists to utilise the road in a safe manner. There are also pedestrian refuge islands outside the roundabout with dropped kerbs and tactile paving to facilitate crossing.
- 3.3.9 Leading into Stretton, the speed limit drops to 30mph and the road passes through several school zones and residential dwellings. Here, footway provision of an average width of 1m is present along the northern side of the road and is occasionally separated from the road by a grass verge. Street lighting is also present in more regular intervals, as the road provides access to more schools and places of worship.
- 3.3.10 There are several bus stops present in pairs along the B5356 Stretton Road which primarily host school bus services between Warrington, Hatton, and Appleton Thorn. There is additional infrastructure such as a cantilever shelter, pole, and timetable information.

A50 Cliff Lane / M6 J20

- 3.3.11 The road commences as a continuation of the A50 Knutsford Road approximately 250m to the north of the site, heading south until it reaches a three-arm roundabout with the B5356 Grappenhall Lane. Then, as stated above, Cliff Lane runs alongside the north-eastern boundary of the site in an east-west alignment between the M6 J20 to the east (and beyond to Knutsford) and Grappenhall Lane to the west.
- 3.3.12 In the vicinity of the 140m or so long section of frontage that the site benefits from, the carriageway of Cliff Lane tapers down from the roundabout entry / exit to a width of around 7.4m, with verges on both sides. There is a narrow footway of approximately 0.5m wide on the northern edge of the road, which branches along Junction 20 of the M6 and is separated from the main road with a grass verge. Where it meets the junction, there is an additional dropped kerb and tactile paving to allow pedestrian to cross along the outer circumference of the roundabout.

- 3.3.13 The road is lit by regularly spaced lighting columns along the extent of the site frontage and is subject to a 60mph national speed limit.
- 3.3.14 Junction 20 off the M6 takes the form of a dual roundabout above and on either side of the north-south M6 alignment. Vehicles headed towards the west of the site can either go directly into a slip road which merges with the M6 approximately 500m towards the north, follow both roundabouts to a slip road which merges with the southbound M6 or cross over with the M56, or follow both roundabouts along a continuation of the A50 Cliff Lane which leads to Knutsford in the southeast.
- 3.3.15 For this junction, the roundabouts comprise of a single carriageway with two lanes and a width of approximately 8m including the central hatching, whereas the roads connecting the roundabouts comprise a dual carriageway with a total width of approximately 19m. There is also a narrow footway on the northern edge of the road connecting the roundabouts. Flow of traffic along the roundabouts is controlled via numerous traffic lights on several arms of the roundabouts.

A50 Knutsford Road

- 3.3.16 The A50 Knutsford Road commences as a continuation of Cliff Lane approximately 250m towards the north of the site, where it continues in an approximate northwest alignment for a length of circa. 6km, passing through Grappenhall, Latchford, leading directly into the inner circle of Warrington. Here, the A50 Knutsford Road terminates at a signalised four-arm junction with the A49 Wilderspool Causeway.
- 3.3.17 In the vicinity of the site, the A50 Knutsford Road comprises a single carriageway with an approximate width of 5.5m and up to one lane in each direction. There is a narrow footway provision of 0.5m on the eastern edge of the road for its entire length, however the road is mostly unlit. This footway is also complete with dropped kerbs. The road is subject to a national speed limit of 60mph.
- 3.3.18 Approaching Grappenhall, the road widens to circa 7.5m including the central hatching, and footway provision is available on both sides of the road, some of which are separated from the road by a grass verge. Past the canal and towards the southeast of Grappenhall, the road narrows as the speed limit drops to 30mph. This is enforced with road markings, the addition of a cycle lane and pedestrian refuge island, along with traffic cameras.
- 3.3.19 The road widens after the pinch point to an average width of 8m with up to two lanes in one direction at certain junctions to accommodate turning lanes. The footway separated by the grass verge continues, with the addition of more pedestrian refuge islands along the road to facilitate crossing.
- 3.3.20 The A50 Knutsford Road hence runs along the eastern edge of Grappenhall and meets the A56 Stockport Road at a signalised junction at the northeast of Grappenhall, before continuing towards the west and providing access to several amenities such as a Tesco Express, Co-Op, schools, public

houses, and several food/drink establishments. Throughout its entire length, the road mainly serves as a route for the residential dwellings bordering the road.

- 3.3.21 At the signalised junction in Grappenhall with the A56 Stockport Road, there are wide footways of approximately 2m on each arm of the junction, in addition to pedestrian refuge islands with dropped kerbs to facilitate crossing in a safe manner. The road is also very well-lit to the benefit of all road users.

Broad Lane

- 3.3.22 Towards the northwest corner of the site, Broad Lane commences at a three-arm roundabout with the B5356 Grappenhall Lane and extends towards the north for circa. 600m, before turning towards the north-west for a length of circa. 1.7km. The road terminates at a priority junction with Church Lane towards the southwest of Grappenhall.
- 3.3.23 In the vicinity of the site, Broad Lane comprises a narrow single carriageway of approximately 5.5m wide, with vergeways of varying width on both sides and no pedestrian infrastructure. The road has street lighting at regular intervals along most of its length and is subject to a 60mph national speed limit.
- 3.3.24 Along the frontage of lodging and residential dwellings, there is a wide footway of approximately 2m in width with dropped kerbs, however this only extends for a limited length along Broad Lane. Past the residential dwellings, the road is mostly unlit.
- 3.3.25 Approaching the outskirts of Grappenhall, Broad Lane narrows to approximately 4m, and the speed limit drops to 40mph. There are stretches of the road which are heavily bordered by tall trees, and the speed limit drops further to 20mph along this stretch as it approaches a residential area, which is made clear by painted "SLOW" road signs.
- 3.3.26 In the vicinity of residential dwellings bordering the road, there are footways of approximately 1m wide on at least one side of the road, complete with dropped kerbs and street lighting at regular intervals. Here, it can be observed that some vehicles park half on the road and half on the footway to minimise disruption to traffic. As Broad Lane approaches the priority junction with Church Lane, Traffic Regulation Orders (TROs) are also present in the form of double yellow line parking restrictions on both sides of the road.

M6 / M56 North Cheshire Motorway

- 3.3.27 The M6 forms the eastern boundary of the site, whereas the M56 North Cheshire Motorway forms the southern boundary of the site. The M6 provides access from the site to areas such as Wigan, Preston, Knutsford, and Crewe, whereas the M56 connects site users to Runcorn, Ellesmere Port, Altrincham, and Manchester Airport.

3.3.28 In the vicinity of the site, the M6 extends in a north-south alignment and comprises a dual carriageway with an average total width of 60m with a total of up to 5 lanes in either direction, whereas the M56 North Cheshire Motorway extends in a west-east alignment with a dual carriageway of an average width of 40m and up to 5 lanes in either direction. The roads are subject to the national speed limit of 70mph.

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 site is considered in this context for the following modes of travel:

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

4.2 TRACC Analysis

4.2.1 The accessibility of the site has been assessed through the use of TRACC Software. TRACC is the leading multi-modal transport accessibility tool which was developed in conjunction with the Department for Transport (DfT), local authorities and transport planners.

4.2.2 It is designed to calculate travel time using a multitude of public transport and road travel modes to give accurate journey times from many origins to many destinations in one calculation. The software covers a wide range of transport modes including walking, cycling, driving and public transport.

4.3 Pedestrian Accessibility

4.3.1 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

- 4.3.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 64076-CUR-00-XX-DR-TP-06003-P01** to the rear of this report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips. An extract of the plan is illustrated on **Figure 4.1** below:

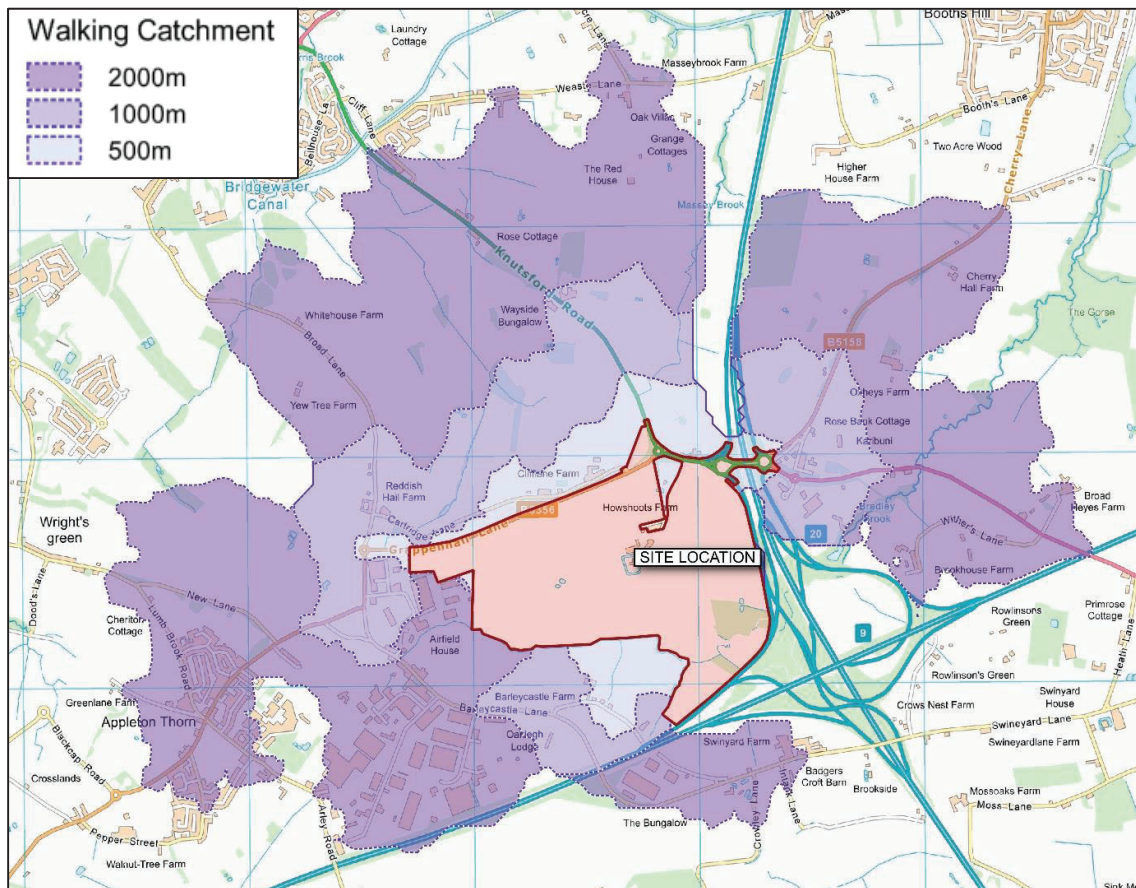


Figure 4.1 – 500m, 1,000m and 2,000m Walk Catchment Isochrones

- 4.3.3 The pedestrian catchment plan confirms that the site is located within walking distance of one established residential area; namely Appleton Thorn to the west of the site.
- 4.3.4 However, this is based on an assessment of the existing settlement boundaries. If the emerging Local Plan policy for the Warrington Garden Suburb is ultimately adopted, and the area is subsequently developed in accordance with the plan, there could be up to around ~~7,000~~ 7,400 dwellings situated within walking distance of the site.
- 4.3.5 In addition, it could reasonably be expected that a development of this size would transform pedestrian infrastructure in the area and bring with it a large number of associated facilities and amenities (as envisaged in WBC's "*Preferred Development Option Regulation 18 Consultation*" document and Submission Version Local Plan document (March 2019)).

- 4.3.6 This would therefore represent a potentially significant locally based resident workforce from which the companies occupying the proposed development could draw their employees from.
- 4.3.7 Internally, the development of the site presents an opportunity to enhance existing rights of way to include measures such as widening, new surfacing, drainage schemes and lighting schemes to significantly enhance their attractiveness.
- 4.3.8 The development proposals also include a significant enhancement of pedestrian infrastructure in the vicinity of the site via the introduction of a new 3.5m shared pedestrian/cycle link along the northern boundary of the site. ~~This route also extends into the site and provides a connection to the motorway service station on the eastern side of the M6.~~ This route would extend to the Grappenhall Lane / Broad Lane roundabout and also comprise a pedestrian / cycle crossing facility at the Broad Lane roundabout.
- 4.3.9 This would further enhance connectivity with Broad Lane in the north and/or the southern section of Grappenhall Lane where the Stobart scheme (WBC Planning Reference: 2019/34739) is implementing a series of pedestrian and cycle enhancements. To fully tie into the Stobart infrastructure a new pedestrian / cycle link would also be provided on the western side of the highway between the Broad Lane roundabout and Barleycastle Lane.
- 4.3.10 At the Cliff Lane roundabout, pedestrian crossing facilities in the form of an informal 'walk-with-traffic' crossing would be provided to tie into the existing footway to the north of Cliff Lane and subsequently the pedestrian infrastructure up to the west-most roundabout at the dumbbell roundabout junction.

4.4 Accessibility by Cycle

- 4.4.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 64076-CUR-00-XX-DR-TP-06004-P01** to the rear of this report presents an 8km cycle catchment for the site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009). An extract of the plan is illustrated on **Figure 4.2** below:

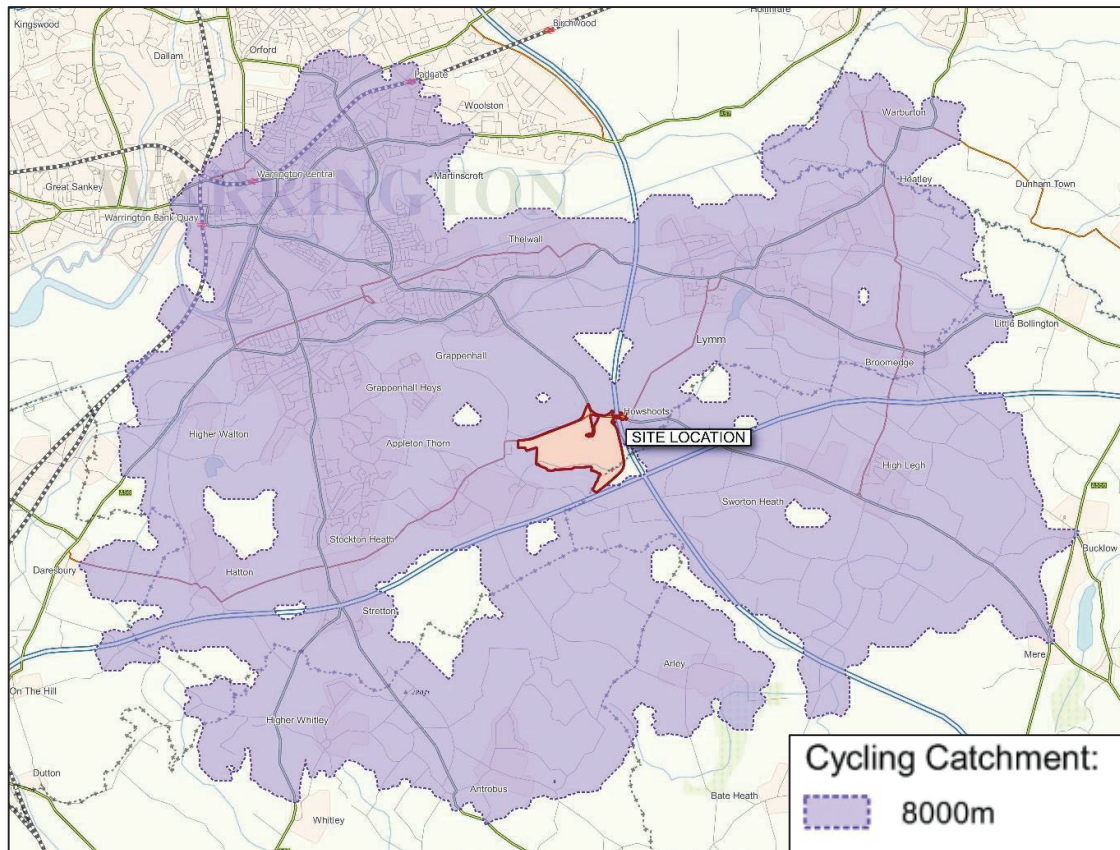


Figure 4.2 – 8,000m Cycle Catchment Isochrone

- 4.4.2 The catchment extends as far as Daresbury to the west, central Warrington to the north-west, Warburton to the north-east, and Arley to the south.
- 4.4.3 The road network in WBC's administrative area has been graded by the Council from 1 to 5, where grade 1 represents the best type of route in terms of cyclability and grade 5 represents the worst. The network around the site is shown on **Figure 4.3** below:

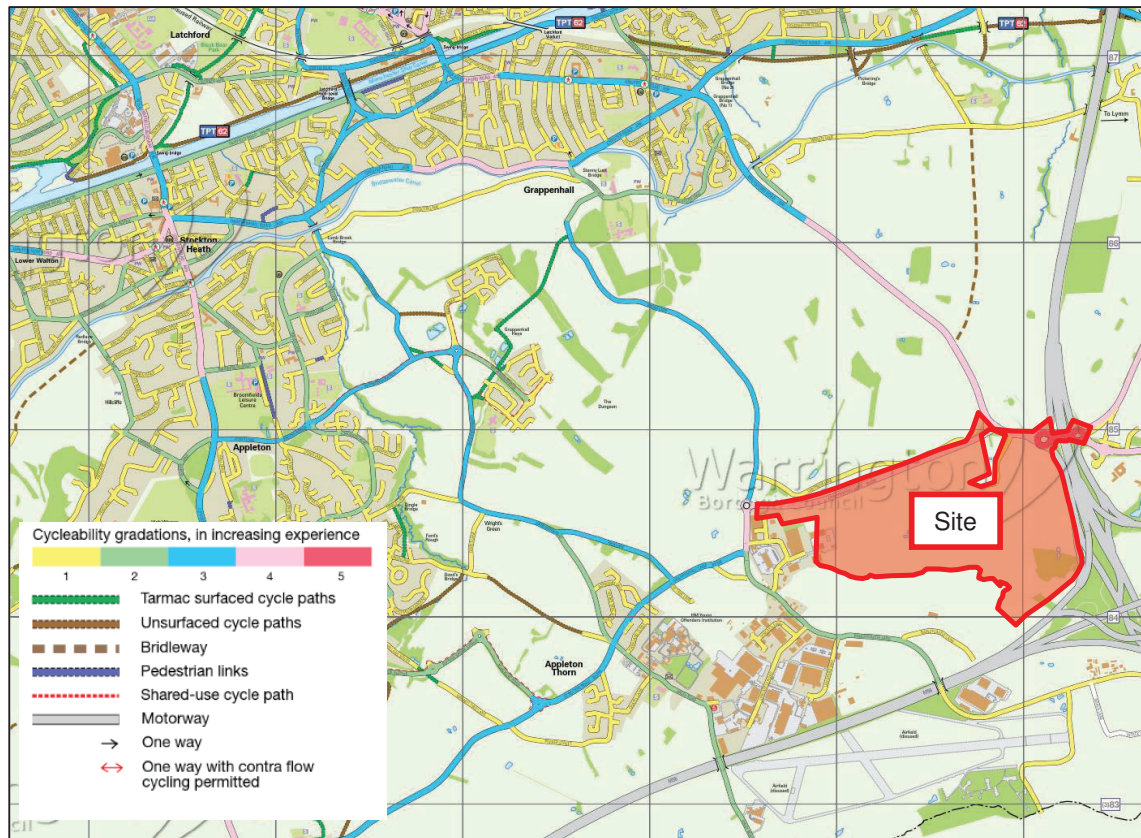


Figure 4.3 – Cycle Route Network Around Site

- 4.4.4 Clearly, **Figure 4.3** above demonstrates that the road network around the site is currently not ideal for cyclists, indicating that Grappenhall Lane and the two dumbbell roundabouts at the M6 J20 are rated as a grade 4 or 5. This is likely to be a reflection of the speed limit of the roads and the type of traffic that they carry in this specific area.
- 4.4.5 However, the site's redevelopment presents an opportunity to improve local cycling infrastructure and thereby increase the attractiveness of cycling to work at the site. As mentioned previously a new off-road cycle route along the northern boundary of the site will greatly enhance connectivity.
- 4.4.6 Further away from the site, the existing cycling infrastructure improves, with the majority of existing road links to the north and west graded as 2 or 3 by WBC. Situated around 2.5km (crow fly) distance to the north of the site centre, the National Cycle Route (NCR) 62 provides an excellent off-road facility between south Manchester to the east and south Warrington to the west.
- 4.4.7 Elsewhere, local cycle route no. 5 is situated around 1.8km crow-fly distance to the west of the site, providing a connection between Appleton Thorn, Stockton Heath, NCR 62 and local cycle route no. 2 around the east of Warrington and beyond.

- #### 4.5 Accessibility by Public Transport

-
- Public Transport Catchment:**
- 60 minutes
 - 40 minutes
 - 20 minutes

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

Bus Accessibility

4.5.3 The nearest bus stops to the site are situated in Appleton Thorn Village some 2.3km walk distance from the centre of the site. Clearly this is less than ideal from a sustainability perspective, with the stops lying well outside the Chartered Institution of Highways and Transportation's (CIHT's) recommended 400m walk distance threshold to a bus stop from any new development.

4.5.4 On the above basis it is envisaged that the development will provide new bus infrastructure and funding of a new or enhanced service.

4.5.5 Currently, the bus stops in Appleton Thorn are served by the following bus services:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
8/8A/8E	Appleton Thorn - Cobbs Estate - Stockton Heath - Warrington	~60mins	~60mins	-
7	Appleton Thorn/Hatton - Dudlows Green - Stockton Heath - Warrington	3 to 4 services each way	5 to 6 services each way	-

Table 4.2 – Summary of Bus Service Frequencies from Chester Road

4.5.6 As shown in **Table 4.2**, bus services are relatively limited in the area which reflects the semi-rural location of Appleton Thorn in the Borough.

4.5.7 Nonetheless, and setting aside the potential significant improvements to public transport that could be brought about by the Warrington Garden Suburb allocation, there is already a commitment to improve bus services to the west of the site.

4.5.8 It is understood that WBC have secured circa £500,000 via a S106 financial obligation from the HCA in connection with their 3 recently-approved residential schemes near Appleton, and that the obligation relates to the improvement of the no.8 bus service provision along Stretton Road (which becomes Grappenhall Lane further towards the site).

4.5.9 It is understood that a similar arrangement will be necessary to enhance bus services in the vicinity of the site and on this basis the proposals have been designed to accommodate bus movements. ~~Further discussions with WBC will be undertaken to determine the extents of the new bus route.~~ At a meeting with WBC Highways on the 28th August 2019, it was suggested that £600,000 would be a suitable sum for a public transport contribution. This level of funding is comparable to the Stobart contribution and as

part of that scheme it was agreed that the money could fund 3 shuttle buses from different directions (Warrington, Runcorn and Cadishead).

- 4.5.10 No specific details were agreed beyond this and it seems logical that a similar approach be adopted for the Site, as there is no requirement to identify any specifics until more information is known on the work force origins/destinations and the operational times. The principle of this contribution is acceptable to the applicant.

Rail Accessibility

- 4.5.11 The nearest railway stations are in Warrington (Warrington Bank Quay and Warrington Central), both situated some 6.5km crow-fly distance from the site. The stations lie within 8km cycle distance from the site, as shown on **Figure 4.3** earlier, making a longer journey by rail / cycle a possibility.
- 4.5.12 Both stations are collectively served by a large number of train services that route to a wide variety of destinations across the entire country at a high frequency. Whilst it is not intended to exhaustively list each destination within this report, selected destinations include Manchester, Liverpool, Blackpool, London, Glasgow, Edinburgh and Llandudno.
- 4.5.13 Enhanced cycling and public transport infrastructure in the vicinity of the site may enhance the attractiveness of these modes of travel as part of a multi modal trip that is linked with rail.

4.6 Summary

- 4.6.1 It is acknowledged that, with current infrastructure, the site is not ideally located to attract trips by non-car modes of transport.
- 4.6.2 However, there are several proposals to enhance the situation, both as part of the future development itself and by benefitting from other infrastructure that is likely to come forward from nearby committed developments and / or the potential future development of the Warrington Garden Suburb Local Plan allocation.
- ~~4.6.3 Infrastructure to be implemented or funded by the development includes a new 1.2km shared pedestrian/cycle route along the northern boundary of the site and funding towards a new public transport service.~~
- 4.6.4 The delivery of circa 1.5km of new pedestrian and cycle infrastructure and upgrades to the existing PROW network would offer significant benefits over the existing situation. This infrastructure would enhance connectivity between the site and existing/proposed residential areas to the west, connectivity to Broad Lane, connectivity to the M6 Junction 20 and beyond in the east and finally connectivity to the A50 Knutsford Road.

-
- 4.6.5 Additionally, funding for bus services would enhance public transport connectivity to and from the site, most notably from the surrounding residential areas which could benefit from the employment opportunities offered by the proposed development.
- 4.6.6 In summary, it is considered that the site can become highly accessible by sustainable modes of travel.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 This section of the TP outlines suggested measures which could be implemented to reduce employers' and other site users' dependency on the private car and encourage sustainable modes of transport. The final initiatives chosen for the full Travel Plan will be developed using the results from a Travel Survey to be distributed to all staff to assess current travel habits as well as predicted for the new development.

5.2 Establishing a Steering Group

- 5.2.1 During scoping discussions, the developer was made aware of the Omega Transportation Steering Group. This is a collection of public and private sector bodies that come together:

'To act as a conduit between all relevant parties to discuss and address transportation matters to maximise sustainable travel behaviours.'

- 5.2.2 It is anticipated that a similar group would be established in relation to the proposed development and this is fully supported by the developer.

5.3 Production of Employee Induction Packs

- 5.3.1 All workers at the proposed development should receive a copy of an induction pack when they are first at the new site. Such packs can be critical in influencing travel patterns early on following occupation. The contents of the packs could 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 TP Co-ordinator (TPC).

5.4 Measures to Encourage Walking

- 5.4.1 In order to encourage walking as a primary mode of travel to and from the site, a number of measures will be considered, including:

- A new 1.2km shared pedestrian/cycle route along the northern boundary of the site;
- Diverted Public Right of Way (PRoW) (route no's 23 & 28);
- Promotion of a 'walking buddy' scheme for employees;
- Provision of personal safety alarms to enhance safety;
- Information on the local pedestrian routes, including public footpaths;
- Raise awareness of the health benefits of walking;
- Emergency Ride Home
- Potentially provide a pool of 'rental umbrellas'
- Clear signing of pedestrian and cycle routes within and adjacent to the site; and

5.5 Measures to Encourage Cycling

5.5.1 To encourage access to the site by bicycle, the following measures will be considered:

- A new 1.2km shared pedestrian/cycle route along the northern boundary of the site;
- Provide information on the local cycle network routes and/or provide the web address to the Warrington cycling section where downloadable maps can be found or via the previously discussed Induction Packs;
- Adoption of the 'Cycle2Work' tax initiative;
- Setting up of a Bicycle User Group (BUG);
- Provide employee shower and changing facilities, where appropriate;
- The provision of staff lockers, where appropriate;
- The provision of a free on-site puncture repair kit;
- Provide a lift home in the event of an emergency;
- Provide a puncture repair kit on site;
- Provide reflective clothing for those wanting to cycle to/from work; and

5.6 Measures to Encourage Public Transport

5.6.1 To encourage access to the site by public transport, the following measures will also be considered:

- Funding of new bus services in the vicinity of the site;
- Distribute details of the Traveline Journey Planning tool for the north-west of England. Employees can contact Traveline by phoning 0871 200 2233 (charges may apply). Employees can also explore the Traveline website at www.traveline-northwest.co.uk;
- New bus link through the Site with new bus infrastructure;
- Provide up-to-date bus and rail information including timetables and contact information in the Induction Packs, and on staff notice boards;
- Provide a limited period introductory discount on tickets for employees using public transport;

- Provide a lift home in the event of an emergency for employees;
- Distribute public transport information showing links to local bus stops and routes of buses; and
- Arrange for season ticket loans to be made available for employees where a monthly deduction is made from their salary.

5.7 Measures to Encourage Car Sharing

5.7.1 Car sharing is an effective way of reducing single occupant car trips if a number of employees travel from the same location each day. Possible methods of encouraging this are:

- Asking staff to sign up if they would be open to car sharing and pairing them. Sign up via notice board or TPC;
- Promote Websites such as www.liftshare.com that are online databases for people travelling to and from destinations looking to car share, predominantly commuters;
- Promotional events could be used to encourage staff to leave their cars at home on nominated days through the year including incentives to car share e.g. priority parking, fuel vouchers; and
- There could also be advertisement to raise awareness of car ownership costs.

6.0 Targets

6.1 Introduction

- 6.1.1 Target setting is an important part of any TP, providing a focus for the overall TP process and a measure against which TP initiatives can be judged. This section sets out some example targets and provides an overview of the data that should be collected as part of the future target monitoring.

6.2 Mode Shift Targets

- 6.2.1 Although the development is not constructed yet, the below are some indicative potential targets for modal shift:

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

- 6.2.2 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.
- 6.2.3 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. Surveys will be commissioned within six months of Phase 1 being operational at the site, to be agreed with WBC.

6.3 SMART Targets

- 6.3.1 The above example modal split targets and potential Travel Plan performance indicators are considered to be suitable interim measure before travel surveys are undertaken six months of Phase 1 being operational.
- 6.3.2 At this point official targets will be set through consultation with WBC. The official targets will be **SMART** (Site-specific – Measurable – Achievable – Realistic – Timed).

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 Framework Travel Plan (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 Following full occupation of the site, the FTP will need to be updated to a Full Travel Plan. This will involve the completion of travel surveys, which are usually completed within 6 months of Phase 1 being operational.
- 7.2.2 The travel surveys will be completed by all site users and the survey will be influenced by national travel planning guidance and approved by WBC. It will be possible to extract key travel characteristics from the Travel Surveys, such as:
- Post code;
 - Purpose of trip;
 - Mode of travel;
 - Reason for mode of travel; and
 - Barriers to other mode choices.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets associated with each element of the proposals. It will also provide information on the reasons for that modal split and identify any measures that may encourage a modal shift.
- 7.2.4 The results of these initial surveys will be incorporated into a Full TP which will be provided to the Local Authority for consideration.
- 7.2.5 When the Full TP is produced, the day to day responsibility will shift from the developer to the appropriately appointed Travel Plan Coordinator (TPC). 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;
 - Representing the human face of the TP and explaining its purpose and opportunities on offer;
 - Promoting individual measures in the TP;
 - Liaising with public transport operators;

- Monitoring the TP; and
- Taking a key role in reviewing the TP.

7.2.6 A TPC will be nominated for each element of the proposals in due course.

7.3 Monitoring and Evaluation

7.3.1 The monitoring of travel behaviour is vital to measure progress towards the targets. Annual monitoring reports will be provided to officers at WBC, following the receipt of the first travel questionnaires. Monitoring will then be carried out for a period of five years from the date of the baseline travel survey.

7.3.2 The next full survey will be carried out once the site is operational for 6 months, whichever is sooner. The results shall be compared to the results discussed within this report to show whether the targets are being met, the targets should be assessed and altered accordingly biannually.

8.0 Action Plan and Budget

8.1 Action Plan Table

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

Action	Target Date	Responsibility
Commence TP Process	Upon planning consent	Developer
Implement Steering Group	Upon planning consent	Developer
Design and Implement Hard TP Measures such as Shared Ped/Cycle Route	Prior to occupation	Developer
Appoint TPCs	One month before occupation	Developer
Produce Welcome Pack	Beginning of operation at the development	TPCs
Undertake Initial Travel Surveys	Within six months of Phase 1 opening	TPCs
Decide Modal Split Targets	Within one month of undertaking the initial surveys	TPCs in conjunction with WBC
Update FTP to a full Travel Plan	Within two months of agreeing modal splits with WBC	TPCs
Present Annual Monitoring Report	Annually for five years following the agreement of targets with WBC	TPCs

Table 8.1 – Action Plan

8.1.2 A more detailed action plan including predicted costs for specific initiatives will be provided following the occupation of the development.

Plans



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Project:
WARRINGTON INTERCHANGE

Drg Title:
LOCATION PLAN
REGIONAL LEVEL

Status:
PRELIMINARY

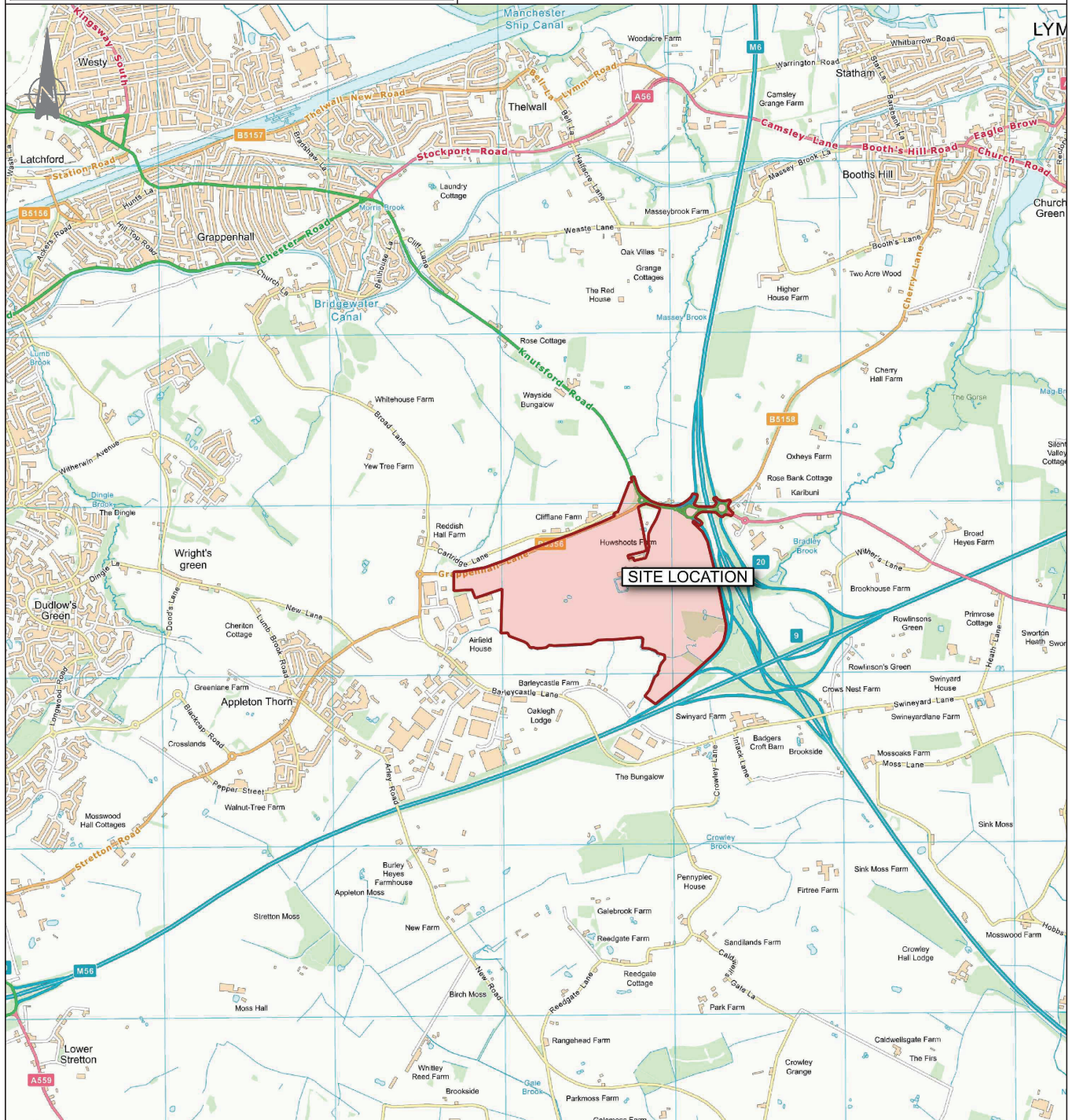
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Designed By: JM Date: 24/08/17

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY: Site



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Project:
WARRINGTON INTERCHANGE

Drg Title:
LOCATION PLAN
LOCAL LEVEL

Status:
PRELIMINARY

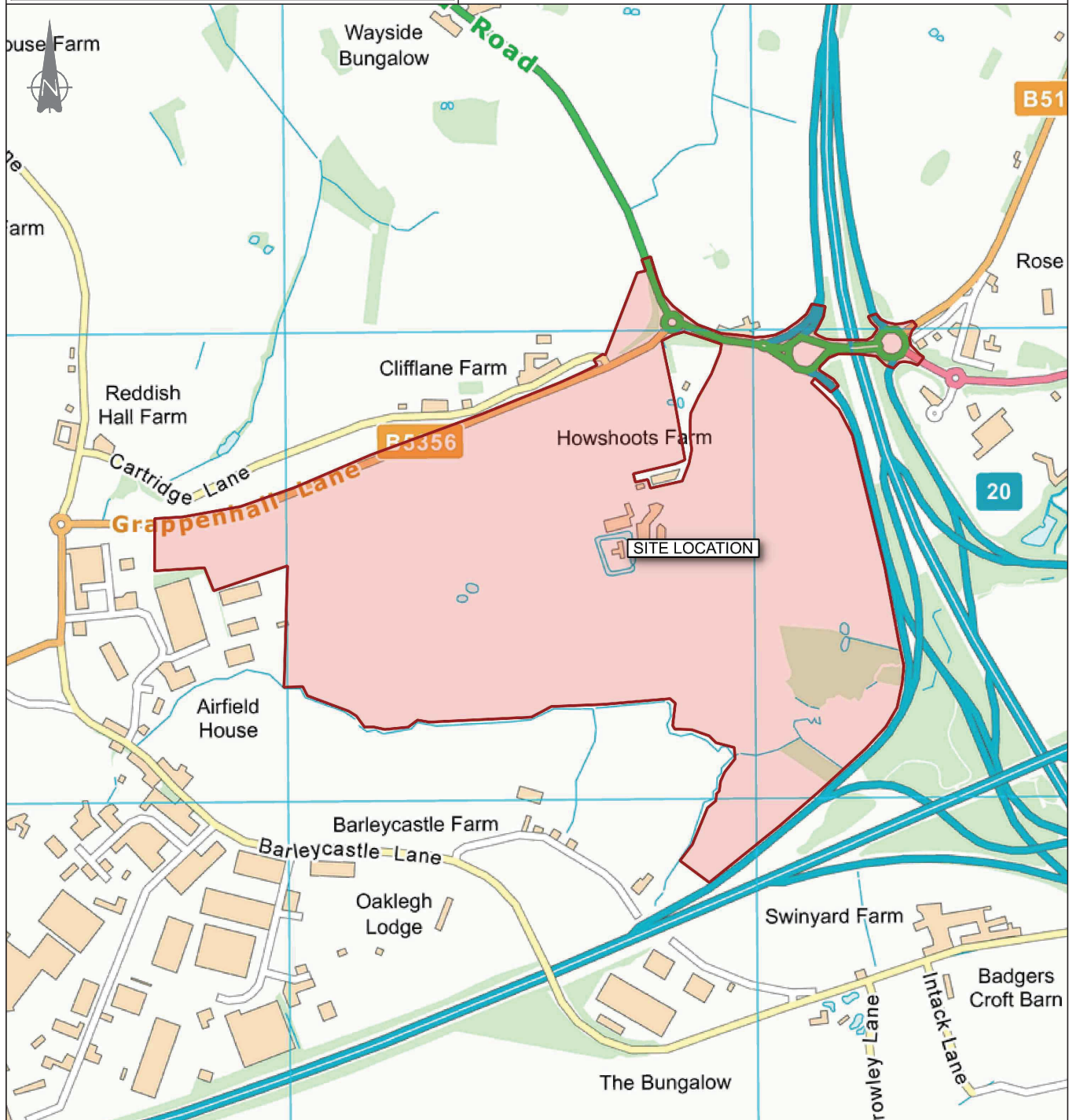
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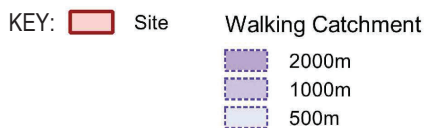
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Project:
WARRINGTON INTERCHANGE

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLING CATCHMENT

Status:
PRELIMINARY

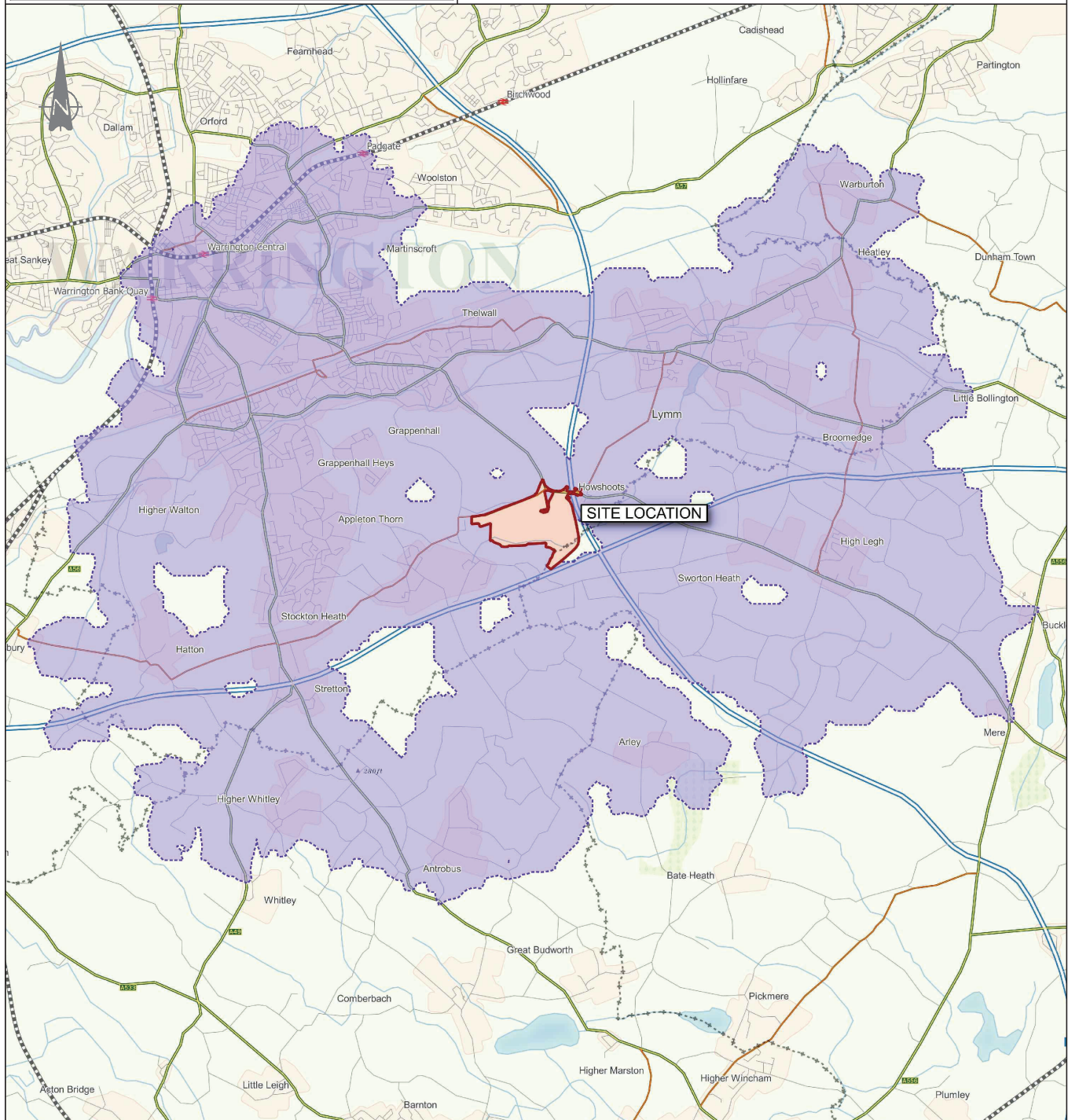
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KEY: Site
 Cycling Catchment:
8000m

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Project:
WARRINGTON INTERCHANGE

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT
CATCHMENT

Status:
PRELIMINARY

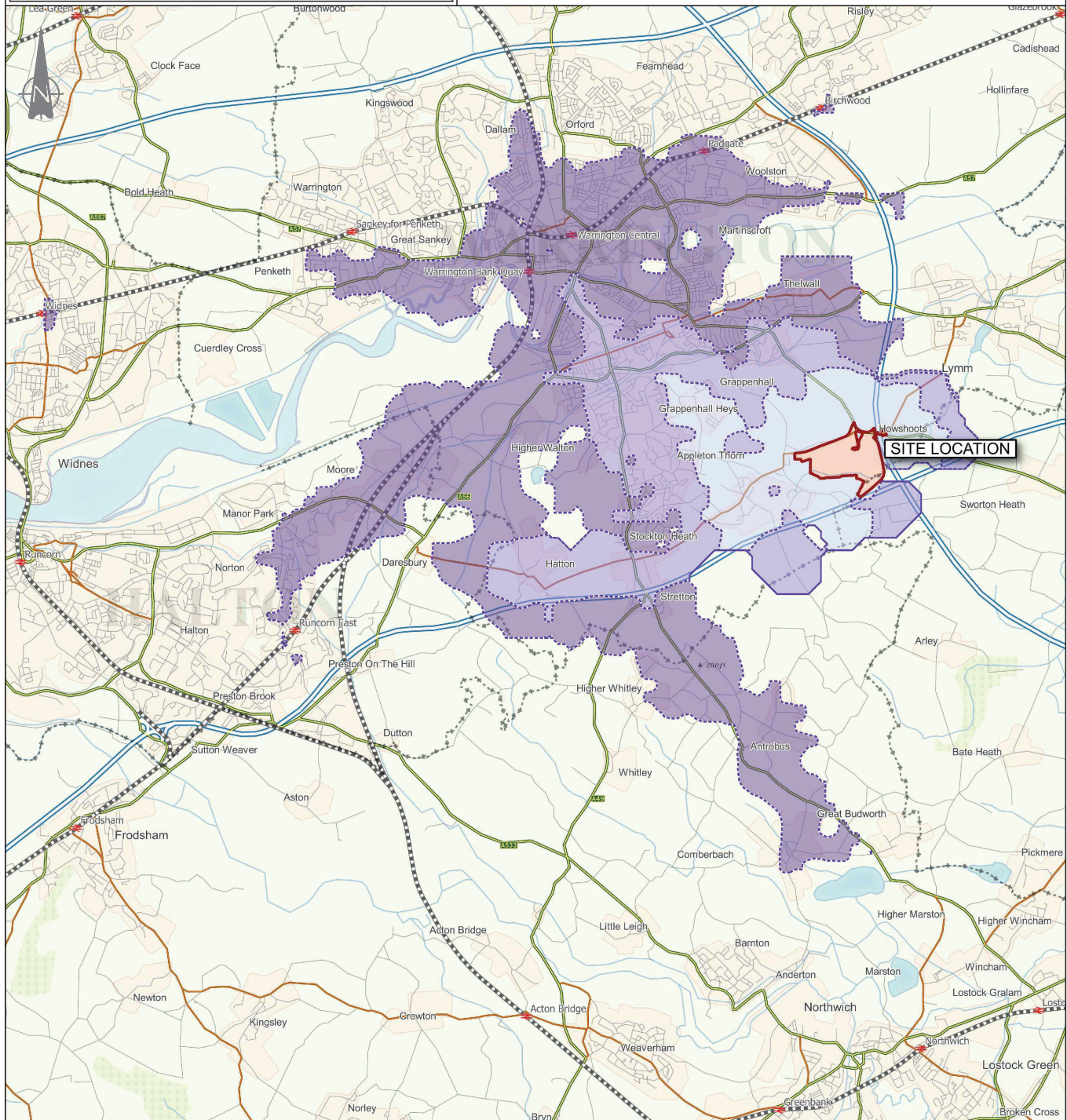
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
Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY:  Site

Public Transport Catchment:

-  60 minutes
-  40 minutes
-  20 minutes

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