

Proposed Relocation of Bolton Wyresdale AFC

Radcliffe Moor Road, Bury

Framework Travel Plan

Revision 01

September 2021

Prepared on Behalf of Westchurch Homes Limited

Document control

Document:	Travel Plan
Project:	Radcliffe Moor Road, Bury
Client:	Westchurch Homes Limited
Job Number:	784-B026883
File Origin:	J:\2021\784-B026883 Radcliffe Moor Road, Bury\60 Project Output\61 Work In Progress\Reports\TP Issue 1\B026883 Radcliffe Moor Road TP Issue 1.docx

Revision:	01		
Date:	23/09/21		
Prepared by:	Checked by:	Approved By:	
T Page / Y Liu	A Khan	A Khan	
Description of revision:			
First Issue			

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PLANS

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1.0 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Tetra Tech has prepared this Framework Travel Plan (TP), which promotes sustainable travel to and from a proposed development on Radcliffe Moor Road, Bury.
- 1.1.2 The proposed development is to relocate the football ground by Bolton Wyresdale AFC from their existing ground off Inverbeg Drive, Bolton to a greenfield site off Radcliffe Moor Road, Bury, see **Plan 1**.
- 1.1.3 The proposed development site layout is shown in **Appendix A**.
- 1.1.4 The proposed site on land off Radcliffe Moor Road, Bury, is located circa 570m east of the existing ground site. The location of the proposed site in relation to the wider area is shown on **Plan 1**, whilst the local highway network in the near vicinity of the proposed site is shown on **Plan 2**.
- 1.1.5 In addition to this TP, a separate Transport Statement (TS) has been prepared and will be submitted as part of the planning application.
- 1.1.6 The relevant Local Planning Authority (LPA) and Local Highway Authority (LHA) for where the site is located is Bury Council (BC).

2.0 TRAVEL PLAN CONTEXT

2.1 BACKGROUND TO TRAVEL PLANS

- 2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy car use and encourage travel via more sustainable modes.
- 2.1.2 The DfT's 'Making Residential Travel Plans Work' (June 2007) introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1**.

Figure 2.1: TP Pyramid from DfT's 'Making Travel Plans Work'

The travel plan pyramid



- 2.1.3 The use of a pyramid structure to illustrate the five-tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is considered to be the base, which shows the key to making TPs work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.1.5 In terms of location, the site is approximately 4.5km northwest of Radcliffe Town Centre and is surrounded by several residential areas.

- 2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.1.7 The proximity of bus routes and local pedestrian infrastructure provides access to a range of residential areas. More detail on accessibility using these modes is set out in Section 4.
- 2.1.8 As indicated in Level 3 of the pyramid, the Travel Plan Coordinator (TPC) will be able to develop further measures to maximise the sustainable travel at the proposed development. It is likely that a representative of the site developers will undertake the TPC role initially.
- 2.1.9 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. Car parking provision at the site will be provided in accordance with current parking standards.
- 2.1.10 The top layer of the pyramid relates to how the TP will be marketed and how the measures within are to be promoted.
- 2.1.11 Future staff at the development will be made aware of the aims of the TP and will be provided with a Travel Pack which sets out the travel choices and alternatives to car travel available.

2.2 OBJECTIVES AND BENEFITS OF THE PLAN

- 2.2.1 The key objectives of this TP are to:
- Minimise the total travel distances travelled through the reduction of journey lengths and frequency – particularly single occupancy car trips;
 - Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
 - Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car;
 - Highlight the health and environmental benefits of using sustainable travel modes; and
 - Enable people to make more informed and therefore better choices.
- 2.2.2 There could be a large number of benefits derived from the successful implementation of the TP – for future staff and visitors to the site, such as:
- Improved health and fitness through increased levels of walking and cycling;
 - Increased flexibility offered through wider travel choices;
 - The social aspects of sharing transport with others; and
 - Improved environment surrounding the site as vehicular movements are minimised and parking pressures are reduced.

3.0 AIMS, OBJECTIVES AND TARGETS

3.1 AIMS AND OBJECTIVES

- 3.1.1 The headline aim of the TP is to reduce the proportion of single occupancy vehicle trips and to widen travel choices for staff and visitors. The TP would also work towards reducing the impact of the proposed development on the local highway network.
- 3.1.2 The specific objectives of the TP set out the motivation and factors that would help achieve the overall aim for the development, and include:
- Preventing congestion on the local highway network and mitigate against overspill onto the surrounding roads;
 - Improving the travel options for staff and visitors;
 - Minimising incentives for private car use and maximize incentives to use sustainable alternatives;
 - Promoting and raising awareness of the benefits of healthier and more environmentally-friendly travel; and
 - Ensuring staff are aware of the TP and its purpose.

3.2 TARGETS

- 3.2.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.
- 3.2.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.
- 3.2.3 Action targets include actions such as employing a TPC, and launching the TP.
- 3.2.4 The 'aim' targets contained in the TP focus on the minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes. The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips over the first five years from first operation of the development, with a full review scheduled after year five.

3.3 INITIAL TRAVEL RESEARCH

- 3.3.1 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of current travel characteristics will be undertaken once the site is operational.
- 3.3.2 A TPC will initially be appointed by the developer. However, it is expected that a staff member at the site would then fulfil the role once the facility is fully operational.

- 3.3.3 The TPC would be responsible for the travel monitoring process (surveys) and updating the TP in order to improve sustainable travel use. The TPC would also be responsible for liaising with the LPA and the following duties:
- Marketing and advertising new initiatives relating to the TP;
 - Establishing and following a timeline for the implementation of the TP measures;
 - Providing travel options information to staff and visitors;
 - Monitoring of the TP as set out in **Section 6**; and
 - Evaluating progress towards the TP targets.
- 3.3.4 Once the site is operational, staff and visitors would be surveyed to establish existing the existing modal split of travel modes to and from the site. Following the results of the survey, targets would be set and sustainable travel initiatives (such as those described in the following section) would be implemented to reduce single occupancy vehicle travel.
- 3.3.5 During the time between the initial survey and second survey, there should be sufficient time for a shift in travel patterns to occur.

4.0 ACCESSIBILITY BY SUSTAINABLE MODES

4.1 INTRODUCTION

- 4.1.1 This section describes the amenities that are accessible from the development site by sustainable travel modes. It also describes the existing sustainable transport infrastructure that is in place to provide access to these amenities.

4.2 ON FOOT

- 4.2.1 The Institution of Highways and Transportation's (IHT) document 'Guidelines for Providing for Journeys on Foot' states in paragraph 1.12 that:

'walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile.'

- 4.2.2 Whilst superseded by NPPF, 'Planning Policy Guidance 13 (PPG13) – Transport' sets out useful guidance related to walking catchments, which is still widely accepted. It states that:

'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres' (Paragraph 74).

- 4.2.3 In respect of this, **Plan 3** has been prepared to show a 1km and 2km walk catchment from the centre of the site. Assuming a walk speed of 1.4m/s, this equates to a 12-minute and 24-minute walk respectively.

- 4.2.4 **Plan 3** shows that within a 1km walk of the site, there are numerous bus stops that can be reached, including stops located on the A58 Bury New Road, Radcliffe Moor Road, Somerton Road and Tong Road. The services available at these bus stops are described in more detail later in this report. Residential areas in Bradley Fold, Brightmet, Little Lever and Radcliffe can also be reached within a 2km walk. The majority of roads within the 2km walk catchment have footways and street lighting on both sides of the road.

- 4.2.5 As part of the development proposals, footways will be provided along the proposed internal road which will connect with the existing pedestrian network along Radcliffe Moor Road.

4.3 BY CYCLE

- 4.3.1 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km and to form part of a longer journey which includes public transport modes.

- 4.3.2 To demonstrate the site's accessibility by cycle, a 5km cycle catchment has been prepared and is shown in **Plan 4**. It can be seen that 5km cycle catchment covers major areas of Bolton and Bury, whole Little Lever, Radcliffe, Farnworth and Kearsley.

- 4.3.3 **Plan 4** also shows the TfGM cycle routes. The routes consist of a mixture of on and off-road cycle lanes/paths which pass through the residential area of Bolton, Bury, Little Lever, Radcliffe, Farnworth and Kearsley.

4.4 BY PUBLIC TRANSPORT

By Bus

- 4.4.1 As shown on **Plan 2**, the closest bus stops to the site are located on the A58 Bury New Road approximately 230m walking distance from the proposed site access. These bus stops are served by bus routes 471 and 512.
- 4.4.2 There are additional stops on Radcliffe Moor Road circa 245m walking distance from the proposed site access. These bus stops are served by bus route 512.
- 4.4.3 **Plan 2** also shows there are more bus stops located on Somerton Road and Tong Road. The bus services serve those bus stops are summarised in **Table 4.1** below.
- 4.4.4 A summary of the bus services available from all the stops identified above is set out in **Table 4.1** and **Plan 5** shows all bus service routes in the vicinity of the site.

Table 4.1: Bus Services, Routes and Frequencies Accessible from the Site

Service	Route	Average One-Way Frequency					
		Weekday				Sat.	Sun.
		AM Peak	Inter Peak	PM Peak	Eve.		
Services available from Bury New Road (approx. 230m walk)							
471	Rochdale — Sudden — Heywood — Bury — Brightmet — Bolton	10min – 12min	12min	12min	30min	12min – 30min	30min
512	Bury - Elton - Radcliffe - Outwood - Prestolee - Farnworth	60min	60min	60min	60min (Last service @19:41)	60min (Last service @19:41)	5 services
Services available from Radcliffe Moor Road (approx. 245m walk)							
512	Bury - Elton - Radcliffe - Outwood - Prestolee - Farnworth	60min	60min	60min	60min (Last service @19:41)	60min (Last service @19:41)	5 services
Services available from Somerton Road (approx. 820m walk)							
511	Bury — Walshaw — Withins — Brightmet — Bolton	60min	60min	60min	60min	60min	60min
Services available from Tong Road (approx. 925m walk)							
544	Bolton - Darcy Lever - Little Lever - Nob End circular	60min	60min	60min (Last service @17:43)	-	60min (Last service @17:43)	-

- 4.4.5 **Table 4.1** shows that there are four regular bus services accessible near the site which provide a combined frequency of nine one-way services per hour in both the AM and PM peak hours. On a Saturday, there is a combined frequency of at least six one-way services per hour, and on a Sunday there are at least three one-way services per hour.

- 4.4.6 It can be seen from **Table 4.1** that all the bus services in the vicinity of the site connect the site to a number of local and wider areas including Bolton, Bury, Radcliffe, Farnworth, Little Lever, Broughton, Rochdale, Heywood, etc.

4.5 ACCESSIBILITY SUMMARY

- 4.5.1 The above demonstrates that residential areas in Bradley Fold, Broughton, Little Lever and Radcliffe can be reached within a 2km walk. The majority of roads within the 2km walk catchment have footways and street lighting on both sides of the road.
- 4.5.2 The 5km cycle catchment covers major areas of Bolton and Bury, whole Little Lever, Radcliffe, Farnworth and Kearsley.
- 4.5.3 Within a 1km walk of the site, there are a number of bus stops that can be reached, including stops located on the A58 Bury New Road, Radcliffe Moor Road, Somerton Road and Tong Road. There are four regular bus services accessible from the site which provide a combined frequency of nine one-way services per hour in both the AM and PM peak hours. On a Saturday, there is a combined frequency of at least six services per hour in each direction, and on a Sunday there are at least three one-way services per hour. All the bus services in the vicinity of the site connect the site to a number of local and wider areas including Bolton, Bury, Radcliffe, Farnworth, Little Lever, Broughton, Rochdale, Heywood and etc.
- 4.5.4 Given the above sustainable transport provision, it is considered that the site is highly accessible by sustainable forms of transport.

5.0 PROPOSED TRAVEL PLAN MEASURES

5.1 INTRODUCTION

5.1.1 It is considered that the TP should contain the following level of commitments, as set out below:

- Appoint a Travel Plan Coordinator (TPC).
- Encourage and Promote Sustainable Travel.
- Reducing car use through the promotion of car sharing.
- Travel Survey.

5.2 TRAVEL PLAN COORDINATOR

5.2.1 The TPC will be appointed one month prior to initial occupation and will act as a liaison point for any issues relating to the TP. This will include liaising with the local authority and public transport operators.

5.2.2 The TPC will be responsible for developing the final TP, which will be brought into action within three months of the first travel survey.

5.2.3 In terms of the roles and responsibilities, the TPC will be expected to:

- Administer/manage the TP and provide a liaison in implementing the plan with the LPA;
- Ensure travel awareness amongst future staff and visitors;
- Provide a point of contact and travel information;
- Coordinate the travel surveys upon operation of the development;
- Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate;
- Ensure the availability of the most up to date travel information;
- Ensure that all staff receive travel information, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site; and
- Provide a point of contact with transport operators and Planning and Highway Authority officers.

5.3 ENCOURAGE AND PROMOTE SUSTAINABLE TRAVEL

5.3.1 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes. The TPC will be fundamental to the implementation and success of the TP. It is vital that the TPC is involved with some aspects of the development so that they can promote and achieve sustainable transport solutions. Promotional material and raising awareness are considered to have the highest impact for encouraging sustainable travel. Good public transport infrastructure is already in place near the site and so promoting them will be essential for decreasing car usage. The following could be utilised to promote sustainable travel to staff and visitors.

Travel Information

- 5.3.2 Noticeboards located in the communal areas of the development could include details of safe walking and cycling routes within the vicinity of the site, public transport timetables and maps showing bus routes and the nearest bus stops. This information would also be provided to new staff. Alternatively, the TPC may wish to provide a summarised copy of the TP to new staff and visitors as part of a welcome pack.
- 5.3.3 The developer could also liaise with local public transport operators to explore the possibility of providing discounted tickets for staff and visitors if the demand is sufficient.

Bicycle User Group / Walking Buddy Scheme

- 5.3.4 The TPC could also set up a bicycle user group and/or a walking buddy scheme at the development, if the demand is sufficient.
- 5.3.5 Cycle training for staff and visitors could be promoted, if demand is sufficient, through advertisement of local training classes. Courses are run by TfGM and can be found at activetravel.tfgm.com/cycling.

5.4 CAR SHARING

- 5.4.1 Car sharing is a proven method of reducing car trips and has a positive influence on peak time congestion. It proves popular on account of the cost-benefits to users and the reduction in stress from shared driving responsibility.
- 5.4.2 There may be an opportunity for informal car sharing, due to the nature of the proposed development. Alternatively, a car sharing scheme could be set up. A car sharing database for Greater Manchester is available at carsharegm.com.
- 5.4.3 In the first instance, a basic scheme using noticeboards could be adopted, with reviews undertaken for the success of the scheme as part of the travel survey. If there is sufficient demand, a formal database could be set up and run by the TPC.
- 5.4.4 Whilst the benefits of car sharing may be incentive enough for some users, it may also be necessary to provide further inducements to encourage participation, and subsequent success of the scheme. Optional measures could be implemented to increase the level of car sharing such as dedicated car sharing parking spaces.

5.5 TRAVEL SURVEY

- 5.5.1 The first step to developing the operational TP is to establish how the site users make journeys to and from the site. A travel survey will be conducted once the development is operational and then every year thereafter as part of the monitoring and review process for five years after opening.

- 5.5.2 The survey will be performed in order to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP. By conducting the survey each year, this will give an indication of how travel behaviour is changing at the site and provide an important indication as to the success of the TP. An example TP survey is shown in **Appendix B**.
- 5.5.3 The travel survey will be used to show how people travel to the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport, what would encourage people to reduce car use. The following information can be obtained:
- How staff and visitors usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others).
 - Where staff and visitors are generally travelling to/from.
 - Which places are considered to be dangerous for walking or cycling, and why.
 - Any problems there are with bus services and where a new service might be helpful.
 - How staff and visitors would like to travel if they had the choice and whether they own a bicycle or have a bus pass.
- 5.5.4 The results of the surveys will provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured. The full TP will be submitted to the LPA within three months of the first survey.

6.0 PLAN MONITORING AND REVIEW

6.1 INTRODUCTION

- 6.1.1 The monitoring and review programme will be designed to generate information by which the TP can be evaluated, revised, developed and improved, over a period of five years.
- 6.1.2 The major objective of the plan is to effect a reduction in the use of private cars by staff and visitors. In the first instance, the plan will seek to review existing staff and visitor travel movements by way of a travel survey.
- 6.1.3 On completion of the first travel survey, it will be appropriate to set targets which seek to achieve an increased proportion of site users travelling by more sustainable forms of transport. Notwithstanding this, a number of preliminary action targets are set out in the following section.

6.2 TRAVEL PLAN TARGETS

- 6.2.1 In agreement with Travel Plan Officers from the LPA and in accordance with best practice guidance on the preparation of TPs, targets should be set against which the efficiency of the plan can be measured.
- 6.2.2 The preliminary action targets for the development are set out in **Table 6.1**.

Table 6.1: Preliminary Action Targets

Action	Target Date
Appoint TP coordinator and inform LPA of contact details	1 month prior to occupation
Provide all staff with Travel Information Packs	Issued upon first occupation
Undertake travel survey and report results to LPA	Upon operation of development
Submit full TP to LPA	Within 3 months of travel survey
Agree on preliminary modal split targets with LPA	Within 3 months of travel survey

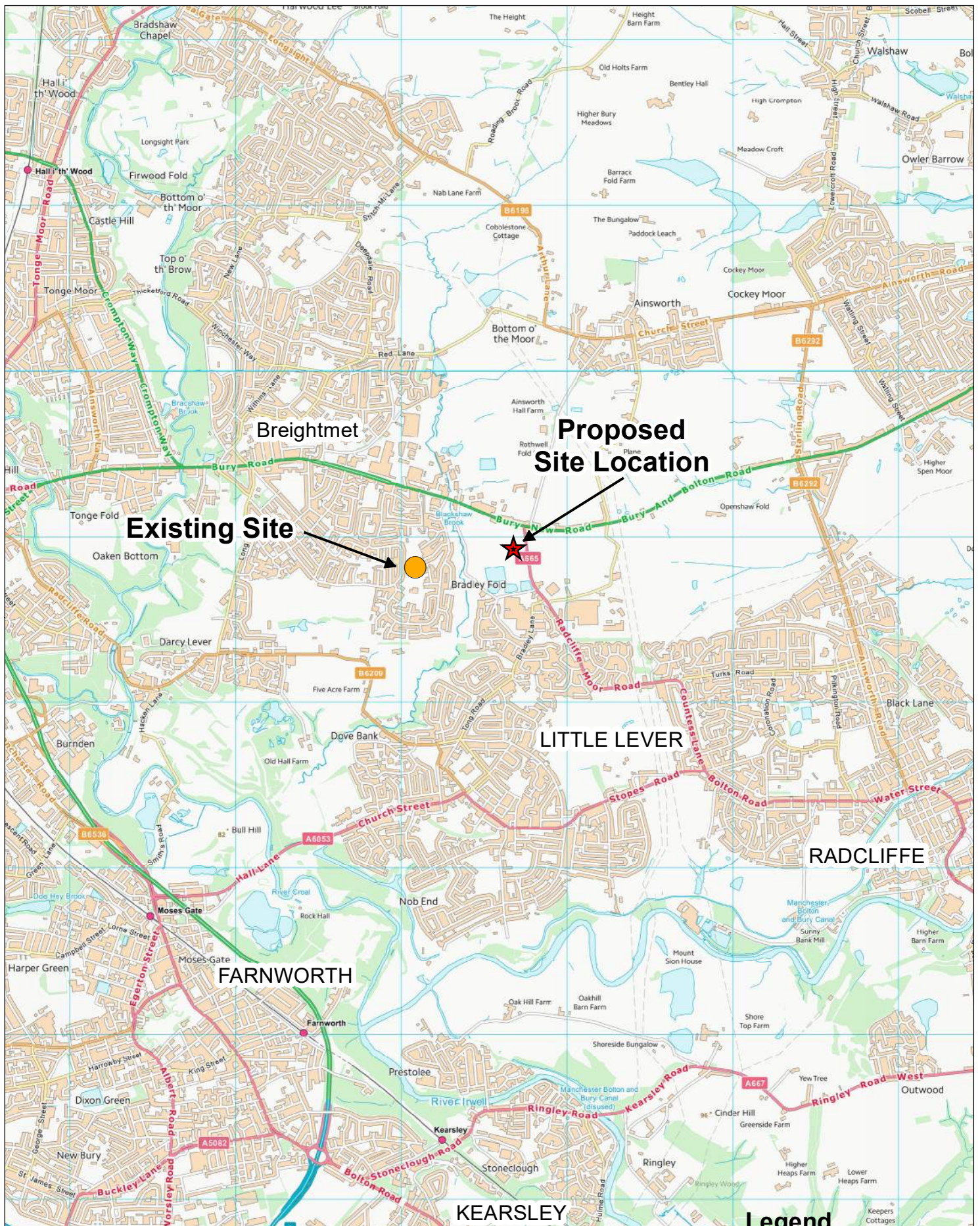
6.3 MONITORING

- 6.3.1 The monitoring would include items such as:
- Travel habits/modal split
 - General feedback from staff/visitors.
- 6.3.2 Information gathered as part of the continuous monitoring process would be made available to the LPA. Through this medium, future strategies for further delivering TP objectives can be considered in partnership between staff, the LPA and transport providers.

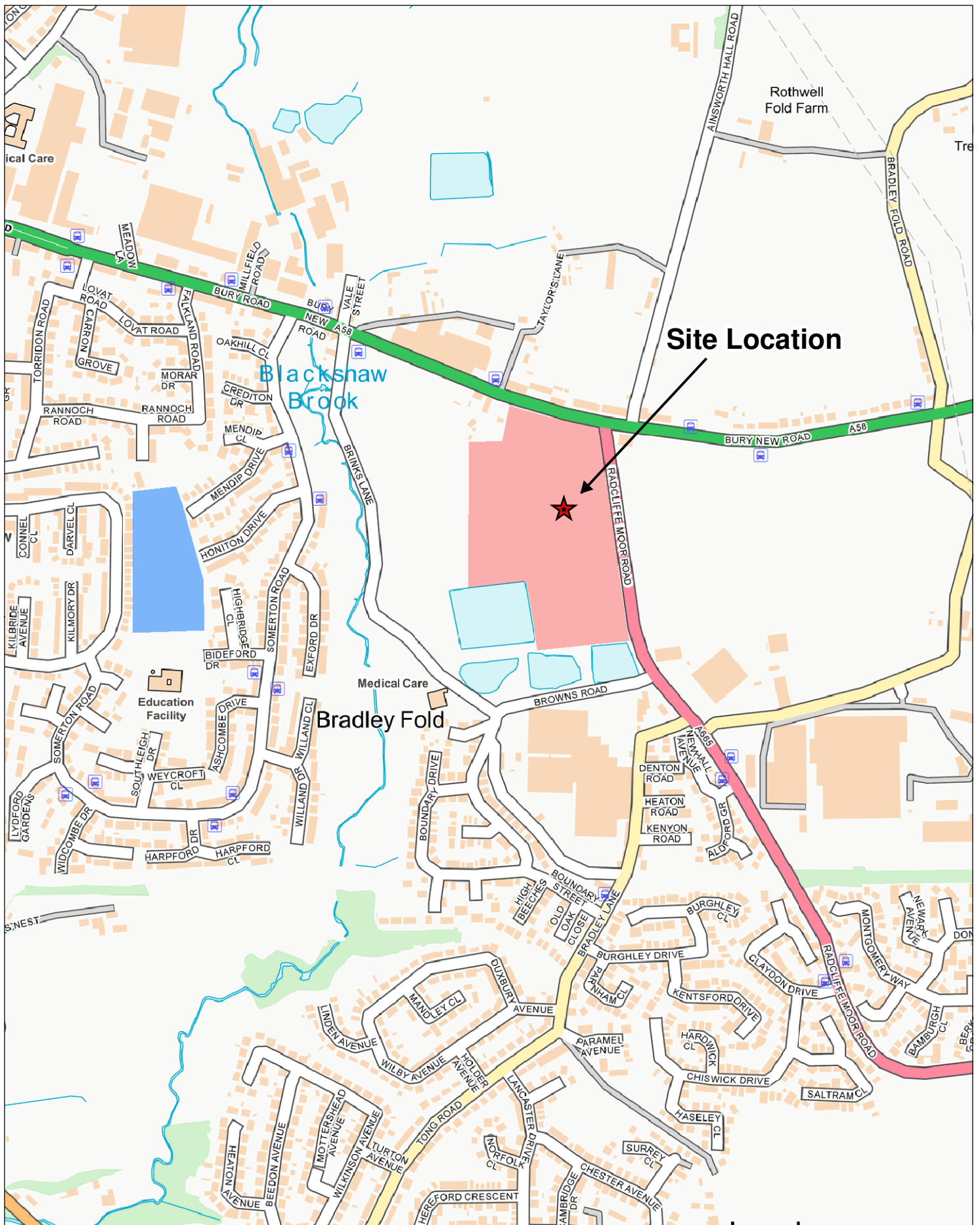
6.4 PLAN REVIEW

- 6.4.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date and to identify measures which could potentially be included in the future.
- 6.4.2 Although the database will be kept up to date throughout the year, the re-issue of the travel questionnaire (every year) will provide the opportunity to gather new information regarding attitudes to travel and on the modal split compared to the previous years.
- 6.4.3 A periodic review report will be produced summarising the results since the previous review. The report will also incorporate the results of the ongoing monitoring throughout the preceding period.

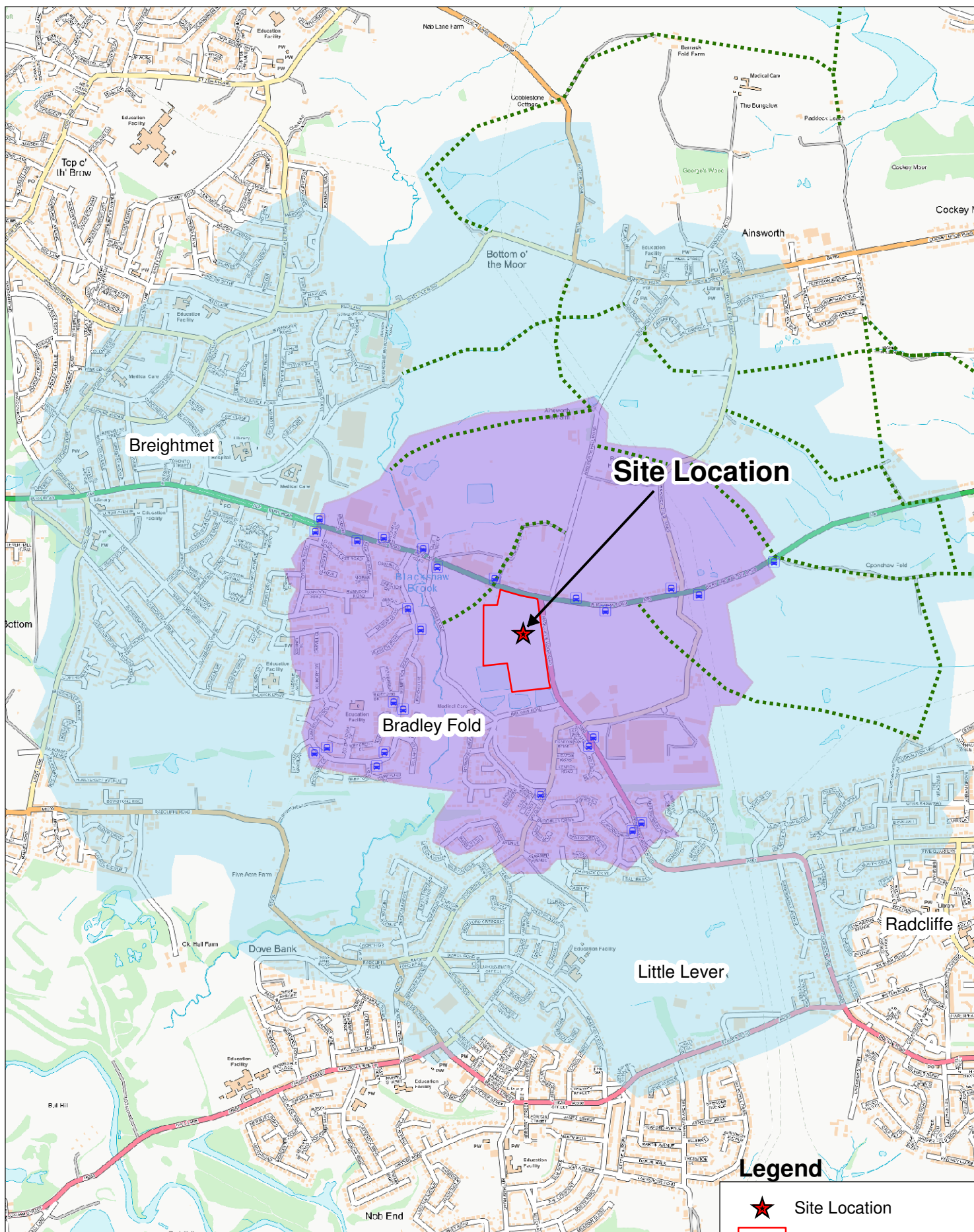
PLANS



© Tetra Tech Limited  TETRA TECH	Plan 1: Site Location Proposal: Proposed Relocation of Wyresdale AFC Location: Radcliffe Moor Road, Bury TT Job No.: 784-B026883	Legend  Previous Site  Site Location 
0 370 740 1,110 Meters Scale: 1:30,000 @A4		08 September 2021 NGR: 375,532 E / 408,513 N © Crown Copyright All rights reserved. Licence number:



© Tetra Tech Limited  TETRA TECH	Plan 2: Local Highway Network Proposal: Proposed Relocation of Wyresdale AFC Location: Radcliffe Moor Road, Bury TT Job No.: 784-B026883	Legend ★ Site Location - Site Boundary - Bus Stops - Existing Wyresdale AFC Site © Crown Copyright All rights reserved. Licence number:
0 90 180 270 Meters Scale: 1:7,500 @A4 19 August 2021 NGR: 375,564 E / 408,770 N		



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TETRA TECH

Plan 3: 1km and 2km Walk Catchments
Proposal: Proposed Relocation of Wyresdale AFC
Location: Radcliffe Moor Road, Bury
TT Job No.: 784-B026883



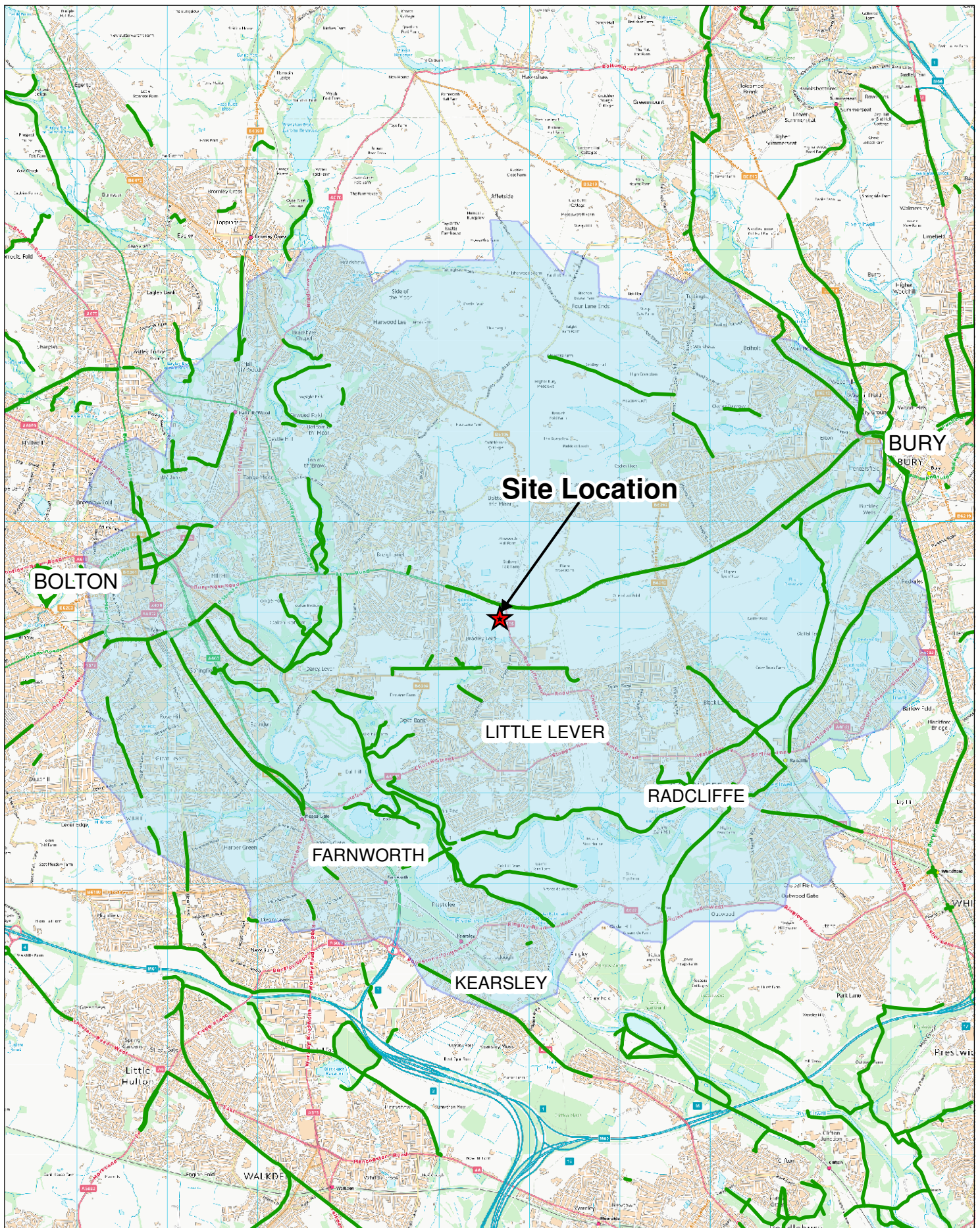
0 225 450 675 Meters
Scale: 1:18,000 @A4

23 August 2021
NGR: 375,565 E / 408,975 N

Legend

-  Site Location
-  Site Boundary
-  Bus Stops
-  Public Rights of Way
-  1km Walk Catchment
-  2km Walk Catchment

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Plan 4: 5km Cycle Catchment
 Proposal: Proposed Relocation of Wyresdale AFC
 Location: Radcliffe Moor Road, Bury
 TT Job No.: 784-B026883



Legend

-  Site Location
-  TfGM Cycle Routes
-  5km Cycle Catchment

0 670 1,340 2,010 Meters

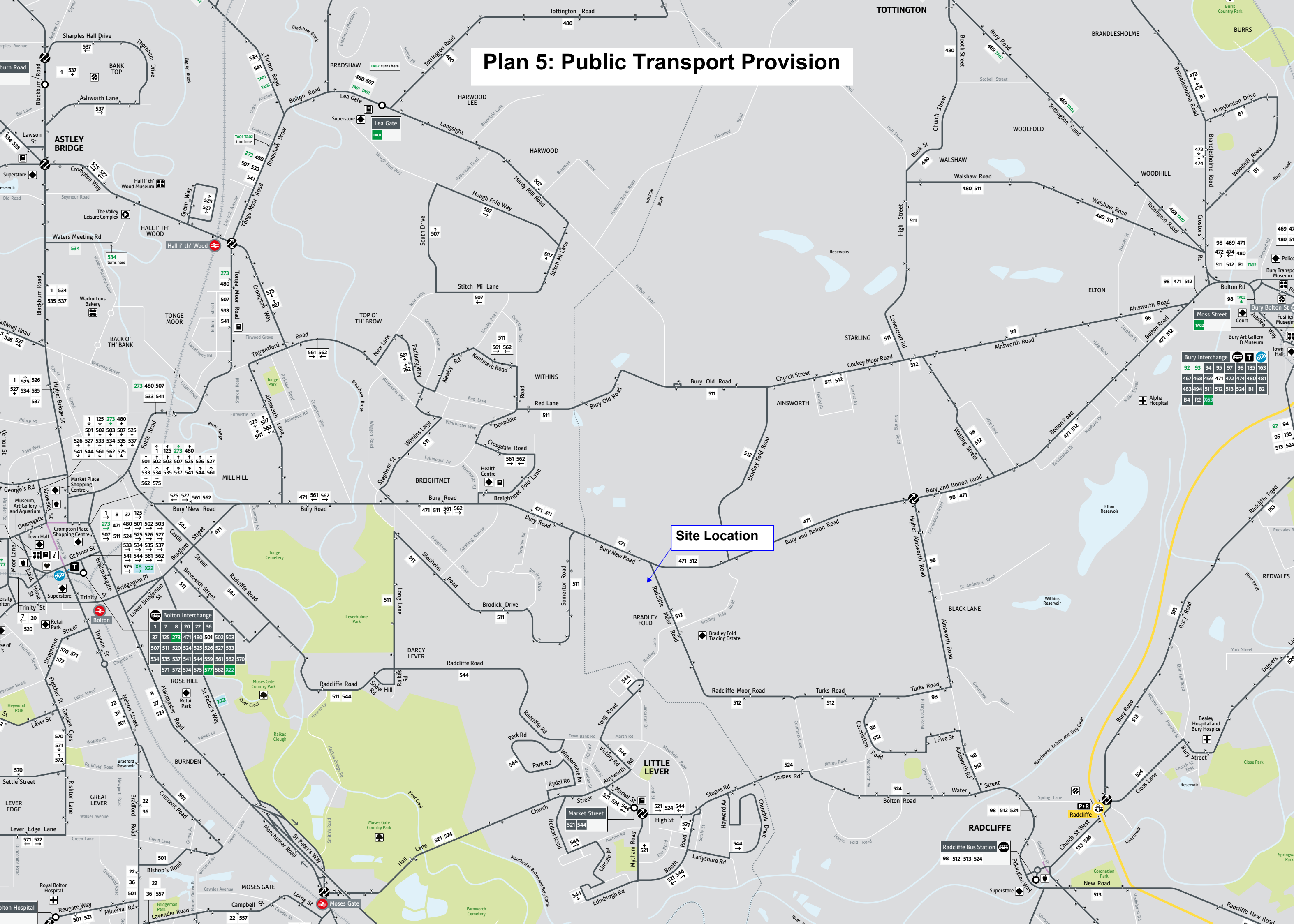
Scale: 1:55,000 @A4

18 August 2021

NGR: 375,566 E / 408,927 N

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Plan 5: Public Transport Provision



APPENDICES

APPENDIX A: PROPOSED SITE LAYOUT

COORDINATED STATIONS			
STATION	EASTING	NORTHING	LEVEL (m)
GPS1	375765.472	409053.186	119.764
GPS2	375709.145	409063.864	118.668
A	375742.985	408997.753	114.927
B	375751.023	408942.336	112.002
C	375779.317	408814.378	106.401

NOTES:
Copyright in all documents prepared by the architect and any works executed from these documents and drawings, shall unless otherwise agreed, remain the property of the architect and must not be reproduced by, lent or disclosed to, a third party without the written consent of Good and Tillotson.

DO NOT SCALE OFF THIS DRAWING.
All dimensions to be checked on site and any discrepancies to be referred to the architect before proceeding.

ALL LEVELS TO BE CHECKED ON SITE.
All discrepancies between information shown on the drawings and the information in the specification to be referred to the architect before proceeding.

All component sizes and references to be checked prior to the ordering of materials.

Positions and designation (i.e. combined, surface water or foul) of existing drain runs on site are to be checked / confirmed by the building contractor prior to commencement of any drainage works. Any existing drains, to which additional connections are to be made, are also to be checked as necessary to ensure they are suitable to accommodate additional capacity and the type of effluent being connected.

All relevant boundary positions are to be checked prior to proceeding.



C Hardstanding & red line boundary added JLC 22.09.21

B Vehicular access updated & cycle store added JLC 14.09.21

A Building and car park layout updated JLC 03.08.21

Rev Revision IntL Date

Client:

Bolton Wyresdale F.C.

Project:

Proposed New Facility

Location:

On Land At:
Radcliffe Moor Road,
Bolton

Good & Tillotson Chartered Architects

2 The Studios,
318 Chorley Old Road,
Bolton,
BL1 4JU

Tel: 01204 497700

Email: info@goodandtillotson.co.uk
Web: www.goodandtillotson.co.uk

Drawing Title:

Site Layout Plan

ABBREVIATIONS

AV AIR VALVE/VENT
BOL BOLLARD
BS BELUSHA BEACON
BM BENCH MARK
BL BED LEVEL
BS BUS STOP
BT BRITISH TELECOM
CL COVER LEVEL
DI DIAPHRAGM
DIS DISUSED
EL EAVES LEVEL
ELE ELEC JUNCT. BOX
EP ELECTRICITY POLE
FH FIRE HYDRANT
FL FLOOR LEVEL
FOS FULL OF SEDIMENT
FP FLAG POLE
G GULLY
GM GAS METER
GV GAS VALVE
IC INSPECT CHAMBER
IL INVERT LEVEL
JKW JAPANESE KNOTT WEED
LH LAMP HOLE
LP LAMP POST
NP NAME PLATE
MH MANHOLE
PS POST/SIGN POST
PB POST BOX
PX UNKNOWN SERVICE
RE RODDING EYE
RL RIDGE LEVEL
RS ROAD SIGN
ST STOP TAP
TH TRIAL HOLE
TL TRAFFIC LIGHT
TP TELEGRAPH POLE
TV CABLE TV BOX
UH UNABLE TO LIFT
WM WATER METER



G&T Job No: Scale: Drawn: Checked: Date:
2102 1:500@A1 JC RPW 16.07.21

Drawing Purpose: Status: Revision:
Planning Drawing S4 C

BIM Project: Origin: Zone: Level: Type: Role: Dwg No:

2102-GTA-00-00-DR-A-1002

APPENDIX B: EXAMPLE TRAVEL SURVEY

Draft Travel Survey

Date _____

- 1 Postcode** _____
- 2 Gender**
1 ☐ Male
2 ☐ Female
- 3 Age**
1 ☐ Under 25 4 ☐ 45-54
2 ☐ 25-34 5 ☐ 55 or Over
3 ☐ 35-44
- 4 Is your work?**
1 ☐ Full Time
2 ☐ Part Time
- 5 What are your normal start and finish time**
Start Time _____
Finish Time _____
- 6 Do you have a disability that may affect your travel arrangements?**
1 ☐ Yes
2 ☐ No
- 7 How far do you travel to work?**
1 ☐ Less than 1 mile
2 ☐ Between 1 and 2 miles
3 ☐ Between 2 and 5 miles
4 ☐ Between 5 and 10 miles
5 ☐ Between 10 and 20 miles
6 ☐ Over 20 miles
- 8 On your normal trip to work which form of transport did you use? (tick all that apply)**
1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger with other people as driver or passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Motorbike
6 ☐ Bicycle
7 ☐ Walk
- 9 How long did it take you to travel to work?**
1 ☐ 0 to 15 minutes
2 ☐ 16 to 30 minutes
3 ☐ 31 to 60 minutes
4 ☐ 61 to 90 minutes
5 ☐ More than 90 minutes
- 10 If you have indicated 'Car driver' in Q8, what are the main reasons for doing so?**
1 ☐ Car essential to job
2 ☐ Dropping/collecting others off
3 ☐ Give a lift to others in the area
4 ☐ Health reasons
5 ☐ More convenient than alternative
6 ☐ Other (please specify) _____
- 11 If you indicated car driver in Q8, would you consider car sharing?**
1 ☐ Yes regularly
2 ☐ Yes occasionally
3 ☐ No
- 12 If you answered 'No' to Q11, can you explain the reasons for not car sharing?**

- 13 Which of the following changes would most encourage you to use public transport for your journey to work? If you already travel to work by public transport, which would you most like to see? Please tick the 3 most applicable.**
☐ Interest free loans for travel tickets/passes sold
☐ Flexible working patterns
☐ More convenient bus drop off points
☐ Public transport information at work site
☐ More direct bus routes
☐ Personalised journey plan
☐ None
☐ Other (specify) _____
- 14 If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)**
1 ☐ Bus
2 ☐ Train
3 ☐ Bicycle
4 ☐ Car passenger
5 ☐ Walk
6 ☐ Motorbike
7 ☐ Other (specify) _____
- 15 Do you currently have the opportunity to walk or cycle to work (or both), but chose not to do so?**
1 ☐ No
2 ☐ Yes, walk
3 ☐ Yes, cycle
- 16 If you answered 'Yes' to Q15 please indicate your reasons for not walking or cycling (or both)**

- 17 Your views and ideas are important, so please add any other comments about your journey**

Thank you for your co-operation