

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

Framework Travel Plan (FTP)

October 2025

Planning Act 2008

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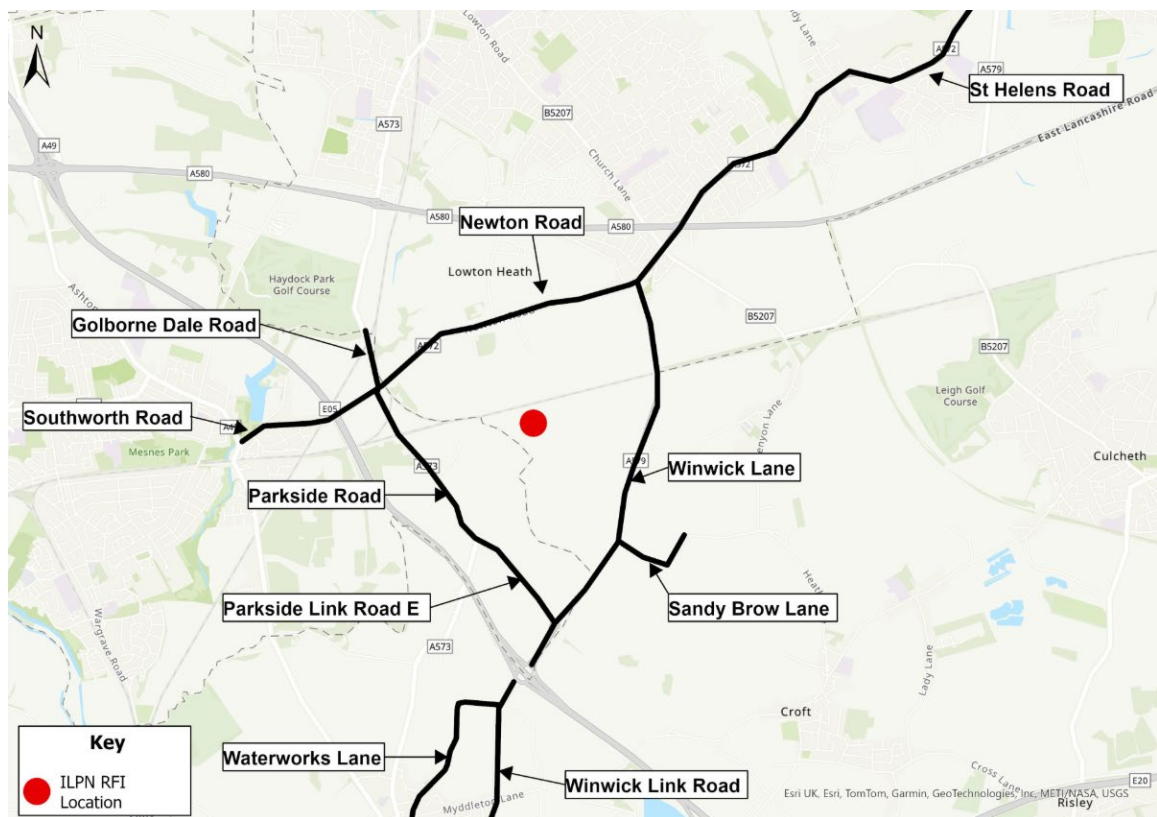
INTRODUCTION

Introduction

- 1.1 Stantec has been appointed by Intermodal Logistics Park North Ltd (a Tritax Big Box Company) ('the Applicant') to provide transport and highways advice in support of the proposed Intermodal Logistics Park North Rail Freight Interchange (ILPN SRFI).

Site Location

- 1.2 The DCO site is broadly split in five sections as follows:
- the Main Site - land to the east of the M6 motorway, to the south of the Chat Moss Line and to the west of Winwick Lane incorporating the triangular parcel of land located to the west of Parkside Road and to the north of the Chat Moss Line. The Main Site is approximately 193 hectares in size;
 - the Western Rail Chord – land to the west of the M6 motorway and to the east of the West Coast Mainline where the rail chord for the SRFI will be located. The Western Rail Chord is approximately 15.3 hectares in size;
 - the Northern Mitigation Area – land to the north of the Chat Moss (Liverpool – Manchester) railway line incorporating land for biodiversity net gain (BNG), PRoW, landscaping and soil management. The Northern Mitigation Area is approximately 47.6 hectares in size;
 - the Amenity Area - an area north of the railway line bounded by rail lines and Parkside Road, providing amenity open space, landscaping and screening;
 - Soils Reuse Area – land to the east of Winwick Lane to be used for the purposes of reuse of soils. The Soils Reuse Area is approximately 93.7 hectares in size and may require temporary stockpiling for logistical purposes through the undertaking of the soil reuse works; and soil reuse works.
- 1.3 The detail outlined within this Framework Travel Plan (FTP) is mainly focused on the activities within the Main Site area, whilst also providing coverage of the other areas within the DCO Site as necessary.
- 1.4 The Main Site is situated approximately 2.7km east of the Newton-le-Willows town centre, within the local authority boundaries of St. Helens Metropolitan Borough Council, Warrington Borough Council and Wigan Council. The Chat Moss railway line, connecting Liverpool to Manchester, bounds the Proposed Development to the north, Winwick Lane (A579) bounds the Proposed Development to the east, and the M6 motorway bounds the Proposed Development to the south and west. In addition, Parkside Road, followed by Parkside Link Road (PLR) east runs northwest to southeast through the site.

Figure 1.1 Location of the Proposed Development.

Development Proposals

1.5 The Proposed Development is a new Strategic Rail Freight Interchange (SRFI). The Proposed Development will incorporate the following elements:

- provision of a rail terminal capable of accommodating up to 16 trains (up to 775m in length) per day, including connections to the mainline and ancillary development such as container storage, cranes for the loading and unloading of shipping containers, Heavy Goods Vehicle (HGV) parking, rail control building, fuelling facilities and staff facilities; a rail turn-back facility within the Western Rail Chord capable of accommodating trains up to 775m in length;
- provision of a logistics park comprising up to c.767,000 square metres (m²) (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 590,000m² at ground floor level and up to 177,050m² of mezzanine floorspace, subject to ongoing design and market assessment, comprising a mixture of units with the potential to be rail-connected, rail served and rail accessible units;
- potential for new road and pedestrian/cycle bridges across the Chat Moss Line to enhance connectivity and replace level crossings to improve safety;
- new pedestrian and cycle access routes and connections and infrastructure including provision of new, and diversion of existing, Public Right of Way (PRoW) where required;

- provision of public transport hub; and
- potential highway mitigation works to be determined through assessment and review with relevant stakeholders, as set out in the Highways Mitigation Options Report (PEIR Appendix 7.2).

Objectives

- 1.6 The overall objectives of this Framework Travel Plan (FTP) are to encourage sustainable travel and behaviour change to reduce reliance on single occupancy car journeys to and from ILPN SRFI, through effective implementation, monitoring and management.
- 1.7 A Travel Plan is a coordinated management strategy that seeks to encourage sustainable travel choices. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government, helping to provide:
 - reductions in car usage, particularly influencing levels of single occupancy car travel, with an increased number of journeys made by public transport, walking and cycling; and
 - improved road safety and personal security, particularly for pedestrians and cyclists.
- 1.8 This report has been prepared in accordance with the Department for Transport's (DfT) "National Networks National Policy Statement" (NPSNN) and the Department for Communities and Local Government's (DCLG) "National Planning Practice Guidance" (NPPG).
- 1.9 A Sustainable Access and Movement Strategy (SAMS) has also been produced in support of the Proposed Development, which should be read in conjunction with this FTP. The SAMS outlines a number of opportunities to enhance the accessibility of the site by sustainable and active modes of travel.
- 1.10 This FTP is a 'living document' that will be reviewed and revised accordingly throughout the development's lifetime. Through the development of this FTP, the Applicant is committed to increasing the use of sustainable transport modes to and from ILPN SRFI.
- 1.11 This FTP sets out the overarching strategy for the Proposed Development and provides a framework for preparing detailed Travel Plans for the individual units within the ILPN SRFI development. Individual occupiers will be responsible for ensuring that individual Travel Plans (ITP) are implemented that adopt the aim, objectives and targets set out within this FTP. Each ITP will contain the name and contact details of the Travel Plan Co-ordinator (TPC) for each unit.
- 1.12 Compliance with this FTP, and an obligation to submit individual, occupier specific TPs will be secured through a Requirement in the Development Consent Order (DCO).

Report Structure

1.13 The FTP is structured as follows:

- Section 2: provides a review of national and local transport-related planning policies;
- Section 3: describes the existing site location, the surrounding area and the Proposed Development;
- Section 4: provides an audit of the sustainable accessibility of the DCO Site;
- Section 5: describes the objectives of the FTP;
- Section 6: describes the role of a TPC;
- Section 7: outlines the FTP initiatives and actions; and
- Section 8: details how the success of the FTP will be monitored.

POLICY AND GUIDANCE REVIEW

Introduction

1.14 This section reviews the existing national and local policy, guidance and emerging strategies relating to travel plans and provides a summary of how the proposed ILPN SRFI accords with these policies.

National Policy

National Policy Statement for National Networks (March 2024)

- 1.15 The National Policy Statement National Networks (NPSNN) sets out the UK Government's strategic planning framework for the development of Nationally Significant Infrastructure Projects (NSIPs) related to road, rail, and strategic rail freight interchanges (SRFIs) in England. It provides the basis for decision-making by the Secretary of State under the Planning Act 2008.
- 1.16 The overall strategic aims of the NPSNN and the National Planning Policy Framework (NPPF) are consistent due to both documents' over-arching theme to support sustainable development. However, the NPPF is not intended to contain specific policies for NSIPs, and instead the NPSNN assumes that function. The NPSNN provides guidance and imposes requirements on matters such as good scheme design, as well as the treatment of environmental impact.
- 1.17 With reference to strategic rail freight interchanges, paragraph 2.15 states that the aim of an SRFI is *"to optimise the use of rail in the freight journey by maximising long-haul primary trunk journey by rail and minimising some elements of the secondary distribution (final delivery) leg by road, through co-location of other distribution and*

freight activities.”

- 1.18 Chapter 4 of the NPSNN sets out the general policies and considerations in accordance with which applications relating to national networks infrastructure are to be decided. With reference to road safety, Paragraph 4.57 states:

“Highways developments provide an opportunity to make significant safety improvements and significant incident reduction benefits when they are well designed. Some developments may have safety as a key objective, but even where safety is not the main aim of a development, the opportunity should be taken to improve safety, including introducing the most modern and effective safety measures where proportionate. Consideration should also be given to wider transport objectives, including expanding active travel, and creating safe and pleasant walking, wheeling and cycling environments...”

- 1.19 In addition, with reference to accessibility Paragraph 4.78 states *“Applicants should demonstrate the following where relevant:*

- all reasonable opportunities to deliver improvements in accessibility on and to the existing national road network should be taken, including improvements for non-motorised users
- severance can be a problem in some locations; where appropriate, applicants should seek to deliver improvements that reduce community severance and improve accessibility
- national network infrastructure should incorporate good design (which is inclusive by default)...which includes delivering accessible infrastructure for users.”

- 1.20 Section 5 of this FTP outlines the proposed active travel improvements that will be provided as part of ILPN SRFI.

- 1.21 With reference to transport links and location requirements, Paragraph 4.81 of the NPSNN states:

“Given their strategic nature, it is important that new SRFIs or proposed extensions to Rail Freight Interchanges (upgrading them to SRFIs) are appropriately located relative to the markets they will serve, which will focus largely on major urban centres, or groups of centres, and key supply chain routes. The majority of freight movements by rail will end with transport by road to the final destination so, proposed new rail freight interchanges should have good road access, and provide appropriate parking and associated facilities for those using the interchange to ensure Heavy Goods Vehicle driver wellbeing is observed, as this will allow rail to effectively compete with, and work alongside, road freight to achieve a modal shift to rail. Due to these requirements, it may be that countryside locations are required for SRFIs.”

- 1.22 Section 3 of this FTP outlines the accessibility of the DCO site and the development proposals for ILPN SRFI, including road access and parking, are detailed in Section 4.

- 1.23 With reference to impact on the transport networks for SRFIs, Paragraphs 5.277 and 5.278 state:

“If a project is likely to have significant transport impacts it should include a Transport Assessment, using the Transport Analysis Guidance methodology stipulated in Department for Transport guidance, or any successor to such methodology.”

The applicant should also prepare a travel plan outlining management measures to mitigate transport impacts. A successful travel plan and mitigation strategy will understand the needs of people walking, wheeling or cycling. Audits should be undertaken to understand their movements and establish any barriers and opportunities to improve this environment. This includes detailing the accessibility of the development by active travel modes, such as the provision of safe and secure cycle parking and associated facilities, creating high quality pedestrian environments including through public realm improvements, enhancing modal interchanges to create an integrated transport system and access via public transport such as bus stops within close proximity of the development. Mitigating measures should also look to reduce the need for any parking associated with the proposal, ensure the infrastructure needed to support the transition to alternative fuels including electric vehicles are in place during construction and ahead of operation, and to mitigate transport impacts.”

- 1.24 This FTP, and the Proposed Development, adheres with the NPSNN (March 2024).

National Planning Policy Framework (February 2025)

- 1.25 The NPPF has most recently been updated in February 2025 and promotes sustainable development and states that there is to be a *"presumption in favour of sustainable development"* when making plans and decisions.

- 1.26 Section 9 of NPPF ‘Promoting Sustainable Transport’, Paragraph 109, states that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- making transport considerations an important part of early engagement with local communities;
- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- understanding and addressing the potential impacts of development on transport networks;
- realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

- identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”

1.27 In respect of considering development proposals, Paragraph 115 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

1.28 Paragraph 117 states the following requirements for development applications:

“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

allow for the efficient delivery of goods, and access by service and emergency vehicles; and

be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

1.29 This FTP, and the Proposed Development, adheres with the NPPF (2025).

Planning Practice Guidance (PPG) – Travel plans, transport assessments and statements in decision-taking (Updated March 2014)

1.30 This guidance was prepared in consultation with DCLG, bringing together current practice from examples from around the country.

1.31 The guidelines cover, in particular:

- when a travel plan is required;
- how the need for and scope of travel plan should be established;
- what information should be included in travel plans; and
- how travel plans should be monitored.

The PPG provides advice on what information should be included in Travel Plans and on how it should be monitored in Paragraphs 011 and 012 respectively. Paragraph 011 of the guidance states that:

“Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a Proposed Development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

1.32 They should evaluate and consider:

- benchmark travel data including trip generation databases;
- information concerning the nature of the Proposed Development and the forecast level of trips by all modes of transport likely to be associated with the development;
- relevant information about existing travel habits in the surrounding area;
- proposals to reduce the need for travel to and from the site via all modes of transport; and
- provision of improved public transport services.

1.33 They may also include:

- parking strategy options (if appropriate – and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and

- proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives)."

1.34 Paragraph 012 states that:

"Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.

The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer or qualifying body for neighbourhood planning. Who has responsibility for monitoring compliance should be clear.

Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative."

1.35 This FTP has been prepared in accordance with this guidance.

Local Policy

St. Helens Borough Local Plan up to 2037 (July 2022)

1.36 The St. Helens Borough Local Plan sets out the framework for the growth and development of the Borough. It identifies how and where new development and regeneration should take place and thereby promotes and manages the future development of the Borough. The Local Plan includes a number of Core Policies.

1.37 It should be noted that part of the ILPN SRFI site is allocated for SRFI development within St. Helens Borough Local Plan and is referred to as Policy LPA09: Parkside East. Policy LPA09 states the following:

"The Parkside East site (identified as Site 7EA in Policy LPA03 [Strategic Employment Sites]) shall be considered suitable in principle for development of a Strategic Rail Freight Interchange (SRFI) with the primary purpose of facilitating the movement of freight by rail and its on-site storage and transfer between rail and other transport modes.

The site is also considered suitable in principle for other forms of B2 and B8 employment use provided that they would:

- bring significant inward investment, local employment, and training benefits for the local community; and
- (i) be rail served (i.e., requiring on-site access to a railway); or
- (ii) be of a layout and scale that would not prejudice the ability to develop an

effectively laid out SRFI or other rail served employment development (including any necessary rail and road infrastructure, buildings, and landscaping), on at least 60ha of the site, at any time in the future.”

- 1.38 In addition, Policy LPA01: Spatial Strategy echoes national planning policy regarding sustainability and states that:

“New development will be directed to sustainable locations that are appropriate to its scale and nature and that will enable movements between homes, jobs and key services and facilities to be made by sustainable non-car modes of transport.”

- 1.39 It also recognises within subsection 7 of Policy LPA01 that:

“Parkside West and Parkside East form transformational employment opportunity sites that will make a major contribution to the economic development of St Helens Borough, the Liverpool City Region and beyond. Development that prejudices their development in accordance with Policies LPA03, LPA09 and LPA10 will not be allowed.”

- 1.40 Policy LPA02: Development Principles further emphasis the need for sustainable development by requiring development to:

“Minimise the need to travel and maximise the use of sustainable transport by:

Guiding development to sustainable and accessible locations or locations that can be made sustainable and accessible;

Encouraging a shift towards more sustainable modes of transport for people, goods and freight and encouraging the use of lower carbon transport;

Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking, and cycling between homes and employment; and

Supporting the provision and retention of shared space, community facilities and other local services (such as local shops, health facilities, education provision, meeting places, sports venues, cultural buildings, public houses, and places of worship).”

St. Helens Supplementary Planning Documents (SPDs)

- 1.41 The Ensuring a Choice of Travel SPD June 2010 was developed by St. Helens Borough Council to provide developers with transport-related advice regarding new development. It seeks to achieve a number of key transport-related objectives regarding accessibility by sustainable modes, healthier lifestyles, and road safety that are broadly comparable with the key National and Local policies already referenced above.

Draft Wigan Borough Local Plan (April 2025)

- 1.42 Wigan Borough Council published the initial draft version of the Local Plan in April 2025, and which will eventually guide development through to March 2039 across the Borough. The Local Plan sets out the policies through which the Council will “manage

development and use to inform its determination of planning applications”.

- 1.43 Section 8 of the Draft Wigan Local Plan outlines the Borough’s commitment to improving transport infrastructure in support of sustainable development. A proposal is the Lane Head South Bypass, which is identified as a future transport priority under Policy T1 in the Draft Infrastructure Delivery Plan. The bypass is intended to alleviate congestion and improve air quality along Winwick Lane, where pollution levels currently exceed national limits near residential properties.
- 1.44 The plan also promotes active travel as a key component of sustainable transport. Proposed enhancements include three new controlled pedestrian crossings at the Newton Road junction, designed to make walking safer and more accessible, particularly for vulnerable users. These improvements are intended to encourage modal shift from car use to walking, thereby supporting both health and environmental objectives.
- 1.45 The Proposed Development would directly support the objectives of Section 8 by facilitating modal shift from road to rail. As presented in Appendix 7.2 Highway Mitigation Options Report of Chapter 7 Transport and Traffic in the Preliminary Environmental Information Report (PEIR), the Lane Head Bypass (also known as the Lane Head South Relief Road) has been identified as a potential mitigation option for the Proposed Development based on the available knowledge at this stage. The options outlined will be subject to review and refinement once the traffic modelling analysis is complete. The final mitigation options taken forward will look to mitigate the impacts of the proposed development on congestion, air quality and connectivity—aligning with Wigan’s vision for a cleaner, safer, and more sustainable transport network.

Local Transport Plan 3 (LTP3) for Merseyside (2011 – 2026) (April 2011)

- 1.46 The LTP3 was adopted in April 2011 and sets out the implementation plans in the short term to 2015 and looks to the longer-term strategy for 2024 on how to improve transport in Merseyside. The plan has 6 equal status goals which focus on sustainable economic growth, equality of travel, improved health, wellbeing and road safety which are again broadly comparable with the key National and Local policies already referenced above.

Places for Everyone (PfE) Joint Development Plan (2022 to 2039) (March 2024)

- 1.47 The PfE Plan is a joint development plan produced by Greater Manchester Combined Authority (GMCA) for nine Greater Manchester districts including Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. The plan replaced several policies in the Wigan Local Plan Core Strategy and was adopted by Wigan Council in March 2024.
- 1.48 With reference to public transport, Policy JP-C3 states that a range of measures will be supported including “...*Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major*

allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network”.

- 1.49 With reference to transport, the PfE Plan ensures all new developments are sustainably integrated into Greater Manchester’s transport network or are supported by new infrastructure. In addition, Policy JP-C6: Walking and Cycling states *“In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:*

Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;

Ensuring routes are direct, easily navigable and integrated with the street and public transport network;

Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;

Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;

Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;

Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling”

- 1.50 Section 5 of this FTP details the physical infrastructure improvements associated with the Proposed Development, such as walking, cycling and public transport improvements.
- 1.51 With reference to Transport Assessments, Policy P-C8: Transport Requirements of New Development states *“Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network...”*
- 1.52 This FTP has been prepared in accordance with the PfE Plan.

Wigan Council Travel Plan Supplementary Planning Document (SPD) (July 2024)

- 1.53 The Travel Plan SPD outlines Wigan Council’s requirements for the preparation of Travel Plans. The updated SPD reflects current policy and guidance, sets out a new strategy for monitoring and reviewing travel plans and sets thresholds for the completion of travel plans as part of planning applications.
- 1.54 With reference to development proposals, Paragraph 2.1 states *“The following principles are key and will be applied according to the scale of the development:*

- Ensuring that walking routes to nearby services and facilities, including shops, schools, bus stops and rail stations, are not constrained by the route that motor vehicles have to take. Opportunities should be taken to achieve the shortest possible route or routes to such services and facilities in a form that is safe and attractive for pedestrians, including at night, and does not create security issues for adjacent properties.
- Ensuring that it is safe and convenient to walk, wheel and cycle within and to/from the development.
- Ensuring provision for secure cycle parking, as well as facilities for showering, changing and storing possessions at places that are destinations.
- Ensuring that bus services are provided for appropriately, including routes and facilities within and outside the site, as applicable – single access developments where buses have to enter and leave at the same point are rarely successful.
- Ensuring that opportunities are taken, proportionally, to improve active travel and public transport facilities off-site that occupiers of the development will use, such as providing a bus shelter or real time bus information at a bus stop; improving facilities at a nearby rail station; or contributing to or connecting into the wider safer walking and cycling network, including schemes planned or programmed to be delivered.”

1.55 In addition, Paragraph 3.1 outlines the primary aims of a travel plan including:

“Reduce the reliance on single occupancy car journeys, especially for short journeys.

Encourage active travel and use of public transport.

Promote means of travel that are beneficial to the health of those living on, working at or visiting the site.

Enable residents / employees / visitors and other users of development to identify their travel choices and make informed decisions.

Promote sustainability as a key factor of development by raising the awareness of environmental and climate change issues.”

1.56 With reference to FTPs, Chapter 5 states:

“A framework travel plan is required when the end occupier is unknown, or the proposals involves multiple phases of development. It may also be referred to as an interim travel plan. A framework travel plan should include as much detail as possible regarding the intended use of the development and the active travel and public transport options available. It is understood that some details may not be available, in particular, information about the timescales and mechanisms for delivery of measures, however, the travel plan should clearly set out when these additional details will be provided and an action plan for their delivery. A full updated travel plan will be required

from the end occupier / user following full occupation of the development, or within 6 months after first occupation, whichever is lesser”

- 1.57 The Proposed Development, and this FTP, have been prepared with consideration of the Wigan Council Travel Plan SPD.

Warrington Local Plan 2022/23 to 2038/39

- 1.58 On the basis that some development traffic from ILPN SRFI utilise the highway network within the Warrington area, it is considered that the proposals must have regard to the primary transport policies in Warrington.
- 1.59 The Warrington Local Plan 2021/22 – 2038/39 was formally adopted at a meeting of full council on Monday 4th December 2023 and is now the statutory Development Plan for the Borough to 2038/39.

- 1.60 Strategic Planning Policy INF1 covers Sustainable Travel and Transport and states the following:

“To deliver the Council’s objectives of improving the safety and efficiency of the transport network, tackling congestion, reducing carbon emissions and improving air quality, promoting sustainable transport options, reducing the need to travel by private car and encouraging healthy lifestyles, the Council will expect development to:

General Transport Principles - Be located in sustainable and accessible locations, or in locations that can be made sustainable and accessible;

Improve Walking and Cycling Facilities (Active Travel);

Improve Public Transport;

Protect future re-use of disused rail corridors;

Improve Freight Transport Provision;

Sustainable Transport of Minerals and Waste.”

- 1.61 The Warrington Borough Council policies are comparable to St. Helens Borough Council’s transport policies and, as such, are all considered further within this report.

Summary

- 1.62 Transport policy and best practice guidance has emphasised that travel planning can play a key role in tackling traffic congestion and encouraging behavioural changes in mode choice. A number of Government policy objectives and publications have referred to and addressed travel planning issues.
- 1.63 This FTP has been written to comply with both national and relevant local policies and guidance. It will outline measures to be implemented from the outset that will both limit the development’s traffic impact and promote more sustainable and healthier

forms of transport, thereby achieving the aims of those policies.

- 1.64 Following the review of national and local policy, it is evident that the FTP for ILPN SRFI can play an integral part in progress towards achieving these national and local transport objectives. The measures and strategies outlined within this FTP are targeted towards reducing congestion by reducing the need to travel, and by promoting alternative sustainable modes of travel. These measures consist of both 'hard' and 'soft' solutions which will bring benefits to the whole site.
- 1.65 It is considered that the overall travel demand management strategy defined for ILPN SRFI, along with the implementation of this FTP, will play a key role in achieving the objectives of the sustainable development policy.

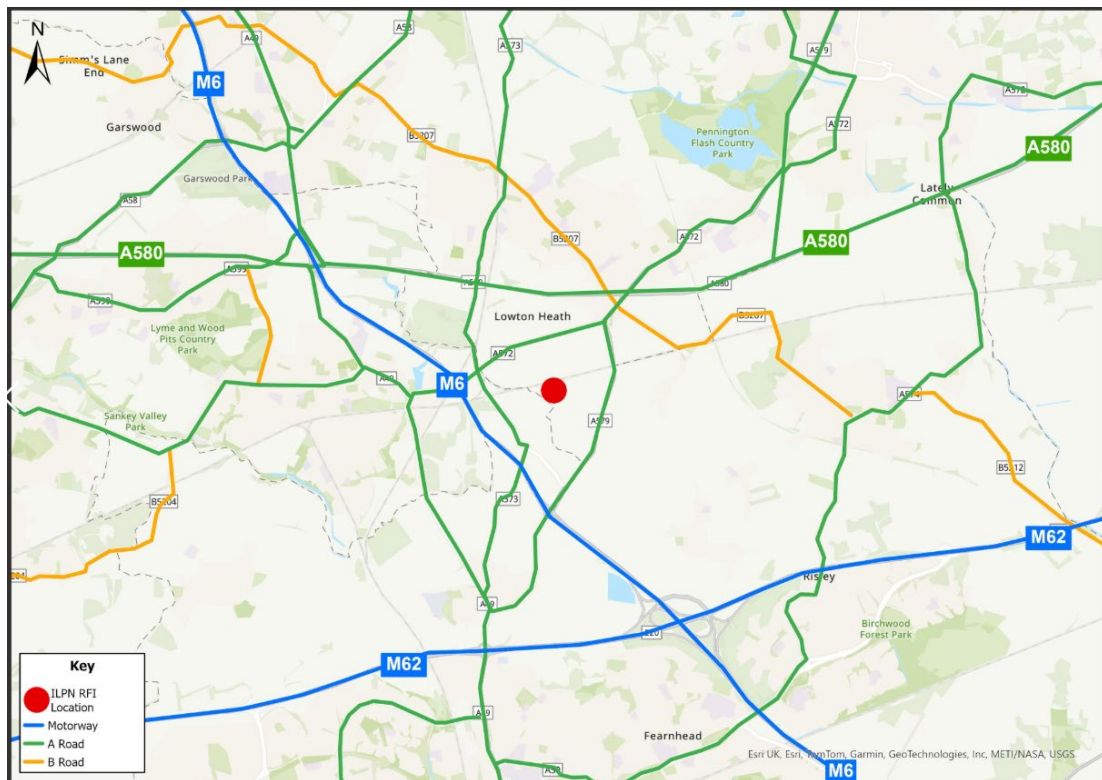
EXISTING CONDITIONS AND ACCESSIBILITY

Introduction

- 1.66 This chapter assesses the existing transport conditions in the vicinity of the Proposed Development, including a review of the existing site uses, location and access arrangements by all modes of transport.
- 1.67 The current off-site transport infrastructure and facilities in the vicinity of the Proposed Development, as well as a summary of the existing traffic and road conditions on the network, are also included.

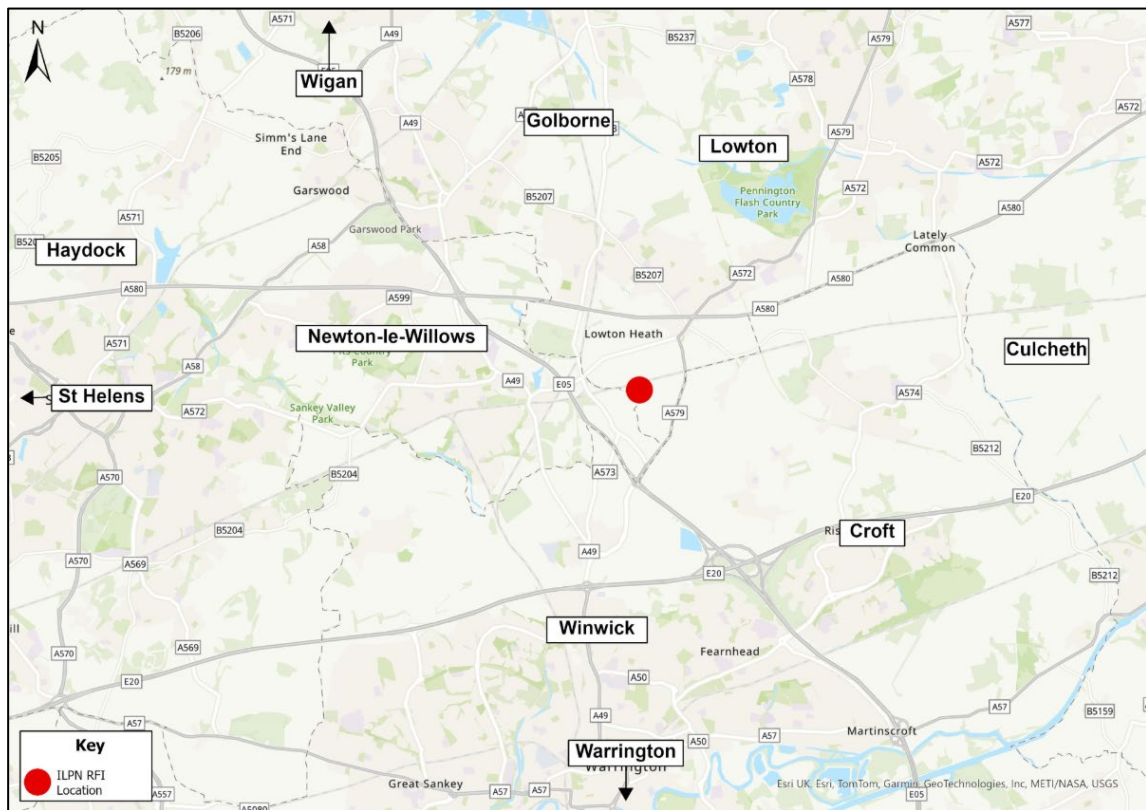
Site Location

- 1.68 The Proposed Development is situated approximately 2.7km east of the Newton-le-Willows town centre, within the local authority boundaries of St. Helens Metropolitan Borough Council, Warrington Borough Council and Wigan Council. The Chat Moss line, connecting Liverpool to Manchester by rail, bounds the Proposed Development to the north, Winwick Lane (A579) bounds the Proposed Development to the east, and the M6 motorway bounds the Proposed Development to the south and west. In addition, Parkside Road, followed by Parkside Link Road (PLR) East runs northwest to southeast through the site.
- 1.69 The indicative location of the Proposed Development is shown in Figure 1.2.

Figure 1.2 ILPN SRFI Site Location

- 1.70 The Main Site is predominantly comprised of open vacant agricultural land at present. However, the Main Site does include Highfield Farm and Kenyon Farm Air Strip - GB0734 towards the northern boundary and Parkside Farm, located to the east of Parkside Road.
- 1.71 Beyond the highway and rail networks that bound the Main Site the area surrounding it is predominantly agricultural land.
- 1.72 Settlements in the wider locality include Golborne and Lowton to the north, Culcheth to the east, Croft to the southeast, Winwick to the south and Newton-le-Willows to the west, as shown in Figure 1.3.

Figure 1.3 Urban Areas



- 1.73 Winwick Lane, Parkside Link Road and Parkside Road serve as the main vehicular routes connecting the existing site to the surrounding areas; with Parkside Road linking to the A580 via Warrington Road to the north, and Parkside Link Road East linking to the M6 to the south

Accessibility on Foot

- 1.74 It is widely recognised 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 2km.
- 1.75 These walking distances are in accordance with the Chartered Institution of Highways and Transportation (CIHT) document entitled “Guidelines for Providing for Journeys on Foot” (2000), which states a preferred maximum walking distance of 2km for commuters, school trips and sightseeing, with 1km being the acceptable distance. These distances, therefore, illustrate the catchment areas that are accessible on foot from the site.
- 1.76 It is of note however that the distance people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route, the attractiveness of the surrounding pedestrian environment, societal perceptions and other subjective and circumstantial preferences.

- 1.77 The local highway network provides pedestrian facilities in the form of footways on the eastern side of Winwick Lane, on the southwest side of PLR East, on the west side of Parkside Road and on the north side of Newton Road. Street lighting is also placed at regular intervals along PLR East, Parkside Road and Newton Road.
- 1.78 Collectively, the local highway network offers connections to various local amenities and residential areas, predominantly within Lowton (approximately 2.3km to the northeast), and Newton-le-Willows (approximately 2.4km to the west).
- 1.79 Within the vicinity of the Main Site, uncontrolled pedestrian crossings featuring dropped kerbs, tactile paving and refuge islands are provided on the Parkside Road (south) arm of the Parkside Road / PLR East roundabout junction, and on all arms of the Winwick Lane / PLR East roundabout junction.
- 1.80 In addition to the pedestrian facilities provided as part of the local highway network, the Public Rights of Way (PRoWs) around and through the site are extensive. PRoWs are highways over which the public have linear rights of access and are protected and maintainable at public expense by the Highway Authority (Highways Act 1980).
- 1.81 There are several pedestrian routes that pass near the Main Site. The PRoW network within the Main Site is extensive, connecting each of the roads within the local highway network. Outside of the Main Site, public footpaths can provide an efficient and safe route to further travel links such as train stations and bus stops. The local highway network also has footpaths; footpaths are also present in the underpass under the M6 making pedestrian journeys safer by avoiding busier roads.
- 1.82 The pedestrian provision, and some of the amenities that are located within the 2km walking catchment, are illustrated in Figure 1.4.

Figure 1.4 2km Walking Catchment



- 1.83 The pedestrian catchment plan presents the furthest points that can be reached within a 2km walk along existing routes. The distances are measured from the centre of the Main Site, accessed via Parkside Road.
- 1.84 As can be seen in Figure 1.4, the 2km walking catchment extends to some of the residential areas of Lowton to the north, Lane Head to the north-east and Newton-le-Willows to the west. In addition, Newton-le-Willows rail station is located approximately 1.9km to the west of the Main Site.

Accessibility by Cycle

- 1.85 It is widely accepted that cycling also has the potential to substitute for short car trips, particularly those less than 5km, and can form part of a longer journey by public transport.
- 1.86 Shared footway/cycleways are located along East Lancashire Road (A580) providing access to local residential areas surrounding the Main Site including St. Helens, Haydock, Golborne and Lowton. In addition, a 3m shared footway/cycleway is provided along PLR. The shared footway/cycleway links Parkside Road to the east and Winwick Road (A49) to the west.
- 1.87 There are a multitude of cycle provisions linking the Main Site into and around Warrington. One of the key provisions available is a stretch of off-road path, known as the Sankey Valley Trail, that links the southern edge of Newton-le-Willows, southward to Warrington town centre. At its closest point, the route is accessible via Alder Lane, located approximately 3.6km east of the Main Site.
- 1.88 Figure 1.5 illustrates the 5km cycling catchment areas from the Main Site.

Figure 1.5 5km Cycling Catchment

- 1.89 As can be seen from Figure 1.5, the 3km cycling catchment area includes the residential areas of Croft (approximately 2.9km) to the south-east of the Main Site and Lowton (approximately 2.3km) to the north of the Main Site.
- 1.90 The 5km catchment area extends further, encompassing the north of Warrington (approximately 5km) to the south-west, and Newton-le-Willows (town) (approximately 4.8km) to the north-west.
- 1.91 It has, therefore, been demonstrated that the Main Site is accessible by cycle for both staff and visitors.

Accessibility by Public Transport

Accessibility by Bus

- 1.92 The closest bus stops to the Main Site are the Parkside Road bus stops located on Southworth Road, within 400m walking distance from the north-western border of the Main Site. The bus stops are served by routes 22A, 34 and 360, operated by Warrington's Own Buses and Arriva Merseyside. The routes provide direct connectivity between Wigan, Warrington and St. Helens.
- 1.93 Further details of the bus service on Southward Road, including the frequency, are provided in Table 1.1.

Table 1.1 Local Bus Services

Bus Services	Bus Route	Frequency		
		Mon-Fri	Saturday	Sunday
22A	Warrington Interchange – Winwick – Newton-le-Willows – Golborne – Wigan	2004 – 2300 Hourly	2002 – 2258 Hourly	1150 – 2051 Hourly
	Wigan – Golborne – Newton-le-Willows – Winwick – Warrington Interchange	2056 – 2356 Hourly	2056 – 2356 Hourly	1242 – 2141 Hourly
34	St. Helens – Newton-le-Willows – Leigh	0638 – 1821 Every 40 mins	0734 – 1812 Every 40 mins	N/A
	Leigh – Newton-le-Willows – St. Helens	0651 – 1908 Every 40 mins	0655 – 1858 Every 40 mins	N/A
360	Warrington – Winwick – Golborne – Wigan	0613 – 1833 Hourly	0823 – 1824 Hourly	N/A
	Wigan – Golborne – Winwick – Warrington	0533 – 1928 Hourly	0724 – 1927 Hourly	N/A

1.94 Table 1.1 demonstrates that the site benefits from three regular bus services, with frequencies ranging from every 40 minutes to every hour. Section 4 provides detail on the proposed services associated with the Proposed Development which will supplement the existing service availability.

Accessibility by Rail

1.95 The closest railway station to the Proposed Development is Newton-le-Willows which is located approximately 1.9km to the west of the site. The station is operated by Northern Railway, providing services to Manchester Victoria, Manchester Piccadilly, Manchester Oxford Road, Manchester Airport, Liverpool Lime Street, Chester, Llandudno, Holyhead, and Newcastle upon Tyne.

- 1.96 The railway station is located within a 1.9km walking distance from the Proposed Development and is also accessible by cycle and bus (services 34 and 360). The station is deemed accessible as part of a multimodal journey using active travel or public transport.
- 1.97 Trains operate at high frequencies with departures to Liverpool Lime Street approximately every 20 minutes. Trains also operate at high frequencies to Manchester City Centre, stopping at stations such as Manchester Piccadilly, Manchester Victoria, and Manchester Oxford Road. Journey times can vary depending on the train operator but usually this journey should take circa 20-30 minutes.
- 1.98 It should be noted that the local stopping services in both directions provide good connections to nearby residential areas such as St. Helens, Rainhill and Whiston, where future staff of the ILPN SRFI could live.
- 1.99 In addition, Transport for Greater Manchester (TfGM) has submitted a planning application to Wigan Council for the construction of a two-platform rail station within Golborne (planning reference: A/24/98015/MAJOR). The planning application was subsequently approved in April 2025.
- 1.100 The approved station will be located on the West Coast Main Line, five miles south of Wigan North Western station and one mile north of Golborne Junction. It is thought that the approved station could be open by 2027. The provision of a rail station within Golborne would provide further accessibility of the Proposed Development by rail by increasing options available to those travelling to and from the Proposed Development.

Existing Highway Network

Strategic Highway Network

- 1.101 As shown in Figure 1.2 above, the Proposed Development is within close proximity of the Strategic Highway Network. The Main Site has excellent access to the M6 and M62 and the A580.
- 1.102 The M6 is accessed via the Winwick Interchange (junction 22 of the M6) and forms the western boundary of the Main Site. The M6 connects to the A580 to the north and the M62 to the south of the Proposed Development.
- 1.103 Approximately 5km north of the Winwick interchange, the M6 connects to the A580 (East Lancs) via junction 23 of the M6. The A580 provides access between the Liverpool to the west and Manchester to the east of the Proposed Development. Within the vicinity of the site, the road features a footway on the southern side of the carriageway, separated from the carriageway edge by a grass verge and with the added benefit of street lighting placed at regular intervals.
- 1.104 The M62 is accessed approximately 2.7km south of the Main Site via junction 21A of the M6. The M62 provides a connection between Liverpool and Hull, passing Manchester and Leeds.

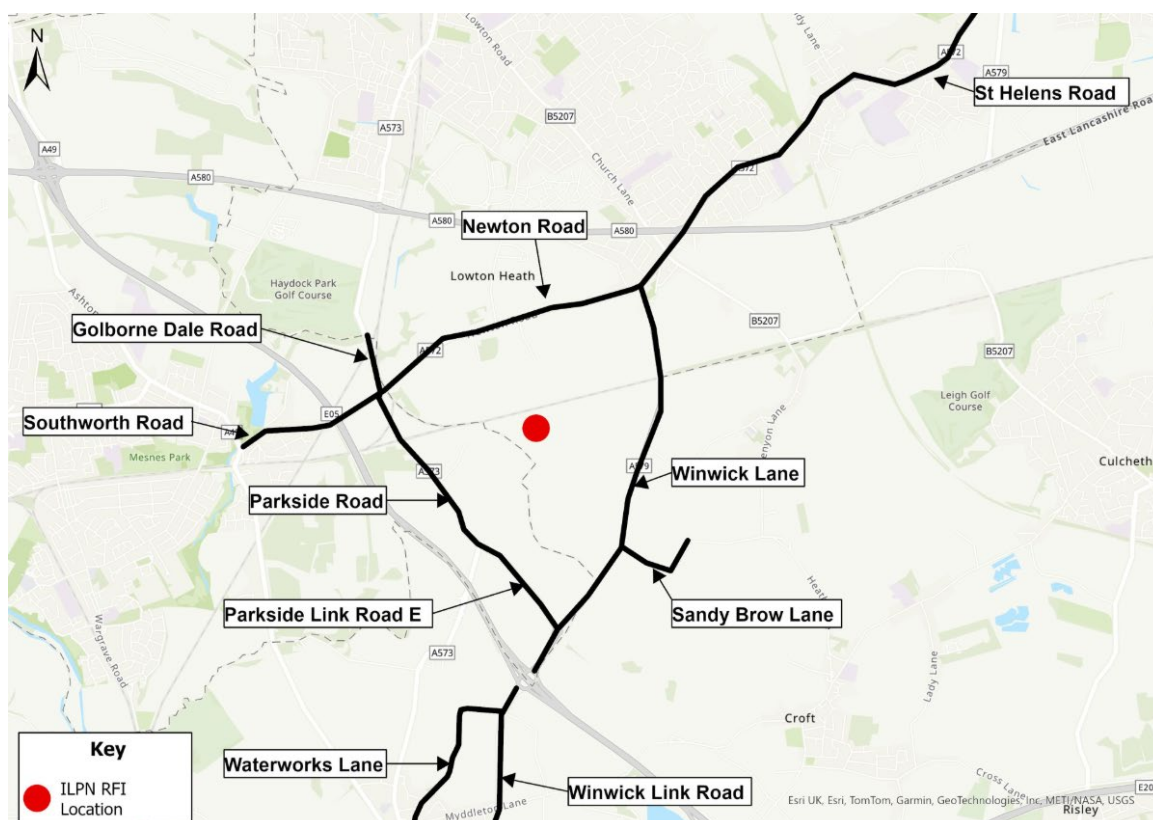
Local Highway Network

- 1.105 Winwick Lane (A579) is a two-way single carriageway that links the Main Site to Newton Road (A752) to the north and PLR East to the south-west, and the M6 and Winwick Link Road via the Winwick interchange to the south of the Main Site. At its southern end, the road is subject to a 30mph speed limit which increases to 40mph north of Sandy Brow Lane, before returning to 30mph approximately 250m south of Newton Road.
- 1.106 The road features footways on the eastern side of the carriageway and benefits from street lighting placed at regular intervals at its northern end, spanning approximately 160m east of Newton Road. The closest pedestrian crossing to the Main Site is located on the Winwick Lane (north) arm of the Winwick Lane / Parkside Lane Link Road East roundabout junction in the form of an uncontrolled pedestrian refuge crossing featuring dropped kerbs and tactile paving.
- 1.107 PLR East is a new two-way single carriageway that connects to Parkside Road at its northern end and Winwick Lane at its southern end, running through the Main Site in a northwest - southeast alignment. The link road fully opened in May 2025.
- 1.108 The road is subject to a 40mph speed limit, features a footway as well as street lighting placed at regular intervals on the southwestern side of the carriageway. In the vicinity of the Proposed Development, there is an uncontrolled pedestrian refuge crossing located on the PLR East arm of the road's roundabout junction with Winwick Lane.
- 1.109 Parkside Road (A573) is a two-way single carriageway linking to Southworth Road (A572) to the north of the Main Site, and Golborne Road approximately 770m south of the Parkside Road / PLR East roundabout junction. The road is subject to a 40mph speed limit, features footways on the western side of the carriageway and benefits from street lighting placed at regular intervals. Within the vicinity of the Main Site, there is a signalised pedestrian crossing located at the northern end of Parkside Road (A573).
- 1.110 Newton Road (A572) is a two-way single carriageway linking to Southworth Road immediately west of the Parkside Road / Newton Road junction, and St. Helens Road approximately 2.4km to the north-east of the site, The road is subject to a 30mph speed limit at its western end, however approximately 315m east of Golborne Road the speed limit increases to 40mph, before returning to 30mph approximately 50m west of Heath Lane.
- 1.111 Newton Road features a footway on the northern side of the carriageway with various sections of footway also present on the southern side of the carriageway. The road also benefits from street lighting at regular intervals. The closest pedestrian crossing is located approximately 1.1km north-east of the Proposed Development in the form of a signalised toucan crossing.
- 1.112 Winwick Link Road is a two-way dual carriageway linking Winwick Lane approximately 160m south of the Main Site, and Newton Road (A49) approximately 1.8km south of

the Main Site. The road is subject to the national speed limit. The road is predominantly without pedestrian provision, however there is street lighting provided at regular intervals beginning approximately 40m south of Waterworks Lane until the northern end of the road. In addition, a section of footway is present on the western side of the carriageway, north of Waterworks Lane.

1.113 The above roads are shown on Figure 1.6 below to provide further context.

Figure 1.6 Local Highway Network



DEVELOPMENT PROPOSALS

Introduction

1.114 This chapter summarises the ILPN SRFI development proposals within the DCO Site.

Development Proposals

1.115 The development proposals comprise a new Strategic Rail Freight Interchange with B8 warehousing/distribution (including mezzanine floor space) and associated development. In addition, the Proposed Development will provide associated improvements to the active travel and public transport provision already provided within the area.

1.116 The components of the ILPN SRFI are summarised in the section below:

Development of the Main Site

- provision of a logistics park comprising up to c.767,000 square metres (m2) (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 590,000m2 at ground floor level and up to 177,050m2 of mezzanine floorspace, comprising a mixture of units with the potential to be rail-connected, rail served and rail accessible units;
- provision of a rail terminal capable of accommodating up to 16 trains (up to 775m in length) per day, including connections to the mainline and ancillary development such as container storage, cranes for the loading and unloading of shipping containers, Heavy Goods Vehicle (HGV) parking, rail control building, fuelling facilities and staff facilities;
- a rail turn-back facility within the Western Rail Chord capable of accommodating trains up to 775m in length;
- New bridges across the Chat Moss Line to enhance connectivity and replace level crossings to improve safety;
- closure and diversion of two rail level crossings (Parkside No. 1 and Lowton Moss);
- provision of overnight lorry parking with welfare facilities and HGV fuelling facilities for users of the SRFI;
- new internal roads and works to existing road infrastructure on the Main Site;
- closure of existing access and provision of new access to Newton Park Farm and neighbouring properties;
- new electricity substations;
- new energy centre(s) and potential for battery storage;
- provision of roof-mounted photovoltaic arrays and/or canopy photovoltaic arrays over parking areas capable of providing direct energy supply to buildings on which they are mounted and/or distributing and exporting power via the energy centre(s);
- strategic landscaping and open space, including: bunds up to 3m above the reprofiled ground level, hard and soft landscape works, amenity features and planting;
- earthworks to regrade the Main Site to provide development plateaus, appropriate access, connections to the railway, development plots and landscape zones;
- habitat creation, enhancements, compensation and provision of publicly

accessible space;

- an amenity area north of the railway line bounded by rail lines and Parkside Road, providing amenity open space, landscaping and screening as well as heritage interpretation;
- farmland to the north of the Liverpool to Manchester railway and south of the A572 Newton Road for the provision of BNG requirements, new and realigned PRow and landscaping including tree belts to screen views from the north;
- farmland to the east of Winwick Lane for the reuse of topsoil and landscaping including stopping up gaps in hedgerow and tree belts to screen views from the east;
- noise attenuation measures;
- new pedestrian and cycle access routes and connections and infrastructure including provision of new, diversion and stopping up of existing PRow where required;
- provision of public transport hub;
- demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises);
- utility compounds, plant and service infrastructure;
- security and safety provisions inside the ILPN SRFI including fencing and lighting; and
- drainage works including creation of attenuation ponds and sustainable drainage features.

Highway works

- development signage; and
- highways mitigation works to be determined through assessment and review with relevant stakeholders, as set out in the Highways Mitigation Options Report (PEIR Appendix 7.2).

Access Strategy

Pedestrians

1.117 The main pedestrian/cycle access to the Proposed Development will be taken from Winwick Lane and Parkside Road. As part of the ILPN SRFI, shared footways/cycleways will be provided throughout the site to help promote the use of active travel. A new bridge incorporating a shared footway/cycleway will also be provided at the northern edge of the site over the existing railway line. In addition, the development will take a

pedestrian-first approach, with vehicle speeds limited to 20mph throughout.

- 1.118 At present several PRoWs are located around and through the Main Site. As part of the Proposed Development all existing PRoWs located within the Main Site will be maintained or diverted, offering alternative pedestrian and cycle access into the Proposed Development. A number of opportunities to improve the overall PRoW network across the DCO Site would be undertaken..

Cyclists

- 1.119 Shared footways/cycleways will be provided throughout the Main Site to help promote the use of active travel. A new bridge, incorporating a shared footway/cycleway, will also be provided at the northern edge of the Proposed Development over the existing railway line, helping to increase the ILPN SRFI's accessibility by cycle.

Public Transport

- 1.120 As part of the Proposed Development, bus stops are to be provided within the site along Parkside Road, which would significantly reduce the distance staff would be required to walk to access a bus service. Passenger waiting facilities will be provided at the primary bus stops, located adjacent to the primary site mobility hub, close to the junction with Parkside Road and at the secondary and tertiary bus stops, located at regular intervals along the internal roads of the Main Site.
- 1.121 The ILPN SRFI will operate 24 hours a day with some staff working a standard 09:00-17:00 working day, as well as the following likely shift patterns:
- 06:00-14:00;
 - 14:00-22:00; and
 - 22:00-06:00
- 1.122 Based on the likely shift patterns presented above and the existing bus services, it is acknowledged that a new or extended existing bus service would be required to serve the site so that public transport is a viable option of travel for future staff of the site. Alternatively, it may be suitable to provide shuttle buses during antisocial hours to some of the key areas that staff reside.
- 1.123 As part of the ILPN SRFI, a number of dedicated bus shuttle services are proposed to connect potential employees from the surrounding areas to the Proposed Development, serving areas such as Warrington, Wigan, St. Helens, Golborne, Leigh and Newton-le-Willows.
- 1.124 The proposals have been shaped by spatial analysis undertaken as part of the wider cross-boundary demand forecasting which will inform the analysis presented in the Transport Assessment (TA) and in particular:
- Employee Density Maps have been used to identify high concentration commuter

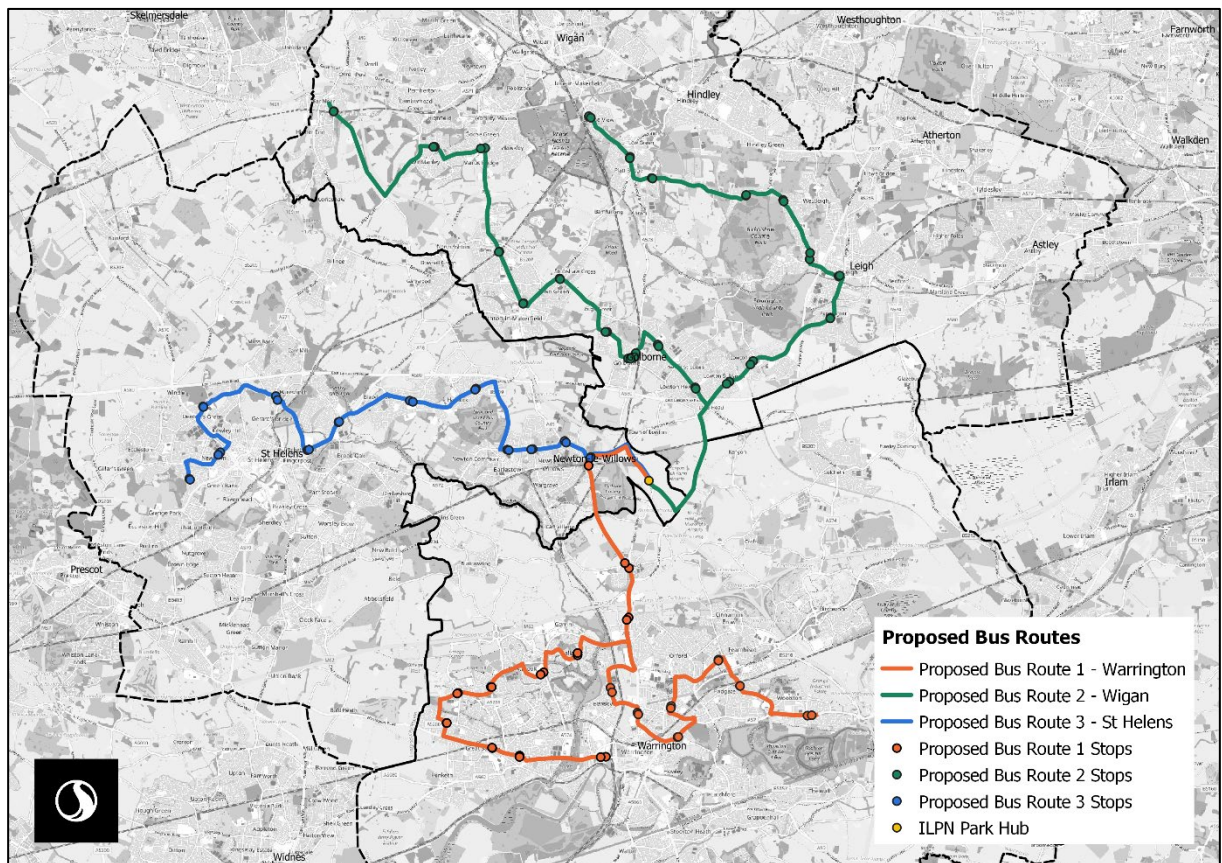
zones; and

- Cost Inequity Maps have been used to highlight areas where car travel is significantly more attractive than public transport, helping to identify priority zones for interventions.

1.125 The two datasets have been overlain to support a targeted, evidence-led network design, aimed at enabling sustainable access from the most strategically important locations.

1.126 Three express bus services are proposed, each servicing one of the neighbouring local authorities and converging on the Proposed Development. All routes call at the primary site mobility hub and serve the internal secondary and tertiary bus stops. Figure 1.7 highlights the proposed service routing which will be subject to ongoing review and potential change as details of the Proposed Development are finalised.

Figure 1.7 Proposed Shuttle Service Routing



1.127 Proposed Bus Route 1 services Newton-le-Willows station, with timetables aligned with peak rail service arrivals to facilitate smooth onward connections and arrival at the ILPN SRFI ahead of shift start times.

1.128 The shuttle service proposals will be discussed with relevant stakeholders and be finalised prior to occupation.

TRAVEL PLAN MEASURES

Introduction

- 1.129 The NPSNN states that in relation to NSIP sites, the applicant should “prepare a travel plan outlining management measures to mitigate transport impacts. A successful travel plan and mitigation strategy will understand the needs of people walking, wheeling or cycling.”
- 1.130 With reference to DCLG online guidance “Travel Plans, Transport Assessments and Statements” (March 2014), Travel Plans should evaluate and consider ‘proposals to reduce the need for travel to and from the site via all modes of transport’. On the basis of these documents, and others where relevant discussed in Section 2 of this TP, this section provides potential initiatives and actions to be pursued and implemented at the site.

Physical Infrastructure Improvements

- 1.131 As part of the Proposed Development, the following infrastructure improvements will be implemented to improve accessibility to and from the Main Site, and through the local area, via walking and cycling. The proposed schemes are:
- A579 Winwick Lane footway/cycleway – provision of a 3m shared footway/cycleway facility to be provided on the western side of Winwick Lane, connecting into the Main Site via the junction with Parkside Link Road E. The route will provide access to and from the Lane Head area, connecting to the A572 Newton Road via a link through Winton Road
 - A573 Parkside Road pedestrian/cycle bridge – provision of a shared use bridge across the Chat Moss railway line at the northern end of A573 Parkside Road. The bridge will provide segregated active travel provision and connect into a proposed 3m shared footway/cycleway to the north of the railway line
 - A572 Southworth Road footway/cycleway – provision of a 3m shared footway/cycleway, connecting to the proposed facilities on A573 Parkside Road, north of the proposed bridge. This route will continue along A572 Southworth Road, west of the junction with A573 Parkside Road providing a mix of shared footways/cycleways and segregated cycle lanes to the junction with Mill Lane. This route will allow for connections to Newton-le-Willows railway station
 - Heath Lane cycle improvements – provision of cycle measures along Heath Lane, providing connection between A572 Newton Road and A580 East Lancashire Road
 - Pedestrian footbridge over Chat Moss line – provision of a new pedestrian footbridge across the Chat Moss line, located to the western edge of Highfield Moss, north of Highfield Farm. This facility will provide connections to the wider PROW network, increasing pedestrian access to the northern areas of the Main Site

- Advanced cycle stop lines – provision of advanced cycle stop lines on the northern and southern approaches of A572 Newton Road, at the junction with A580 East Lancashire Road

Travel Information Pack

- 1.132 Travel Information Packs are packs of engaging sustainable travel information that are intended to promote and encourage a move toward sustainable travel by those accessing new developments.
- 1.133 Travel Information Packs should be provided by occupiers to avoid unsustainable travel behaviour having a chance to develop within their staff. They should be regularly updated by those occupiers to reflect changing circumstances.
- 1.134 Within 6 months of occupation, each occupier will be responsible for developing its own Travel Information Pack for their employees, which should include information on sustainable travel options including appropriate public transport services, walking and cycling routes and green transport initiatives such as 'Walk to Work Week'.

Measures to Promote the Travel Plan

- 1.135 It is important that new staff are fully aware of the existence and benefits of the Travel Plan when they move into the Proposed Development and that they are effectively engaged with the potential benefits as soon as possible. To this end, the FTP, and subsequent Individual TPs will be presented and promoted to staff as an opportunity and possibly a challenge rather than as a chore.
- 1.136 Information relating to the Travel Plan will be easily accessible to staff. Other means of promoting the Travel Plan will also be investigated, which might take the form of staff newsletters or mailings.
- 1.137 Information will be provided electronically via the Proposed Development's website, including bus timetables, information on car sharing clubs, local walking and cycling routes and any upcoming travel planning events.
- 1.138 These initiatives will be implemented after the opening of the Proposed Development.

Measures to Promote Walking

- 1.139 Walking is the most sustainable means of travel, yet its benefits can often be overlooked when faced with the perceived time benefits of the private car. Raising awareness of the health benefits that walking can provide, as well as highlighting the financial costs and environmental issues associated with private car use is likely to generate an increase in the use of this mode.
- 1.140 Walking should be encouraged wherever possible and as a result, measures such as high-quality walking routes through the Proposed Development, safe and convenient pedestrian crossing points, well signed connections to existing areas and journey attractors (such as rail stations and local shops) will be provided.

- 1.141 Full details of the roles and responsibilities of the TPC are provided within Section 6 of this TP.

Measures to Promote Cycling

- 1.142 Cycling is one of the most sustainable modes of transport to use and studies have shown it can offer many health benefits.
- 1.143 Good quality facilities and secure parking are often cited as most persuasive to cycling. Therefore, to encourage site users to cycle to and from the site, cycle parking spaces will be provided in line with local authority vehicle and cycle parking standards for new developments by land use (Use Class B8: Storage and Distribution). In addition, individual occupiers will be encouraged to provide lockers and showers within their units and will be confirmed via the individual Travel Plan submitted as part of each unit's planning application.
- 1.144 A Bicycle User Group (BUG) will be encouraged to allow site users to meet with other cyclists, to discuss cycle issues, plan events (such as local bike rides and cycle repair sessions) and to try to improve facilities.
- 1.145 Advice and maps concerning the existing local cycle routes and facilities will be distributed electronically to staff.
- 1.146 The TPC will promote the following websites:
- <https://sthelens.gov.uk/article/5429/Cycling> (details several cycling programmes located within St. Helens);
 - <https://www.warrington.gov.uk/cycling> (details cycle routes and cycle clubs within Warrington);
 - <https://www.wigan.gov.uk/Resident/Parking-Roads-Travel/Travel/Cycling.aspx> (details cycle routes and improvements within Wigan);
 - <https://www.wigan.gov.uk/Resident/Parking-Roads-Travel/Travel/Leigh-Bike-Library.aspx> (details of Leigh Bike Library);
 - www.sustrans.org (details of the National Cycle Network); and
 - <https://www.cyclestreets.net/> (cycle journey planner).
- 1.147 Leigh Bike Library was launched in April 2023 following a successful funding grant application to Transport for Greater Manchester. Leigh Bike Library is located at Leigh Youth Hub which allows you to loan bikes, helmets, locks and other cycling equipment free of charge for up to a month at a time. In addition, the bike library provides free bike checks and basic repairs for members of the public.

Measures to Promote Public Transport Use

- 1.148 The use of public transport can not only reduce the number of vehicles on the road but

also helps to reduce congestion and improve air quality. In order to encourage the take-up of public transport it is important to provide potential users with information about it, such as location of bus stops, destinations and prices. Upon employment, up-to-date details of bus services, including route information and service frequencies will be made available.

- 1.149 The TPC will liaise regularly with the Arriva Merseyside and Own Buses to ensure that information remains valid. Any changes to the services will be distributed to across the ILPN SRFI.
- 1.150 Staff will also be made aware of websites which have up-to-date information on bus services within the vicinity of the site. Warrington's Own Buses and Arriva Merseyside are the existing bus operators serving the site and timetables are available from the following websites:
- <https://www.arrivabus.co.uk>; and
 - <https://www.warringtonsownbuses.co.uk>
- 1.151 Section 4.3 above provides details on proposed shuttle services associated with ILPN SRFI, including routing. Once confirmed, information regarding these services will be provided to end users of the Proposed Development and promoted at suitable locations.
- 1.152 In addition, the TPC will liaise with local bus companies to try and obtain discount tickets for public transport services traveling to and from the Proposed Development.

Measures to Promote and Encourage Reducing the Need to Travel

Flexible Working

- 1.153 Remote working arrangements such as teleworking and videoconferencing should be promoted as this reduces the number of trips that need to be made for business purposes.
- 1.154 Flexible working hours can be introduced where possible to enable staff to stagger journeys to and from work and avoid the busiest commuter times.

Car Sharing

- 1.155 Car sharing is a good measure of reducing single-occupancy car use. It is a relatively convenient alternative form of travel and has the potential to reduce total private mileage.
- 1.156 The TPC will encourage the creation of car share schemes within each individual unit. These schemes will be managed on a unit-by-unit basis. It should be noted that car sharing schemes are often more effective where there are high numbers of staff.
- 1.157 Applications to join the car share scheme can be circulated to staff in several ways, including:

- via the Travel Information Pack available electronically; and
 - promotional leaflets left in display areas, on notice boards within communal areas in each of the proposed buildings and via staff email.
- 1.158 A simple car share registration form provided by the Local Authority will be shared with individual units for internal car share registration purposes.
- 1.159 Consideration could be given by the TPC to provide car share priority parking spaces within the development. For example, spaces close to building entrances could be reserved / prioritised for car sharers, to encourage staff to car share and their single occupancy reduce vehicle use. This type of measure will be provided by each individual unit occupier, with details provided within the Individual Travel Plans to follow.
- 1.160 For those who cannot be matched with suitable car share partner, information will be provided on Liftshare - a free national car share scheme which allows people to match their travel patterns and requirements with other registered users. Registering with Liftshare also allows members to search for walk, bike and taxi BUDI's. Detail of the scheme are available at <https://www.liftshare.com>.

Electric Vehicles

- 1.161 Electric vehicles have numerous benefits over conventional petrol and diesel vehicles, including (but not limited to):
- better for the environment - electric vehicles have zero exhaust emissions which can give rise to harmful air pollution;
 - better for human health – resulting from a reduction in harmful air and noise pollution;
 - cheaper to run;
 - cheaper to maintain; and
 - home charging rather than having to drive to a petrol station.
- 1.162 The ILPN SRFI will provide electric vehicle charging points on site, with 20% of all parking spaces provided with EV charging equipment and the remaining 80% of spaces provided with passive provision to allow for future connections. This availability will be advertised in key locations around the ILPN SRFI and in the Travel Information Packs.

Marketing and Promotion of the Travel Plan Measures

- 1.163 A vital component of the travel demand management strategy is to ensure that all employees are aware of the sustainable travel options available to them. The electronic promotion of the FTP, via the Proposed Development's website, will begin at occupation and run throughout the life of the Travel Plan.

- 1.164 The Applicant and their Framework TPC will have the main responsibility of marketing and promoting the travel planning and travel demand management measures. This will be run via the Management Company, funded by the Service Charge across the site. Once ITPs have been prepared for the occupiers on site, the TPCs for those TP will become responsible for marketing and promoting the ITP to their respective staff / visitors.

Travel Welcome Pack

- 1.165 Electronic Travel Welcome Packs, based on the information provided in the FTP will be given to all new occupiers and staff by Individual TPCs, and will include the following:
- the TPC contact details;
 - promotional material for the ILPN SRFI website;
 - a map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops, and leisure facilities;
 - information about how to access key destinations by bus, including approximate journey times, route numbers, maps, and timetables;
 - contact details for local bus and taxi companies as well as local authority travel-based initiatives and promotions such as bus and/or active travel vouchers;
 - walking and cycling maps and information on journey times, route information etc. to key destinations and a cost comparison with car travel and parking;
 - information about areas served by any local rail station, including approximate journey times and a cost comparison with car travel and parking;
 - details on how staff can schedule a one-to-one Personalised Travel Planning session; and
 - car sharing opportunities and information on the Liftshare (<https://Liftshare.com/uk>).

TRAVEL PLAN GOVERNANCE

Introduction

- 1.166 When the first unit on the Proposed Development is created and occupied, the FTP will be managed by the Management Company and funded via the Estate Service Charge, which the tenants of the Proposed Development will be responsible for paying. This funding will cover the FTTPC role who will oversee the provision of information to each of the individual occupiers.

- 1.167 This FTP sets out the overarching strategy for the ILPN SRFI and provides a framework for occupiers to prepare their own Occupier Travel Plans for the individual units within the Proposed Development within a period of 6 months from their occupation.

Framework Travel Plan Coordinator

- 1.168 As outlined in Section 1, this FTP document forms part of the overall transport strategy for ILPN SRFI.
- 1.169 On first occupation, the Management Company, via the Estate Service Charge, will have overall responsibility for ILPN SRFI FTP obligations, including the FTPC role. This coordinator role involves ensuring the FTP objectives and actions are established.
- 1.170 Individual occupiers will be responsible for ensuring that, within 6 months of occupation of each unit, ITPs are implemented that adopt the aim, objectives, and targets set out within this FTP. Each ITP will contain the name and contact details of the TPC for each unit. With the FTPC in an overarching role looking at the FTP objectives as a whole.

Roles and Responsibilities

- 1.171 The FTPC will oversee the FTP, organise and coordinate the monitoring survey and assist the TPCs for the individual occupiers in the preparation of their own ITP.
- 1.172 The FTPC will set up and maintain a filing system for all correspondence relating to the FTP. Each ITPC will be encouraged to gather staff travel details for their individual units.
- 1.173 The FTPC will periodically issue promotional material to ITPCs, which should be disseminated to staff of each individual unit. This promotional material will identify the FTPC (along with contact information) to ensure that any queries or suggestions relating to the Framework Travel Plan can be addressed efficiently. The FTPC will also encourage ITPCs to provide the latest information pertaining to the FTP and its initiatives to staff.
- 1.174 The sections below outline the FTPC's full duties and responsibilities, with an action plan listed in Table 1.3.
- 1.175 The FTPC should be appointed at first occupation of the Proposed Development. The post will be filled for a minimum of five years.

The Role of the FTPC/ITPC

- 1.176 The role of the FTPC will involve the following:
- to engage with the ITPCs to promote and encourage the use of travel modes other than the car to staff, including personalised travel planning for all employees on request;
 - to provide a point of contact and travel information for ITPCs;

- to provide up-to-date travel information, including walking/cycling events, bus schedules and walking/cycling routes;
- to monitor the success of the Travel Plan measures and targets, and analyse success of the FTP through the annual monitoring report in liaison with the ITPCs; and
- to engage with the Local Authorities and staff to investigate how the site can play a role in and benefit from neighbouring TPs or local initiatives, where applicable.

1.177 Details of the nominated FTPC will be submitted to the Local Planning Authority and Local Highway Authority. Similarly, the FTPC will obtain the contact details of the appropriate personnel at the various local transport related organisations and complete a 'Contact Personnel Form' to provide easy reference when dealing with Travel Plan matters.

Development Consent Order

1.178 Compliance with this FTP, and an obligation to submit ITPs by the various occupiers on site will be secured through the DCO application process.

OBJECTIVES AND TARGETS

Introduction

1.179 This section sets out the objectives and targets of the FTP for the ILPN SRFI Proposed Development.

Key Objectives

1.180 The overall objectives of this FTP are to seek to reduce the number of single occupancy car journeys to and from ILPN SRFI, and to achieve sustainable travel patterns by all future site occupants. This includes the provision of better access to key destinations and services, a reduction in road congestion and the delivery of health benefits for employees by encouraging walking, cycling and travel by public transport.

1.181 Following commitment by the Applicant to the implementation of the FTP, and subsequent ITPs, the potential local benefits include:

- reducing single occupancy car trips generated by the Proposed Development;
- reducing the need for car use with benefits in terms of reduced traffic, congestion, air pollution and accidents;
- improving accessibility and travel choice for reaching local facilities;
- improving public transport provision for people in nearby developments because of the increased economies of scale;

- improving access by the wider community to the Proposed Development by sustainable modes of transport; and
- increasing marketability of the development as more occupiers seek to change their travel behaviour.

Targets

- Realistic and achievable targets should be selected for the Proposed Development. The targets should be set to reflect the reductions in car use that are expected as a result of the FTP measures. Targets should be linked to the objectives that have been set in Section 4.1 and aim to achieve them.
- The FTP objectives will be realised through the achievement of SMART targets. SMART targets are:
 - **S** – Specific: stating exactly what needs to be achieved;
 - **M** – Measurable: to allow effective monitoring and to identify when the objectives have been achieved;
 - **A** – Achievable: targets that can be achieved within the FTP’s duration;
 - **R** – Realistic: targets that can be achieved by the proposed FTP measures; and
 - **T** – Time-related: to be achieved by a set deadline.

1.182 Specific mode shift baselines and targets will be identified and reported following the completion of the Transport Assessment and Demand Forecasting analysis work.

MONITORING AND REVIEW

Introduction

1.183 In relation to monitoring and review of Travel Plans, The NPSNN states that:

“A successful travel plan and mitigation strategy will understand the needs of people walking, wheeling or cycling. Audits should be undertaken to understand their movements and establish any barriers and opportunities to improve this environment.”

1.184 The DCLG online guidance “Travel Plans, Transport Assessments and Statements” additionally states:

“Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.

The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel

Plan with the developer or qualifying body for neighbourhood planning. Who has responsibility for monitoring compliance should be clear.”

1.185 This section therefore provides information on monitoring and review of the FTP.

Travel Surveys

1.186 Initial surveys to determine existing travel patterns of staff will be conducted within 3 months of first occupation of the ILPN SRFI and will be organised and coordinated by the FTPC in liaison with the Individual TPCs. The FTPC will prepare the survey form and provide to the ITPCs to distribute to staff.

1.187 The aim of the survey is to investigate staff travel patterns, their modes of transport used and improvements that could be made to encourage staff to travel by modes other than the single occupancy private car.

1.188 The survey would request details of the following, which is not an exhaustive list:

- normal working hours;
- mode of travel to work;
- car ownership and company car benefits;
- reasons for driving;
- reasons for not using public transport and other modes;
- measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;
- estimates of public transport journey times and cost; and
- staff profile, including age, gender etc.

Monitoring and Review

1.189 Regular monitoring is crucial to the ongoing success and sustainability of a FTP and its initiatives. The commitment from the Applicant includes monitoring and review on an annual basis, for the first five years. This will be undertaken by the Management Company and funded via the Estate Service Charge which will be established at first occupation.

1.190 A monitoring report will be submitted to the Local Authorities within three months of undertaking travel surveys. The monitoring report will provide a summary of the results of the initial surveys and will set appropriate targets and any additional measures that may need to be implemented to meet the targets.

1.191 Further staff surveys will be undertaken annually from the date of the initial survey, for the first five years. Monitoring reports will provide a summary of the results of the

surveys and will set appropriate targets and any additional measures that may need to be implemented to meet the targets.

- 1.192 Table 1.2 summarises the proposed programme to be implemented during the course of the FTP. This programme will be flexible to adapt to the requirements of the Proposed Development.

Table 1.2 Proposed Programme for Implementation

Travel Plan Measures	Timescale for Implementation
Appointment of the TPC	Prior to occupation of the Proposed Development
Travel Initiatives	Commencing within three months of the first occupation of the Proposed Development and continuing through the FTP period
Monitoring	Annually, for the first five years

Target Re-Evaluation

- 1.193 The initial and annual targets will be reviewed after each subsequent travel survey and revised accordingly, in consultation with the Local Authorities.
- 1.194 In the event that the targets are not being met satisfactorily, the FTPC should liaise with the Applicant, and the Individual TPCs to introduce new and more effective TP actions as remedial measures. These should encourage modal shift away from the single occupancy car trips and demonstrate to the staff that the FTP management is committed to a sustainable travel objective.

Action Plan

- 1.195 The Action Plan presented in Table 1.3 overleaf sets out the measures included above that are directed at influencing travel patterns. This will be implemented one year after occupation, unless the results of the baseline travel survey indicate amendments should be made.
- 1.196 The Action Plan will then be reviewed at each of the survey stages and depending on the findings of the resident and staff monitoring surveys, changes can be discussed with the Management Company, to be implemented by site occupiers.

Table 1.3 Action Plan

Initiative	Who is it for?	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress towards Target
Managing the on-going development and delivery of the Travel Plan							
Travel Plan Coordinator	TPC	A TPC will be responsible for managing the wider ongoing development, delivery and promotion of the FTP	Appointment of a TPC for the wider development	This will ensure that the FTP is taken forward and results are delivered	Prior to Occupation	The Applicant	Successful Implementation of Travel Plan
Travel Plan Coordinator	TPC	Providing TPC with contact details of the local highway authorities and contacting relevant officers (cycling officer etc.)	Provide TPC with local highway authorities contact details	This will ensure that the TPC can liaise with the local authorities and results are delivered	Prior to Occupation	The Applicant	Successful Implementation of Travel Plan

Initiative	Who is it for?	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress towards Target
Adoption of the Travel Plan	The Applicant	Sign up from the Applicant will be vital to ensure that the FTP is an active, living document	Encourage all site users to adopt the FTP	The involvement of the Applicant will ensure future commitment to the development of the FTP	On Occupation	TPC	Successful Implementation of Travel Plan
Site-specific travel information	TPC	Research Health / Travel Information and local bus companies to ensure information is up to date	Research and contact stakeholders to provide information on sustainable ways to travel and of the local services and facilities available in the vicinity	This will ensure a high level of	Site-specific travel information	TPC	Research Health / Travel Information and local bus companies to ensure information is up to date

Initiative	Who is it for?	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress towards Target
Review of cycle and walking facilities and routings	TPC	Review cycle provision and review walking routes within site to ensure fit for purpose	To ensure site is fit for purpose and promotion of walking and cycling routes and facility provision is suitable	This will ensure the TPC is able to promote the cycle and walking routes and facilities	On Occupation	TPC	Successful Implementation of Travel Plan
Travel Planning Monitoring of the Site	Management Company	To be compliant with the standard approach of travel plan monitoring using travel surveys (baseline and on the 3rd and 5th year)	Staff travel surveys to be undertaken as monitoring. These results will be published, and necessary updates will be made to the Travel Plan.	To allow the TPC to assess the effectiveness of the TPs and/or any specific measures to encourage sustainable travel. This could also allow TPC to revise the mode share	Within 1 year of occupation, and subsequently on the 3rd and 5th year	TPC	Successful Implementation of Travel Plan

Initiative	Who is it for?	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress towards Target
				targets where relevant.			
Increasing awareness of the Travel Plan and constituent measures							
Travel Information Packs	Staff	To provide Travel Information Packs to each staff member at the start of their role	To provide information on sustainable ways to travel and of the local services and facilities available in the vicinity	Staff will be provided with a high level of information to inform their travel choices, including information on local facilities, timetables, schedules and routes for public transport services.	On Occupation	ITPCs	Successful Implementation of Travel Plan
Publicise Travel	Staff	Promote the FTP and	Feedback to the staff on	This feedback will keep the	Following monitoring	TPC	Successful

Initiative	Who is it for?	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress towards Target
Plan Success		achievements made via newsletter and/or staff notice boards.	progress against FTP targets	staff involved and aware of the FTP	surveys		Implementation of Travel Plan
Site-specific travel information	Staff	Welcome packs will be provided to each staff member containing travel information and advice.	Produce maps on cycle, public transport services. Provide a notice boards across ILPN SRFI where this information can be displayed	Staff will be well informed on their travel options and will be encouraged to choose more sustainable modes	On Occupation	ITPCs	Successful Implementation of Travel Plan
Encouraging greater use of sustainable active travel modes							

Initiative	Who is it for?	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress towards Target
Public Transport Promotions	Staff	Various measures can be implemented to promote the use of buses to staff	Provision of bus services timetables and network diagram will be provided within the Travel Information Pack.	To promote convenience in travel planning 'on the go' for staff; to encourage mode shift from private car use to public transport	On-going	ITPCs	Progress towards mode share targets
Cycle Parking Facilities	Staff	The development will provide secure cycle parking, cycle routes and information on cycle facilities.	To provide secure cycle parking spaces in line with standards. Information on cycle facilities will be provided within the	Provision of cycle facilities will encourage staff to use bicycles as a mode of travel to/from work or leisure activities	With development	The Applicant	Progress towards cycling mode share

Initiative	Who is it for?	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress towards Target
			Travel Information Packs.				
Additional Cycling Service/Facilities	Staff	Further cycling classes and provision of bike maintenance tools can be provided if the demand arises	To organise cycle maintenance classes and to provide (additional) bike maintenance tools within the cycle storage areas	To promote cycling to a wider audience and make cycling to/from the Site convenient without the need to purchase maintenance tools	Following each monitoring stage	Individual Occupiers	Progress towards cycling mode share
Cycle Promotions	Staff	More specific measures to promote cycling amongst staff to the site	Promoting cycle training, skills sources and membership organisations	To encourage the uptake of cycling to achieve mode shifts to active modes of transport	On-going	ITPCs	Progress towards cycling mode share

Initiative	Who is it for?	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress towards Target
Walking Promotions	Staff	More specific measures to promote walking amongst staff to the site	To promote the use of journey planers; to promote leisure routes and strategic walking routes.	To encourage the benefits of walking and promote awareness of amenities that are located within walking distance	On-going	ITPCs	Progress towards pedestrian mode share
Bus Guides	Staff	Issuing information to staff on bus service information and journey planners.	Provide a guide detailing the available bus routes in the area and how to access them.	Improved knowledge and ease of access to buses will encourage staff to use it when possible.	On Occupation	ITPCs	Progress towards mode share targets
Site-wide activities	Staff	To organise activities that aim to encourage	Activities such as cycle trips or prized steps challenge can	To promote the benefits of walking and cycling and get	Post-occupation	TPC	Progress towards mode share targets

Initiative	Who is it for?	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress towards Target
		walking and cycling	be organised for all users across the Site	staff involved in using the active travel modes			