



# HULTON PARK

## Updated Residential Travel Plan

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HULTON PARK

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## SECTION 1 Introduction

Hulton Park is a proposed mixed-use development located within the Hulton Park Estate in Westhoughton, near Bolton. The proposals focus upon the restoration and regeneration of the historic Registered Park and Garden and the creation of a tournament-standard golf course, with associated hotel resort and village, comprising a clubhouse, hotel with spa and conferencing facilities and a golf academy which includes a short hole practice course, driving range, adventure golf and academy clubhouse.

The proposals will also include three separate high quality residential development areas which together will deliver up to 1,036 homes - or up to 1,006 homes if a local centre is accommodated on the site - providing much needed housing in the area and taking advantage of the landscaped setting of the adjacent golf course.

This Travel Plan has been developed for the residential element of the Hulton Park scheme with the aim of promoting sustainable travel choices amongst the new community. The preparation of Travel Plans is consistent with current local and national transport policy guidance and forms an integral part of the delivery of a sustainable development. A separate Travel Plan has been prepared for the golf and hotel aspects of the proposals.

It is proposed to submit a bid for the Hulton Park golf facilities to be used to host the Ryder Cup. This is a large sporting event and if the bid is successful, a large area around the edge of the golf course will be required to accommodate spectator, hospitality, media and other facilities for the duration of the event. A separate Event Travel Management Plan will be prepared to set out how travel to the Ryder Cup event will be managed.

As a consequence, a large proportion of the housing development cannot be completed until after the Ryder Cup, as it will utilise the tournament staging area to the west of the golf course. As the residential proposals at Hulton Park will be developed over a number of years, the application for the residential element of the scheme is submitted in outline form only at this stage. Further details of the

residential proposals including the number, type and mix of dwellings will be determined as part of subsequent Reserved Matters applications. This Travel Plan has therefore been prepared as a flexible framework which can evolve alongside the development of the new residential communities. Detailed Residential Travel Plans will be submitted alongside the Reserved Matters applications, in due course.

This Travel Plan will help to shape the future Hulton Park residents' travel patterns.

This Travel Plan sets out:-

- A description of the Hulton Park proposals and how they relate to the surrounding area.
- The aims and objectives of the Travel Plan.
- Details of the likely travel patterns associated with the new residential community.
- An overview of the existing and proposed transport choices available for the new residents and the locations of key services and facilities near the development, demonstrating the accessibility of the site by a range of modes.
- The range of Travel Plan measures that will be implemented as part of the development.
- The initial targets set for the Travel Plan.
- The management and monitoring strategies to be implemented for the Travel Plan.

This Travel Plan will be updated as residents move onto the site and further details of their travel needs and choices become available.

The obligations and strategies set out within this Travel Plan will be secured by appropriate planning obligations.

## SECTION 2 The Site In Context

### Site Location

The existing Hulton Park Estate is located between Westhoughton and Over Hulton, approximately four miles south-west of Bolton. The site lies to the south of the A6 Manchester Road, positioned between its junction with the A58 Snyderdale Way / A58 Park Road (Chequerbent roundabout) to the west and its junction with the A579 Newbrook Road / A579 St Helen's Road ('Four Lane Ends') to the east.

The site has good access to the M61 motorway – at junctions 5 and 4 – and the proposed residential communities will be able to access local facilities in Westhoughton, Over Hulton, Atherton and Bolton.

### The Hulton Park Proposals

The main focus of the proposals is the restoration of the historic Hulton Park and Garden through the development of a golf-led facility, the delivery of which will in turn be facilitated by a sustainable residential community. A copy of the indicative site masterplan is set out at the end of this section.

The golf facilities will comprise a tournament-standard golf course, created within the grounds of the Hulton Estate. An associated hotel and spa facility will be located centrally within the Estate, on the site of the former Hulton Hall. A golf clubhouse will be located close to the northern entrance to the golf course, to the south of the A6, and a golf academy facility will be located close-by, on the northern side of the A6. The golf, hotel and academy proposals are supported by a separate Travel Plan.

The residential proposals will annex the golf course, with links to the existing neighbouring residential communities of Westhoughton and Over Hulton. Up to 1,036 homes will be created in three discrete parcels around the site. The locations of these parcels and the indicative quantum of development that could be accommodated on each parcel are as follows:

- Western Fields – located to the west of the golf course and up to and including the former Westhoughton railway line. This parcel will accommodate up to 759 dwellings, or up to 729 dwellings if a local centre is also provided on the site, close to the main entrance.
- Dearden's Farm – located to the north-east of the golf course, south of the A6 and west of existing dwellings on Newland Drive, Over Hulton – c.192 dwellings.
- Park End Farm – located to the south-east of the golf course, adjacent to existing dwellings on Broadway and Woodlands Drive, at Over Hulton – up to c.85 dwellings.

Each of the residential parcels is designed as a high quality sustainable neighbourhood, traversed by networks of footpaths and cycle-friendly routes which connect into the extensive public rights of way and pedestrian/cycle networks around the site. Further details of these are set out later in this Travel Plan.

The largest residential parcel, referred to as Western Fields, will be accessed via a new link road that will be constructed between Chequerbent roundabout and Platt Lane, to the west of the site. The new link road is designed to alleviate congestion on the existing A58 Park Road and at the Chequerbent roundabout, and will offer a high quality and direct connection into the residential development from the A6, A58 and the M61 beyond. A secondary access will be provided into the north of the parcel, directly from the A6 Manchester Road.

The north-eastern Dearden's Farm parcel will be accessed from a proposed T-junction onto the A6 Manchester Road, to the west of the Four Lane Ends junction in Over Hulton. The Park End Farm parcel in the south-east will be accessed from a continuation of Broadway, an existing residential street running westwards from the A579 Newbrook Road. A small number of dwellings will be accessed from Woodlands Drive, a minor residential road which also runs westwards from Newbrook Road.

As outlined above, parts of the residential development can only be implemented after the Ryder Cup tournament. This largely relates to the housing on the Western Fields area, where much of the tournament staging will be located. It is assumed that development at the Western Fields area would begin at the northern end of the parcel, accessed from the A6.

The proposed site masterplan and proposed vehicular access strategy is illustrated overleaf. The strategy includes several accesses to the residential and golf areas within Hulton Park and the construction of a new link road from Chequerbent to Platt Lane, west of Hulton Park, which will offer additional road capacity and congestion relief and will also serve the Western Fields residential area and the main Ryder Cup tournament staging area.

Car parking and cycle parking will be provided in accordance with Bolton Council's standards and also taking account of market requirements. The level of provision will be determined at the Reserved Matters stage, when the mix of units is determined.

The proposals also include sections of a new leisure route/trail – the 'Hulton Trail' – around the southern and western boundaries of the site. The Trail will provide a new facility for pedestrians, cyclists and horse riders and where possible, utilises and enhances existing Public Rights of Way in the area. Further details of the Hulton Trail are set out in the Design and Access Statement.

### The Hulton Park Access Strategy



### SECTION 3 Aims And Objectives Of The Travel Plan

The principal aim of this Residential Travel Plan is to improve the awareness of future residents of the opportunities for adopting sustainable travel patterns and in particular reducing travel by car.

This Travel Plan forms part of the overall transport strategy developed for Hulton Park, setting out the commitment to deliver a series of sustainable residential communities around the site.

There are a number of elements which piece together to provide a successful Travel Plan ensuring a sustainable travel strategy is developed for the site, including the site's location, design aspects and the individual Travel Plan measures.

#### Elements of a Successful Travel Plan:

Physical Measures (hard measures) & awareness and policy measures (soft measures)

Walkable neighbourhoods, good pedestrian/cyclist connectivity, on-site facilities, high quality environment

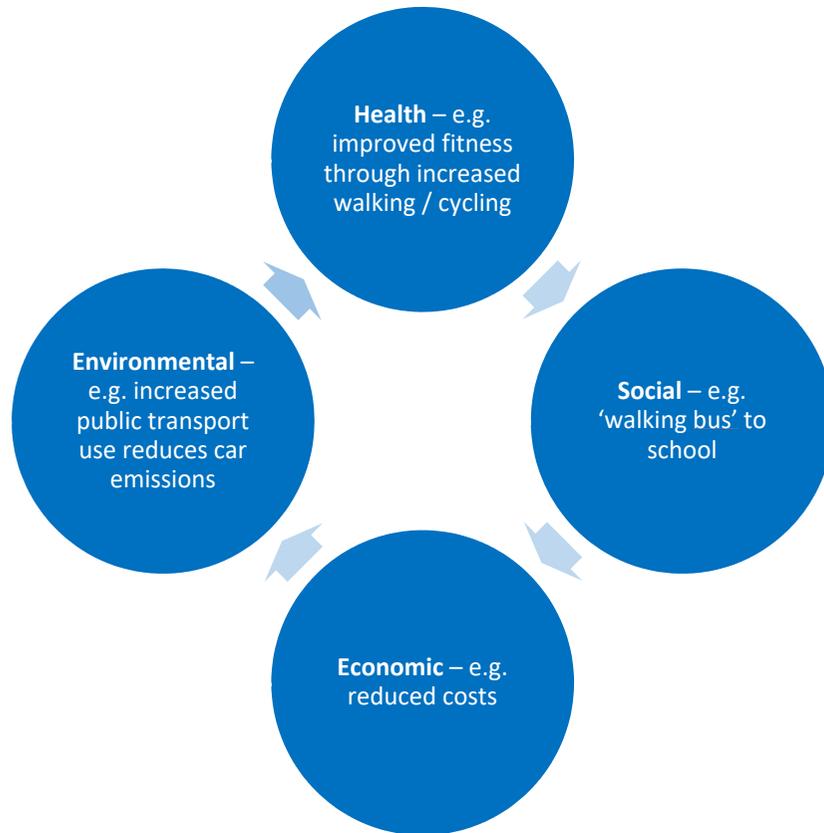


Travel Plan Co-ordinator;  
travel information packs;  
marketing strategy

Sustainable urban extensions of Westhoughton and Over Hulton

## Travel Plan Benefits

All residents will be advised of the benefits of adopting sustainable travel patterns and benefits and aspirations of the Travel Plan, including health, environmental, social and economic benefits.



This Travel Plan aims to deliver the following objectives:-

- Minimising the total distance travelled by residents and visitors to the site through a reduction in journey lengths and frequency.
- Improved awareness and use of sustainable travel modes, including walking, cycling, public transport, and car sharing to reduce reliance on the private car.
- Promotion of the benefits of alternative travel modes to allow residents to make informed travel choices.

Regular liaison with residents will seek to achieve a long term commitment to changing travel behaviour.

**SECTION 4 Hulton Park – Residential Travel Patterns**

As outlined above, the Hulton Park development comprises a tournament-standard golf resort, supported by residential uses. This Travel Plan focuses upon the residential uses – a separate Travel Plan covers the golf / hotel proposals. The following summarises the travel patterns associated with the residential elements alone.

The residential proposals have been developed in outline form only at this stage. However, as set out in Section 2, the three discrete residential parcels are assumed to provide up to 1,036 dwellings, or up to 1,006 dwellings if a local centre is provided on the site. The mix of dwellings on each parcel will be determined as part of subsequent Reserved Matters applications and therefore is indicative only at this stage. The development quanta on each parcel assumed for the purpose of the assessments presented in the application is as follows and this has been used to determine the forecast trip generation associated with the parcel. The indicative mix includes a proportion of apartments within the Western Fields and Dearden’s Farm parcels.

- Western Fields - 585 houses  
- 144 flats + local centre (or 174 flats)
- Dearden’s Farm - 162 houses  
- 30 flats
- Park End Farm - 85 houses

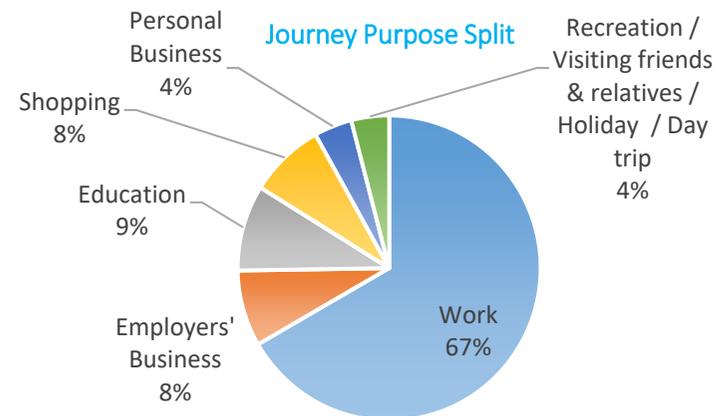
The resultant peak hour vehicle trip generation associated with these residential uses is as follows. These figures are consistent with those adopted in the Revised Transport Assessment and noting that no account has been taken of the lower trip generation associated with flats, compared to houses.

**Hulton Park Residential Trip Generation (Vehicles)**

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Western Fields	101	284	243	124
Dearden’s Farm	27	75	64	33
Park End Farm	12	33	28	14
<b>Total</b>	<b>531</b>		<b>506</b>	

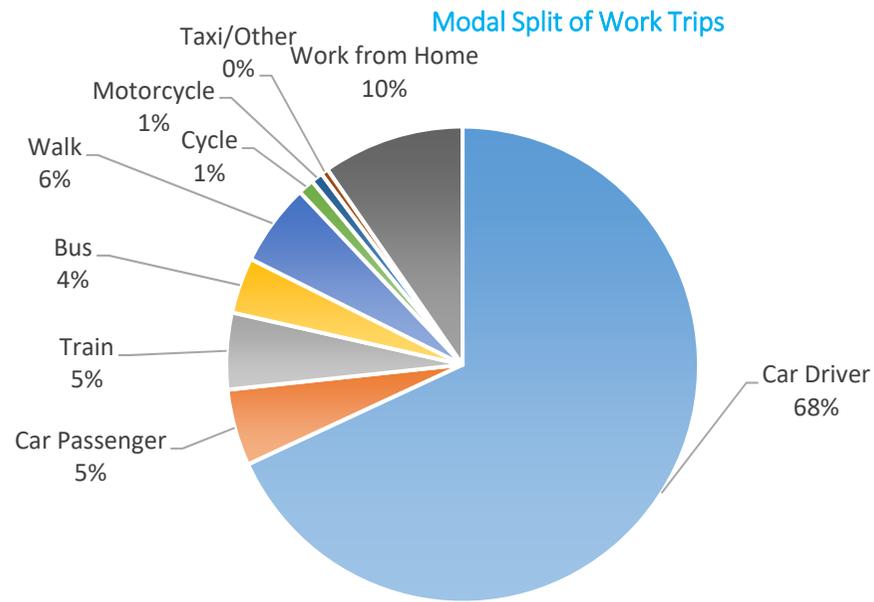
These traffic levels are used to inform the baseline Travel Plan targets which are set out in Section 7.

These vehicular trips include trips to a wide range of journey purposes including commuting journeys, trips to school, retail trips, leisure and other trips. The following summarises the likely proportion of trips made by future residents for each journey purpose, based upon existing travel patterns during the morning peak period for residents within the Westhoughton area (Source: Tempro).

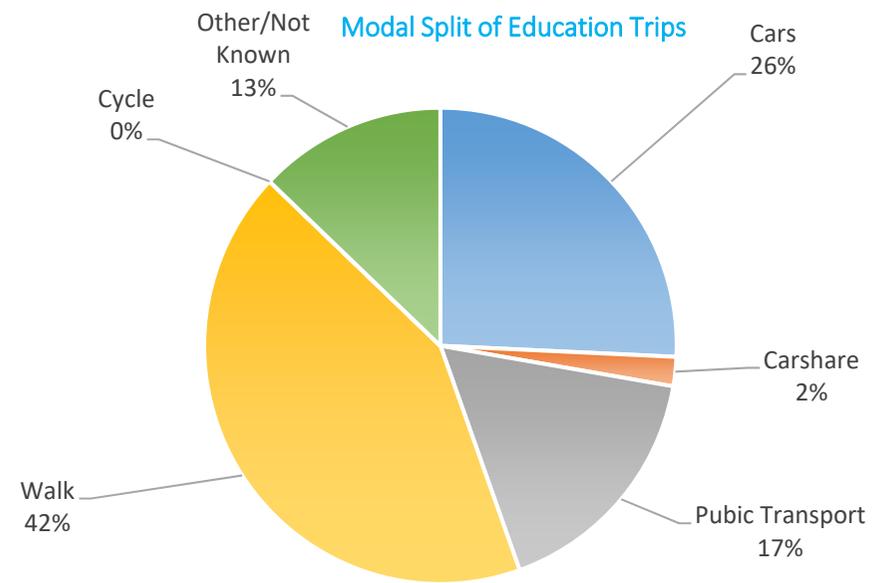


Source: Tempro (Bolton 28, 31, 35) – Home Based Trips AM Peak

The purpose of this Travel Plan is to encourage the use of sustainable transport modes. The above pie chart identifies that a large proportion of trips are associated with journeys to work and education trips. The following charts therefore summarise the mode split of work and education trips based on information for the local area, taken from the 2011 Census and Bolton Council's 2008 School Census. Again, these modal splits are used to inform the Travel Plan targets set out in Section 7.



Source: 2011 Census (Westhoughton – Bolton 28, 31, 35)

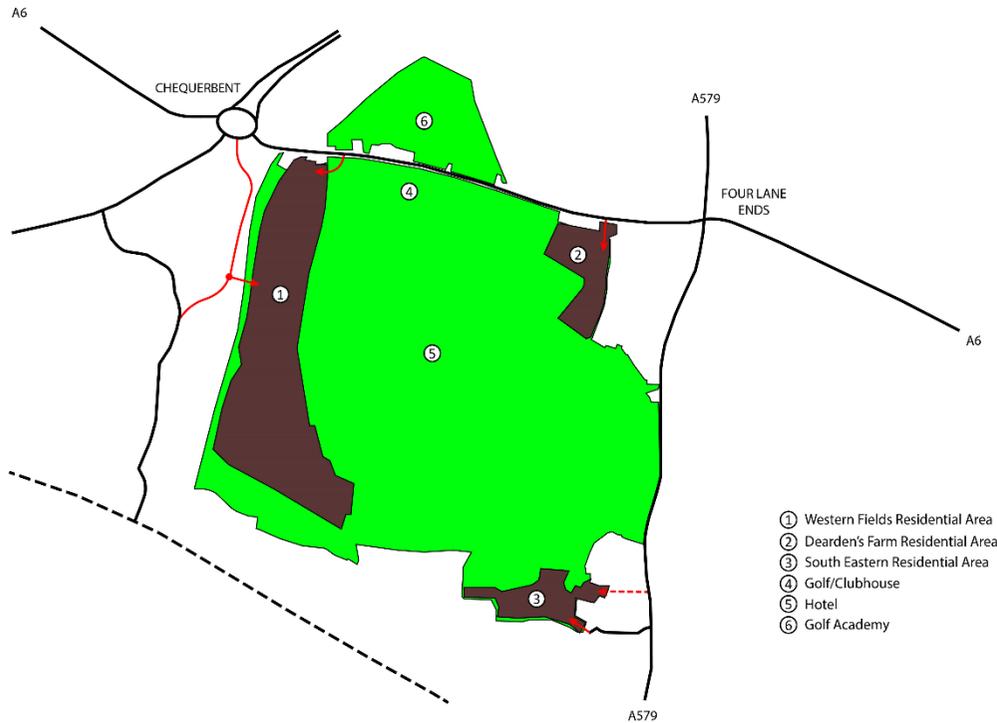


Source: Bolton School Census 2008 (Bolton Council Sustainable Modes of Travel Strategy 2008)

**SECTION 5 Accessibility Of The Site**

One of the key objectives of the Travel Plan is to encourage the use of sustainable travel modes and there is a range of transport choices already available.

The Hulton Park site covers an area of 261Ha and extends from Westhoughton to the west of Over Hulton to the east and borders Atherton to the south. The Application site straddles the A6 Manchester Road, with the golf academy uses to the north of the A6 and the remaining golf and hotel uses and all of the residential uses to the south.



The three residential parcels are separated by the golf course and the Western Fields area lies close to the existing residential areas of Westhoughton, whereas the other two parcels lie closer to Over Hulton. As such, the transport choices and travel available for each of the three proposed residential areas are different and therefore have been considered separately below. This section considers the pedestrian and cycle provision and public transport provision within the vicinity of the parcels and considers the accessibility of each parcel to a range of key facilities.

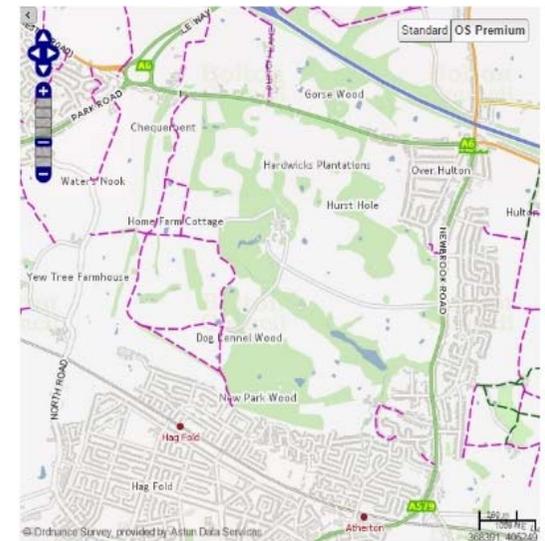
**Pedestrian and Cycle Provision**

Walking will provide an important mode of travel for residents and visitors to access local facilities, reducing car use and offering health, social and environmental benefits.

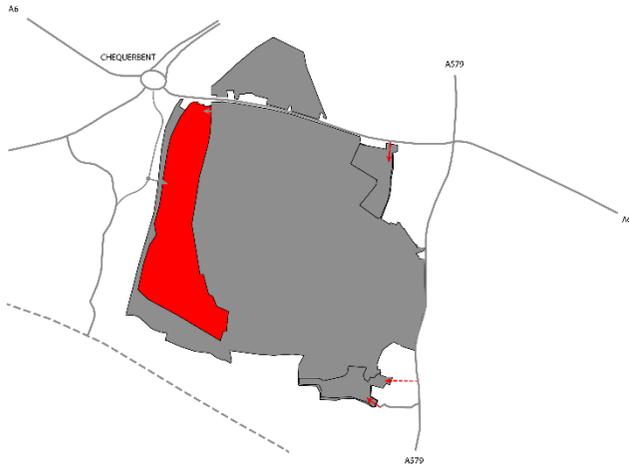
A plan of the existing Public Rights of Way (PRoW) within the vicinity of Hulton Park is shown below. All of the existing PRoW will be retained as part of the proposals, with some sections diverted where necessary.

Cycling also offers an alternative mode of travel and offers health and environmental benefits. Cycling is considered to be a convenient mode choice for journeys of up to at least 5km – and beyond for experienced cyclists.

This section considers the walking and cycling provision within the vicinity of each parcel.



### Western Fields



The Western Fields area is criss-crossed by a network of public rights of way routes which will be retained within the residential site and diverted where necessary. These routes combined with the internal footpaths and footways will provide links through and across the site and provide connections to existing

residential areas in Westhoughton and beyond. A new pedestrian route – The 'Hulton Trail' will run through the woodland to the west of the site, along the route of the former Westhoughton railway line. This Trail will connect into the A6 to the north of the site and will run along the southern edge of Hulton Park providing a leisure route and onward connection to the Park End Farm residential area and Over Hulton beyond.

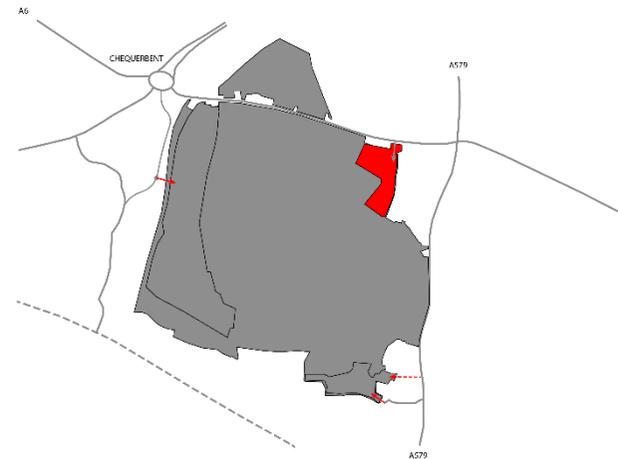
The Western Fields will therefore include a combination of high quality, lit, direct footways serving the proposed dwellings and connecting into local networks and a series of unlit leisure trails which will take advantage of the existing and proposed woodland and open space areas.

The proposed residential area will also be designed to encourage low vehicle speeds within the site, to encourage cycling on the internal networks. Additional off-road cycle paths will also be available. There are a number of advisory on-road cycle routes within the vicinity of the Western Fields area including Platt Lane, Molyneux Road, Captain Lees Road and Bolton Road within Westhoughton. The proposed new link road will include a dedicated footway/cycleway connection to Chequerbent

where an off-road cycle route passes around the Chequerbent roundabout, along Snyderdale Way and across the M61 at Junction 5, leading towards Bolton.

The northern access to the Western Fields is c.5.5km from Bolton town centre, equivalent to a 15 – 20 minute cycle ride.

### Dearden's Farm

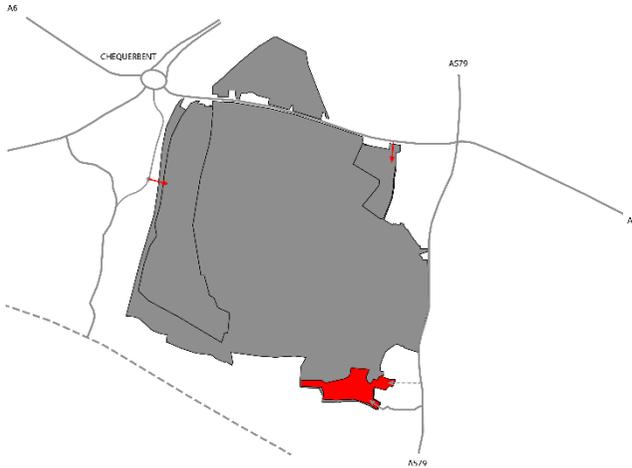


The Dearden's Farm residential area will connect straight into the A6 Manchester Road at its northern end and will run alongside and to the west of existing properties on Newland Drive to the east. The indicative masterplan prepared for the site shows a range of footways and footpaths across the site,

offering convenient, direct and high quality routes for pedestrians

Again the internal road layout will be designed to keep vehicle speeds low to encourage cycling within the site. On the surrounding roads, Reynolds Drive is promoted as an unsigned quieter route for cyclists – offering an alternative route southwards from Over Hulton towards Atherton – and the A6 Salford Road provides on-road cycle lanes eastwards from Four Lane Ends towards Salford. There are also advanced cycle stop lines at the Four Lane Ends signals to the north-east of the site. Bolton town centre is c.4.5km from the site access on to the A6 and therefore within comfortable cycling distance, equating to a journey time of c.15 minutes.

### Park End Farm



Park End Farm is the smallest of the three sites. It will largely be accessed via Broadway, via an extension of the existing residential cul-de-sac into the site. A small number of dwellings – in the region of 9no. – will be created in a cul-de-sac at the end of Woodlands Drive. There will be no vehicle link between the two

residential areas, but the existing public right of way which runs between Broadway and Woodlands Drive will be retained and will be available for pedestrians and cyclists to walk/cycle between the two areas.

The new dwellings will be served by an internal network of footpaths and footways, connecting into the existing footways on Broadway. A new area of footway will be provided on Broadway close to the entrance to the site, to ensure a continuous link into the site, and the footway will continue past The Pretoria Pit Memorial located at the entrance to the Park End Farm site. The Hulton Trail will also pass through this residential site, providing a high quality leisure route across the southern edge of Hulton Park and across the Western Fields and beyond.

Residents will also be able to walk to Atherton railway station which is located c.500m south of the Broadway entrance to the site, via Upton Road, an existing residential street to the south. Further details of the railway facilities close to the site are set out in the next section.

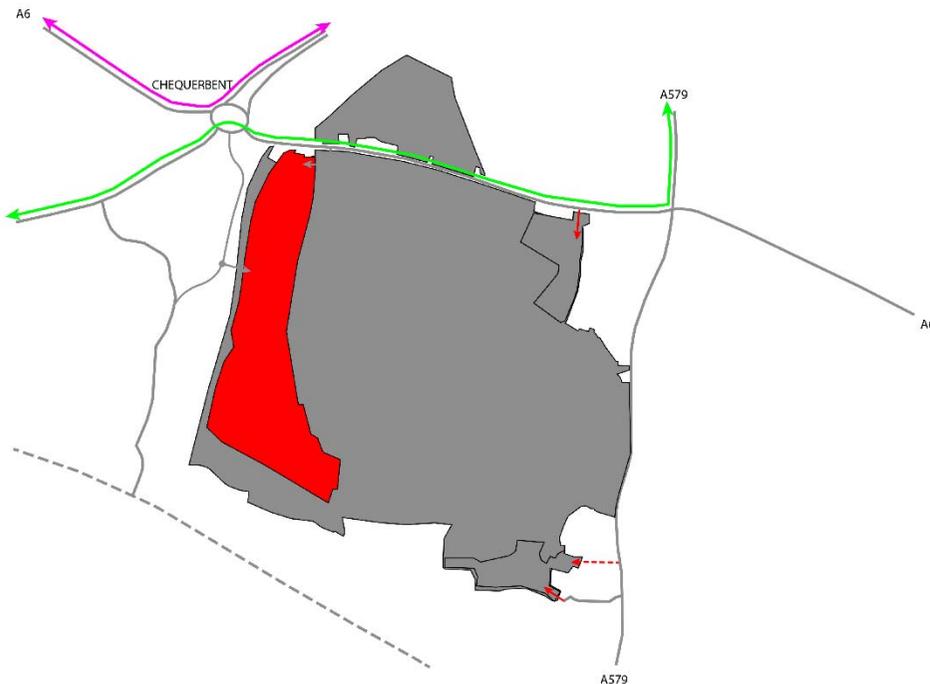
The internal road network will be designed to accommodate cyclists on-road, with low vehicle speeds. At the eastern end of Broadway there are cycle lanes on both sides of the A579 Newbrook Road which tie into the off-road footway/cycleways to the north on Newbrook Road. Bolton town centre is c.6km north of the site, which equates to a 20 – 25 minute cycle ride. Atherton is approximately 1.5km from Park End Farm, equating to a c.20-minute walk or a 5-minute cycle.

### Public Transport Provision

Hulton Park will be served by a combination of existing and proposed bus services as set out below. The development is currently served by a range of bus routes which will connect the proposed residents with Westhoughton, Over Hulton, Bolton, Wigan and a range of other destinations as described below. Again, given the scale of the site, the bus access for each of the three sites is considered separately below.

This section predominately focuses on bus provision as the nearest railway stations at Atherton, Hag Fold, Daisy Hill and Westhoughton are some distance away from much of the site. However, as described below, the dwellings at Park End Farm will be within an easy walk of Atherton railway station and there are bus routes serving each of the three parcels which also serve Daisy Hill, Atherton and Westhoughton railway stations. The Daisy Hill, Hag Fold and Atherton stations lie on the Manchester to Wigan railway line and the journey time to Wigan from Daisy Hill is 12 minutes and the journey time to Manchester from Atherton is 24 minutes during peak times. Westhoughton railway station provides additional services to Bolton, Wigan and Manchester Victoria.

### Western Fields



The Western Fields area is the largest residential area and will comprise up to 759 dwellings, or up to 729 dwellings plus a local centre. As outlined above, the development of this area will be phased over a number of years, taking account of the hosting of the Ryder Cup at Hulton Park.

In the short term, the dwellings at the northern end of the site will be served by existing bus routes which pass through Chequerbent roundabout to the north-west of the site. These routes will include:

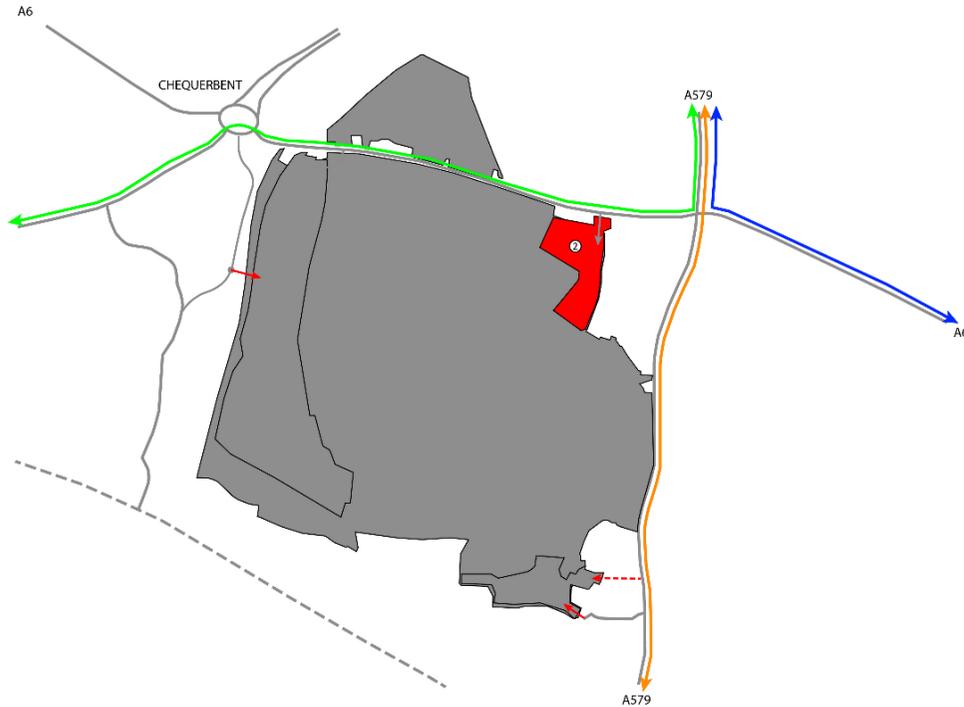
- 521, 559 (green route on plan) – both hourly services running along the A6 Manchester Road to the north of the site. The closest bus stops are located c.200 metres west of the access onto the A6. These bus routes serve Little

Lever, Royal Bolton Hospital, Westhoughton, Blackrod, Hindley and Bolton. Route 521 also serves Westhoughton railway station.

- 7 (pink route on plan) – a 15 to 20-minute service running along the A6 Manchester Road, west of Chequerbent, and along Snyderdale Way. The closest bus stops are located immediately west of Chequerbent, c.700 metres west of the pedestrian access to the site onto the A6. This route serves Wigan, Ince, Hindley, Westhoughton, Bolton, and Daisy Hill railway station.

These services will combine to serve the initial phase of the development. For the remainder of the development on the Western Fields, a bus strategy will need to be developed for the site. It has been agreed with the Council that a Public Transport Steering Group (PTSG) will be established to identify a scheme to serve the development.

The closest railway stations to the Western Fields are Daisy Hill station which is c.2.5km from the site and Westhoughton station which is just over 2km from the site. Both stations are beyond the recommended maximum walking distance, but are within cycling distance of the proposed dwellings and are accessible via bus routes 7 (Daisy Hill station) and 521 (Westhoughton station), as outlined above. Residents of the northern section of the Western Fields area will therefore have the opportunity to access the rail services via existing bus services. Bus connections to the railway stations for the dwellings at the southern end of the site will need to be considered as part of the future bus strategy, as outlined above.

Dearden's Farm

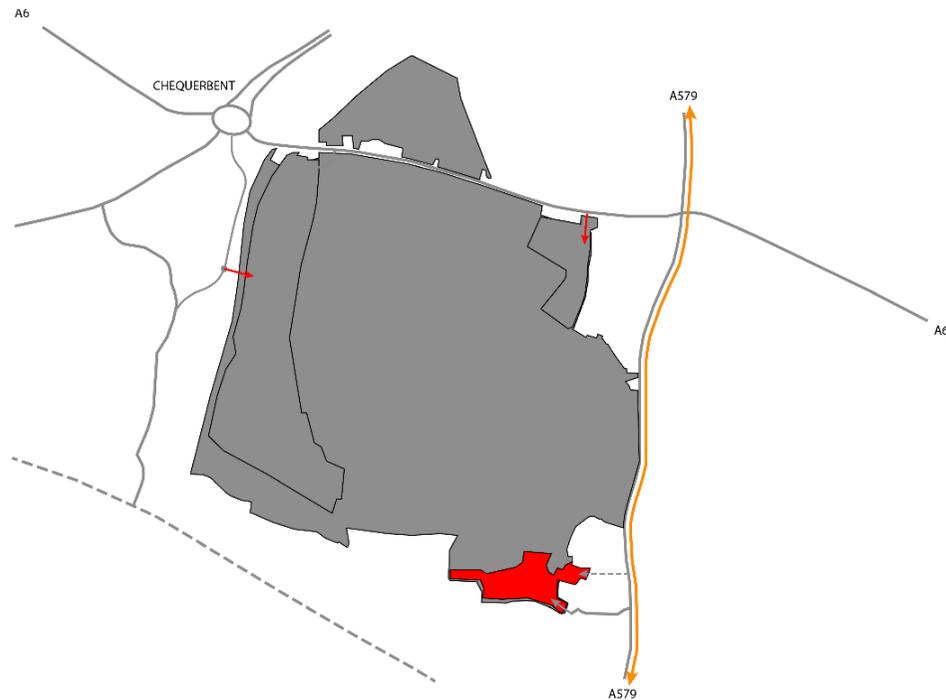
The development at Dearden's Farm lies to the south of the A6 Manchester Road and west of the Four Lane Ends junction which is the intersection of the A6 and A579.

The development of up to 192 dwellings will be served by bus routes 521 and 559, both of which are hourly services running along the A6 (green route on above plan), with no evening or Sunday services. These serve existing bus stops located to the east of Newland Drive, c.150 metres from the site access on to the A6. These routes connect to Little Lever, the hospital, Westhoughton and Blackrod. As outlined above, Route 521 also serves Westhoughton railway station.

In addition to the A6 services, route 582 (yellow route) runs along Newbrook Road, with bus stops c.500 metres east of the Dearden's Farm access, which offers a 10-minute frequency service to Leigh, Atherton - including the railway station - Over Hulton and Bolton. An hourly frequency service - 551/553 (blue route) - also runs along St Helen's Road to the east of the site, providing connections to Bolton and Leigh.

Residents at Dearden's Farm will therefore have a choice of bus services available, serving a wide variety of locations, including nearby railway stations.

The closest railway stations to the Dearden's Farm site are Atherton station, which is c.2.6km from the access onto the A6, and Westhoughton station, which is c.3.6km from the site access. Both stations are beyond the recommended walking distance but within cycling distance of the site. Both stations are accessible by bus from Dearden's Farm, as outlined above.

Park End Farm

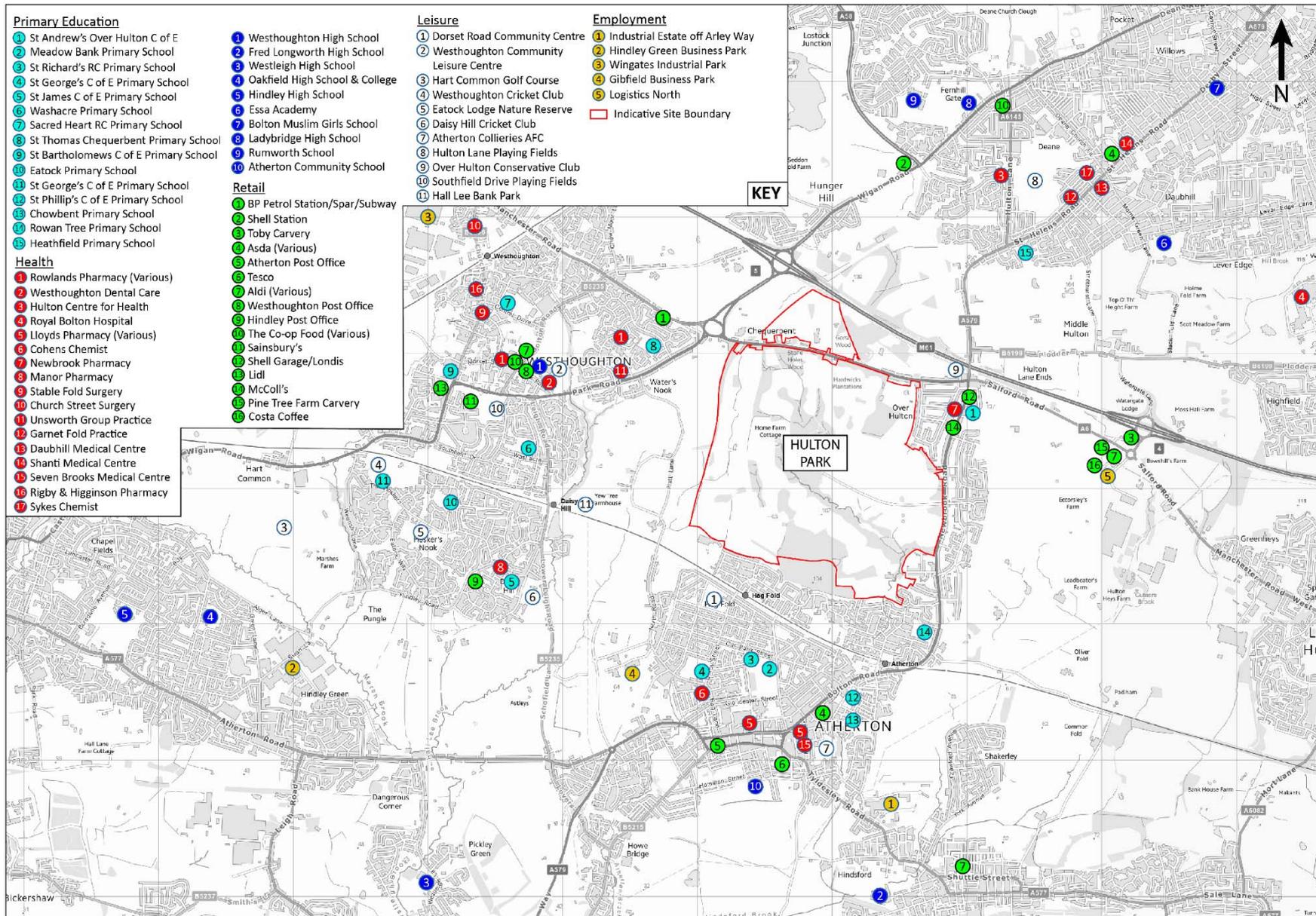
The Park End Farm site includes the majority of dwellings served from Broadway and a small number of dwellings on Woodlands Drive. Both routes lead to the A579 Newbrook Road from where the frequent bus route 582 (yellow route on above plan) can be accessed. As above, this service offers a 10-minute frequency daytime service – 20-minutes on Sundays and 30-minutes in the evenings – offering direct connections to Atherton, including the railway station, Leigh, Over Hulton and Bolton. The closest stops are located on Newbrook Road, close to the end of Woodlands Drive, c.400 metres from the site access.

The Park End Farm site is therefore well served by public transport facilities.

**Access to Key Services and Facilities**

This section considers the accessibility of each of the proposed new residential communities to a range of key services and facilities including schools, employment areas, shops, including foodstores, health and leisure facilities. The appraisal of the accessibility of key facilities takes account of the sustainable transport provision outlined earlier in this section, and also reflects guidance which notes that journeys of up to 2km can easily be made on foot and journeys up to 5km and beyond are easy for cyclists, where suitable facilities and routes are provided. (Source: Greater Manchester Transport Strategy 2040).

The figure shown on the following page identifies the location of a range of facilities within the vicinity of Hulton Park. The nearest facilities to each of the three residential parcels are considered below.



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### Primary Schools

The closest primary school to the Western Fields area is St Thomas C.E. School, Chequerbent, located on Molyneaux Road, Westhoughton. The school is c.750 metres from the pedestrian access on the A6 and c.1.8km from the centre of the Western Fields area.

The closest primary school to the Dearden's Farm residential area is the St Andrew's Over Hulton C of E school, located on Crescent Avenue, off Newbrook Road. The school is c.650 metres from the access to the site and c.950 metres from the centre of the residential area.

St Andrew's C of E school and Meadowbank Primary school in Atherton are both c.2km from the Park End Farm residential area.

Additional primary schools are located in Westhoughton and Atherton.

It is therefore considered that residents will have the opportunity to walk, cycle or scoot to school. The measures set out in the next section outline how trips to school by sustainable modes will be encouraged.

### Secondary Schools

Westhoughton High School is located on Bolton Road, Westhoughton and would be the closest secondary school for the Western Fields area. It is located c.2.5km from the centre of the site which is just over 30-minutes' walk, and well within cycle distance.

The Essa Academy at Lever Edge Lane, Bolton would be the closest secondary school to the Dearden's Farm and Park End Farm areas. At 3.3km and 4.8km respectively, it is beyond comfortable walking distance of both sites, but would be within cycling distance of both. Residents of both parcels could also access the school via bus route 582 which operates high frequency services along St Helen's Road, close to the school.

Additional secondary schools are located in Bolton, Tyldesley and Hindley Green and there are a number of school bus routes which pass along the A6 and Park Road which provide access to a range of secondary schools and colleges. It is considered that all three residential areas would be accessible to local secondary schools.

Employment Areas

The following pie charts illustrate the current places of work of current residents of Westhoughton, based on 2011 Census data, separated into trips by car, train and bus.

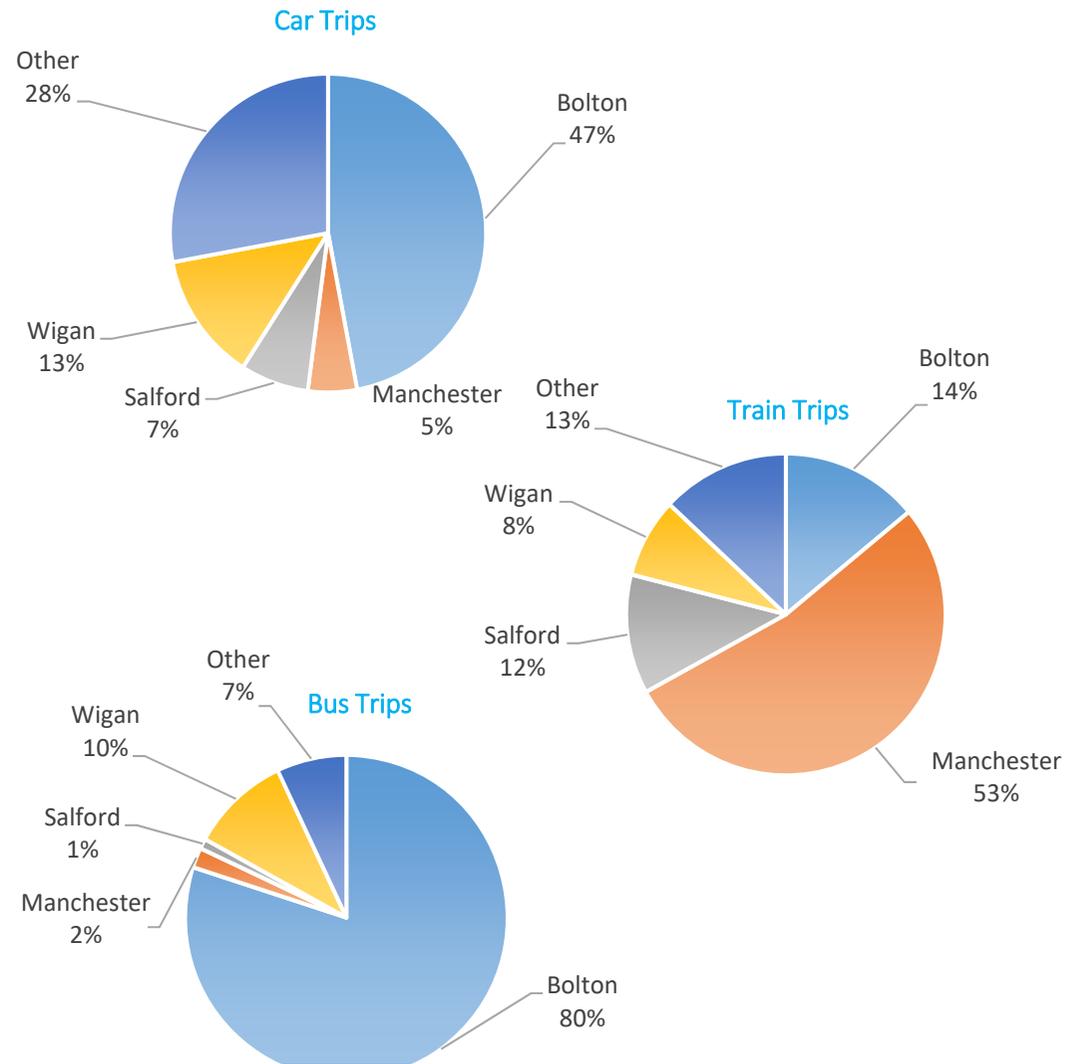
These clearly show that the most common destinations for car drivers include Bolton, accounting for almost half of drivers, Wigan and Salford/Manchester. In contrast by train, the majority of residents travel to Manchester and Bolton. As outlined earlier Daisy Hill station is accessible by bus from the Western Fields area and Atherton railway station is within walking distance of the Park End Farm area, and accessible by bus from both Dearden’s Farm and Park End Farm areas.

In terms of commuting by bus, some 80% of bus trips are to Bolton. As set out in the previous section, a range of locations within Bolton are accessible by bus from each of the residential parcels.

Additional walking and cycling trips are made to a number of local employment locations, including those in Westhoughton (69%), other Bolton locations (20%) and elsewhere (11%).

There are additional local employment facilities within Westhoughton, Over Hulton, at Logistics North – located close to M61 Junction 4 – Atherton and beyond.

Employment Locations of Existing Westhoughton Residents, by Mode of Travel:-



Source: 2011 Census (Westhoughton – Bolton 28, 31, 35)

### Health Facilities

The closest GP surgeries to the Western Fields area are located in Westhoughton at the Stable Fold Surgery and Church Street Surgery, both on Church Street and the Unsworth Group Practice at Captain Lees Road. These are accessible by the bus routes serving Westhoughton and the Unsworth GP Surgery is within a 15-minute walk of the site. Should a local centre be provided within the Western Fields area, there is potential for this to accommodate GP or other health facilities.

The Garnet Fold Practice, the Daubhill Medical Centre and the Shanti Medical Centre are located on St Helen's Road, to the north of Over Hulton, and additional surgeries are available in Atherton. These are all accessible via the 582 bus services which runs along Newbrook Road, serving both the Dearden's Farm and Park End Farm parcels.

Additional pharmacy and dental facilities are available in Westhoughton, Over Hulton and Atherton.

### Retail and Leisure Facilities

The development proposals include potential provision for a local centre within the Western Fields area, as set out in the Planning Statement.

The closest supermarkets to the development are Sainsbury's in Westhoughton and Asda and Tesco in Atherton. Local convenience retail provision is available at the Shell fuel station / Nisa store at Four Lane Ends, the BP fuel station / Spar at Chequerbent and other facilities located along Manchester Road and Newbrook Road.

Westhoughton and Atherton provide a range of retail facilities and both are accessible on foot, by cycle and by bus from different areas of the site. A wider range of retail and leisure facilities are available in Bolton, Wigan and Manchester, accessible by bus and train.

There is a range of leisure facilities near the site, including the extensive golf and hotel facilities proposed at Hulton Park, on-site open space and play areas, the

proposed Hulton Trail recreational route, a number of pubs and sports facilities nearby.

Overall, it is considered that Hulton Park's residents will be well served by local services and facilities and these will be accessible by a variety of travel modes.

**SECTION 6 TRAVEL PLAN MEASURES**

This Travel Plan sets out a range of measures that will be incorporated within the development proposals, to encourage sustainable travel and to achieve the objectives of the Plan. These measures are outlined below and include:



**Overall Management**

**TP1 Travel Plan Co-ordinator**

A Travel Plan Co-ordinator (TPC) will be appointed to promote the Travel Plan amongst residents and will play a key role in implementing and delivering the aims and objectives of the Travel Plan.

The TPC role will begin upon occupation of the sales and marketing suite on each of the three parcels. The TPC will most likely be a member of the sales and marketing team who will be based on each of the sites throughout the build-out of the site.

The TPC will have overall responsibility for the development and implementation of the final Travel Plan and for monitoring the success of the Plan on an on-going basis. The TPC will manage the Travel Plan budget.

The TPC will be employed from the initial marketing of the properties at Hulton Park until the full occupation of the Travel Plan. As outlined earlier, the residential development is being provided in three discrete parcels, and as such there is scope for parcels to be delivered by different housebuilders.

It is therefore assumed that each parcel will have its own TPC, who could be the same person, who will be responsible for the delivery of the Travel Plan for their phase of development. The TPC for each parcel will be in place for the following duration based on the current assumed housing trajectory:

- Western Fields = 2022 – 2040
- Dearden’s Farm = 2021 – 2028
- Park End Farm = 2021 – 2025

The TPC’s duties will also include liaison with BMBC and monitoring usage of the facilities implemented as part of the Travel Plan.

The TPC will also canvass support for the establishment of a Residents’ Group to promote sustainable travel; this will be via face-to-face meetings as residents move to the site.

**Travel Plan Co-Ordinator Role:**



**Marketing / Information****TP2 Personalised Travel Planning**

The TPC will answer any travel-related queries that residents have and assist new residents in their travel planning. Studies for the DfT have indicated that personalised travel planning can reduce car use by c.10%. The TPC will therefore offer personalised travel planning to each household, by way of a visit to each household upon the first occupation and, if appropriate, organise drop-in meetings.

**TP3 Travel Information Pack and Guide**

Travel Packs will be issued to all new households at the site upon first occupation of their property, as part of the Home Information Pack supplied with all new properties. These Travel Packs will contain information on public transport services (timetables, maps etc), cycle maps and walking routes. The packs will also contain details of sustainable transport related events such as Bike Week (normally held in June), which can be promoted throughout the site as an additional tool to encourage people to try new sustainable modes of transport. Copies of the packs will be available as hard copies or electronically – the electronic versions will include links to the relevant public transport, cycle and other travel websites, including Transport for Greater Manchester's website ([www.tfgm.com](http://www.tfgm.com)) which includes advice on travel planning.

The health and environmental benefits of walking and cycling will also be included within the Travel Packs and details will be provided of the 'Walk It' website that provides free walking journey planning ([www.walkit.com](http://www.walkit.com)).

**TP4 Community Website**

A regularly updated community website providing comprehensive travel information of the type included in the welcome pack with details of public transport timetable changes and new promotional offers will be set up. The website may include details of the car share database and links to home delivery and shopping services.

**TP5 Community Notice Board**

A community notice board for travel information will be located within the development. This will include details of community travel forums at which residents will be invited to give feedback to the Travel Plan Co-ordinator.

**TP6 'Zero Travel' Options and Reducing the Need to Travel**

The TPC will explain the benefits of working from home, flexible working practices such as compressed working hours or fitting working hours around child care/ public transport timings to reduce car use, internet shopping and home delivery options. The sustainable benefits of using local facilities will also be highlighted. These will also be publicised in the information packs and on the website.

## Walking / Cycling

### TP7 On-Site Footways, Footpaths and Cycle Connections

The proposed Hulton Park development will include a comprehensive network of footways, footpaths and cycle routes across the site. These connections will ensure that pedestrians and cyclists can safely and easily access local facilities and the development's range of open space and recreational facilities within the site.

The principal road networks within the development will have footways on either side.

In addition, Peel will make a contribution towards the provision of a Shelter and/or stands at Daisy Hill, Hag Fold and Atherton stations.

### TP8 Walking Bus



Following the completion of the initial surveys, the TPC will review the travel patterns associated with the trips to school. If necessary, the TPC will liaise with the local primary schools to assess the feasibility of developing a walking bus from the site and funding will be

provided for one walking bus per development parcel, if required.

### TP9 Scoot to School

The TPC will encourage parents to allow their children to 'scoot to school', to promote active travel amongst residents.

### TP10 'Walk on Wednesdays'

Many primary schools have initiatives such as 'Walk on Wednesdays' (WoW) to encourage children to adopt active travel modes on a regular basis.

The TPC will encourage households with children at local schools to take part in this initiative.

### TP11 Bike User Group



A bicycle user group will be established and run initially by the TPC. The TPC will seek to forge links with local bike shops to arrange discounts on purchase and repairs, if possible, for residents on the site.

### TP12 Hulton Trail

The development proposals include the delivery of the Hulton Trail around the southern and western boundaries of the Hulton Park site. The Trail will provide a high quality leisure route around the site including a series of interpretation boards highlighting historical and other locations of interest along the route and including seating and other recreational facilities. The Trail will also connect into onward pedestrian routes to local railway stations and other nearby areas.

## Public Transport

### TP13 Accessible Bus Stops

As set out in the previous section, the proposed bus strategy will include the use of existing bus services along Manchester Road and Newbrook Road. A contribution will be made towards the upgrading of a total of 6no. bus stops within the vicinity of the three residential parcels – i.e. a pair of bus stops at each site.

### TP14 New Bus Routes

As set out in the previous section, there is potential for new bus routes to be implemented to serve the Western Fields parcel. As these bus services would not come forward until 2027 at the earliest the details of the services will be determined by way of the PTSG.



### TP15 Free Taster Passes

To further encourage the use of public transport, each household will be offered a 'taster pass' which will enable free bus journeys for an introductory period.

The taster passes will be offered within the Travel Information Packs and each household will be entitled to a single one-month pass which will entitle them to unlimited bus travel within Greater Manchester for an introductory period.

## 'Green' Car Use

### TP16 Car Sharing

Liftshare ([www.liftshare.com](http://www.liftshare.com)) offers a car sharing 'match' service providing opportunities for future residents of Hulton Park to share a car journey with someone else. The benefits of car sharing include cost savings, as vehicle running costs can

be shared with passengers, reducing congestion and lowering emissions through fewer cars on the road, as well as the social benefits of sharing a journey.

The TPC will promote car sharing – both informally with friends / relatives / neighbours within the development and through the formal Liftshare service.

### TP17 Electric Vehicle Charging

The TPC will encourage housebuilders to include provision for electric vehicle charge points within dwellings/garages where appropriate.

### Summary

Overall this package of measures has been designed to maximise the awareness of sustainable travel options and to reduce the reliance of residents upon private car use.

The TPC will regularly review the measures implemented to ensure they meet the needs of residents and the objectives of the Travel Plan.

## SECTION 7 TARGETS AND PENALTIES

### Setting Realistic Targets

Travel Plan targets will be set, against which the success of the Travel Plan can be measured. The targets will relate to the agreed trip generation rates applied to the constituent elements of the proposed development. Thus the initial targets will be as follows:

- The development, when fully occupied, should not generate traffic flows in excess of the target traffic level in the target period.
- The target traffic flows are based upon the traffic flows adopted in the Revised Transport Assessment analysis which equate to 531 and 506 vehicles two-way in the AM and PM period respectively – further details are set out in Section 4 above.
- The target period should exclude the highest three working days in any calendar month.
- Traffic monitoring will commence as follows:-
  - Western Fields upon the occupation of 100 dwellings
  - Dearden's Farm – upon the occupation of 100 dwellings
  - Park End Farm – upon the occupation of 50 dwellings.
  - Targets will be considered as development progresses on a pro-rata / proportional basis, for each of the three parcel areas.

Modal split targets will also be considered. Initial modal split targets are proposed here for work and school trips.

The targets for journeys to work are based upon the current Westhoughton area travel patterns outlined in Section 4 above. This identifies that 68.2% of work trips are made by car drivers and 5.2% are car passengers, excluding those who work at

home. Thus a 'drive car alone' target has been derived by subtracting the car passenger proportion from the car driver proportion i.e. to give 63%. This approach assumes that only one passenger is ever present in a car and therefore the target will be revised following initial monitoring.

In terms of school trips, the initial target will be to achieve a maximum of 26% of pupils arriving at school by car, which is consistent with the Bolton school travel survey outlined in Section 4.

The initial targets will be reviewed following the completion of the baseline travel surveys to be undertaken at the site. This is described in further detail below. The subsequent monitoring of the Travel Plan after these initial baseline surveys and target setting is also described below.

#### What if Targets Are Not Met?

It is expected that the proposed package of measures will deliver significant sustainable travel benefits and will ensure that the Travel Plan targets are achieved. In the event that the trip generation targets are not met then Peel will fund further incentives to encourage reduced travel by car.

It is proposed that, if targets are not met, additional travel planning drop-in sessions will be held for a further three years following the completion of the formal monitoring period, which will extend for the duration of the construction/build-out. Personalised one-to-one travel planning will also be undertaken with targeted households, identified from surveys as those with potential to change mode (e.g. residents who pay for parking for work journeys and who could use the bus). The additional costs per annum would be £5,000 for each parcel giving a total of £45,000 funded by the applicant if targets are not met. The use of personalised travel planning and whether this is an appropriate mechanism to encourage the use of sustainable modes will be assessed and discussed with BMBC, TfGM and Highways England. This will consider the best use of the available £45,000 budget.

## SECTION 8 Management And Monitoring

### Responsibility and Implementation – Delivering the Plan

Peel will assume overall responsibility for ensuring that the Travel Plan is implemented. The implementation of the Travel Plan measures will be delegated to the TPC who will carry out the day-to-day management of the plan and whose role will be key to the success of the plan.

The TPC will liaise with residents, users of the site and relevant officers at BMBC. BMBC will be notified of the TPC's contact details upon their appointment which will be before any dwellings are occupied.

### Timescales for Management and Implementation

The monitoring of the Travel Plan will be based upon resident travel surveys which will be arranged by the TPC. These will be compatible with TRICS standard assessment methods. The initial baseline survey will be conducted at the trigger points identified above and the TPC will agree the format of the travel questionnaire with BMBC/TfGM prior to occupation of the first unit on each of the sites.

Additional travel surveys will then be undertaken by the TPC annually thereafter to assess the success of the Travel Plan Measures. A survey will also be undertaken after all dwellings are occupied, again, at each site.

Following completion of the travel surveys and analysis of the results, the TPC will be responsible for the preparation of a monitoring report for issue to BMBC. The report will be issued to the Council within three months of completion of the surveys. The monitoring report will set out a comparison of the site's traffic generation against the agreed target traffic flows and will provide a summary of the travel plan measures that have been implemented.

The following table summarises the proposed monitoring process.

**Table 8.1: Monitoring Information**

Steps to be Taken	
WHAT will be measured	Traffic flows; modal split; journey purpose; and update of travel 'taster tickets' and car sharing
WHEN will monitoring take place	Initial survey at occupation of 100th dwelling on the Western Fields and Dearden's Farm parcels and at occupation of 50th dwelling on the Park End Farm parcel, then annually for five years on each of the Western Fields/Dearden's Farm parcels and for three years on the Park End Farm parcel. A final survey will be completed upon full occupation of each parcel.
WHO will carry out the survey	TPC in conjunction with BMBC
FUNDING – how survey/monitoring will be funded	Developer will fund the TPC's input into monitoring & BMBC's Travel Plan Review Fee
REVIEW – Agree how outcomes will be reviewed	Outcomes of survey will be discussed with BMBC and targets updated where required.

## Marketing

For the Travel Plan to be effective, all residents need to be aware of the aims and objectives of the Travel Plan and of all the measures contained therein. It is vital that alternative travel options are effectively promoted and marketed to residents of the site, as lack of information can be a major barrier to the use of more sustainable modes of travel.

The Travel Plan will be communicated using a variety of methods, including:

- Details on the site sales/marketing website;
- Information available within the sales and marketing suite on each of the parcels;
- Information presented within the resident Travel Packs as outlined above;
- Travel Plan drop-in sessions and personalised travel planning; and
- Additional promotional leaflets/information produced by the TPC as necessary through the lifetime of the Travel Plan.

## SECTION 9 Summary And Conclusions

Hulton Park has been designed to provide a sustainable residential community adjacent to the tournament-standard golf and hotel facilities.

The applicant is committed to the promotion of sustainable travel and, to this end, endorse the contents of this Residential Travel Plan which will aim to minimise the usage of single occupancy vehicles by residents and users of the proposed development site.

The following table summarises the measures that will be implemented as part of the Travel Plan and sets out the timescales for their implementation.

The proposed measures and strategies set out within this Travel Plan will be secured through appropriate planning obligations via a Section 106 agreement.

**Table 9.1 Action Plan**

Action	Timescale	Responsibility for Action
Prepare Final Travel Plan	Prior to occupation of each residential parcel	Developer
Appoint Travel Plan Coordinator (TPC) (TP1)	From opening of sales & marketing suite on site to full occupation on each parcel	Developer
Provide TPC details to BMBC	Following TPC appointment	Developer
Offer personalised travel planning sessions (TP2) and discuss travel choices with residents and users of the site	From occupation and on-going throughout lifetime of Travel Plan	TPC
Issue Travel Information Pack and Guide to residents and users of the site (TP3)	Upon occupation of dwellings	TPC
Set up travel website (TP4) and notice board (TP5)	Prior to 1 <sup>st</sup> occupation on site	Developer
Promote benefits of 'Zero Travel/Reduced Travel options (TP6)	From occupation	TPC
Construct pedestrian/cycle accesses and routes (TP7)	During construction phase	Developer
Consider feasibility of implementing walking bus to local schools (TP8)	Following initial travel surveys	TPC/Developer
Promote Scoot to School Scheme (TP9)	From occupation	TPC/Developer
Promote Walk on Wednesdays (TP10)	From occupation	TPC
Set up Bicycle User Group (TP11)	Subject to demand	TPC
Deliver Hulton Trail (TP12)	Timescale to be confirmed.	Developer
Upgrade bus stops near site(s) (TP13)	Prior to 1 <sup>st</sup> occupation of each parcel	Developer
Develop new bus strategy (TP14)	Determined by the PTSG.	TPC/Developer
Offer bus 'taster' tickets (TP15)	From occupation	Developer
Promote car share scheme (TP16)	From occupation	Developer
Promote Electric Vehicle Charge Points within dwellings (TP17)	As part of Reserved Matters applications for each parcel/prior to occupation.	TPC/Developer
Conduct baseline travel surveys	On occupation of 100 <sup>th</sup> dwelling on Western Fields/Dearden's Farm and on occupation of 50 <sup>th</sup> dwelling on Park End Farm parcel	TPC
Conduct subsequent travel surveys	Annually thereafter on anniversary of baseline surveys for three/five years	TPC
Prepare annual monitoring report and issue to BMBC	Within 3 months of completion of travel surveys	TPC
Prepare actions plan setting out future travel plan initiatives/measures	If target modal splits not achieved. Action Plan set out in annual monitoring report	TPC/Developer