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**Project:** Rivington Chase; The Former Horwich Loco Works  
Proposed Mixed Use Development  
Horwich, Bolton

**Client:** Horwich Vision Limited

**Document:** Travel Plan Framework



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Figure 3.1: Local Pedestrian, Cycle and Public Transport Facilities

Figure 3.2: Possible Bus Routing Option A (Service 515 & 575)

Figure 3.3: Possible Bus Routing Option B (Services 517 & 518)

Figure 3.4: Possible Bus Routing Option B (Service 575)

Figure 3.5: Potential New Local Circular Bus Service Route

Figure 3.6: Possible Bus Routing Full Development (Service 575)

## Appendices

Appendix A: CASS Masterplan Drawings



## 1 Introduction

### Background

- 1.1 CBO Transport has been commissioned by Horwich Vision Limited (HVL) to advise on highway and transportation matters associated with the redevelopment of the Horwich Loco Works site in Horwich, Bolton. The site is now being brought forward under the name of Rivington Chase. The location of the site is shown in **Figure 1.1**.
- 1.2 The site is an allocation in Bolton Metropolitan Borough Council's (BMBC) Core Strategy and there is an SPD covering the site. CBO professionals have been involved with the planning of the site in a highway and transport context throughout this process and were involved in the preparation of the evidence base which supported the site for the Core Strategy and the more detailed work associated with the SPD.
- 1.3 This Travel Plan Framework represents a culmination of this work and is submitted with the planning application for the scheme. A Transport Assessment has also been prepared and submitted with the application.
- 1.4 Given current guidance, it is considered appropriate to incorporate a Travel Plan within the package of documents to be submitted as part of the planning application. However, given that a 'full' detailed Travel Plan cannot be completed until such time as the site is occupied and operational, this Travel Plan is a more high level Travel Plan framework which can be used as the basis for a full Travel Plan at the appropriate time. It is however referred to as a Travel Plan from here on in this Report.
- 1.5 The Travel Plan is aimed at staff working at the employment uses proposed for the site, including the commercial elements that make up the Heritage Core. It considers how these site users travel to the site for work but the inherent accessibility of the site along with the measures being implemented to enhance it will of course benefit residents as well as staff.

### Introduction to the Travel Plan

- 1.6 In conjunction with Transport Assessments, Travel Plans produced at the planning application stage can play a key role in shaping travel choice at proposed developments, managing future travel demand and reducing the reliance on the private car. As eluded to above, it is clearly not possible to derive specific and detailed measures and objectives relating to the day to day operation of the site at this early stage of its delivery given the variety of unknowns. However, it is possible to identify overarching objectives and targets to be met to ensure appropriate early action is taken and that both the developer and future occupiers have an understanding of the direction the full and detailed Travel Plan needs to take in the future.
- 1.7 The purpose therefore of this document is to provide the framework for a full Travel Plan to be produced as the development evolves, identifying a package of measures and initiatives tailored to the requirements of the site with the aim of promoting more sustainable travel choice and reducing reliance on the private car. It is intended to be a dynamic document which will be continuously monitored and reviewed throughout the developments life.

### Corporate Commitment

- 1.8 Crucial for the success of a Travel plan is the commitment of the site occupiers to the concept of implementing and operating them and their experience in doing so.
- 1.9 As already identified the Rivington Chase proposals being promoted by Horwich Vision. Horwich Vision is a joint venture between Bluemantle and Orbit, with Orbit being part of the Emerson Group which includes Emerson Management Services. Emerson Management Services has been operating travel plans for many years at many of their sites. As a result, it is highly likely that Emerson Management Services would undertake the TPC role at Rivington Chase and, as a result, Horwich Vision will be corporately committed to the process and achieving successful outcomes from it. They appreciate at a corporate level how influencing the way site occupier's travel to the site and encouraging the use of sustainable modes of transport fits with their wider environmental commitment. The co-ordination with Middlebrook would enhance the effectiveness of the Plan.

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### **Structure of the Report**

- 1.10 In light of the above, this Travel Plan has been produced in 8 sections including this introduction.
- 1.11 Section 2 considers the policy and guidance background to the Travel Plan and their wider benefits, whilst Section 3 looks at the development proposals and site accessibility.
- 1.12 Section 4 looks at the Travel Plan objectives and targets, whilst Section 5 outlines measures that can be implemented to support the Travel Plan. Section 6 then identifies how the travel behaviour of site occupiers will be measured to monitor the effectiveness of the Travel Plan.
- 1.13 Section 7 sets out a delivery and marketing strategy for the Travel Plan, with Section 8 outlining a potential Action Plan for its implementation.