

Garth Wymott 2

Outline Travel Plan

Mace (on behalf of Ministry of Justice)

12/08/2021

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1. Introduction

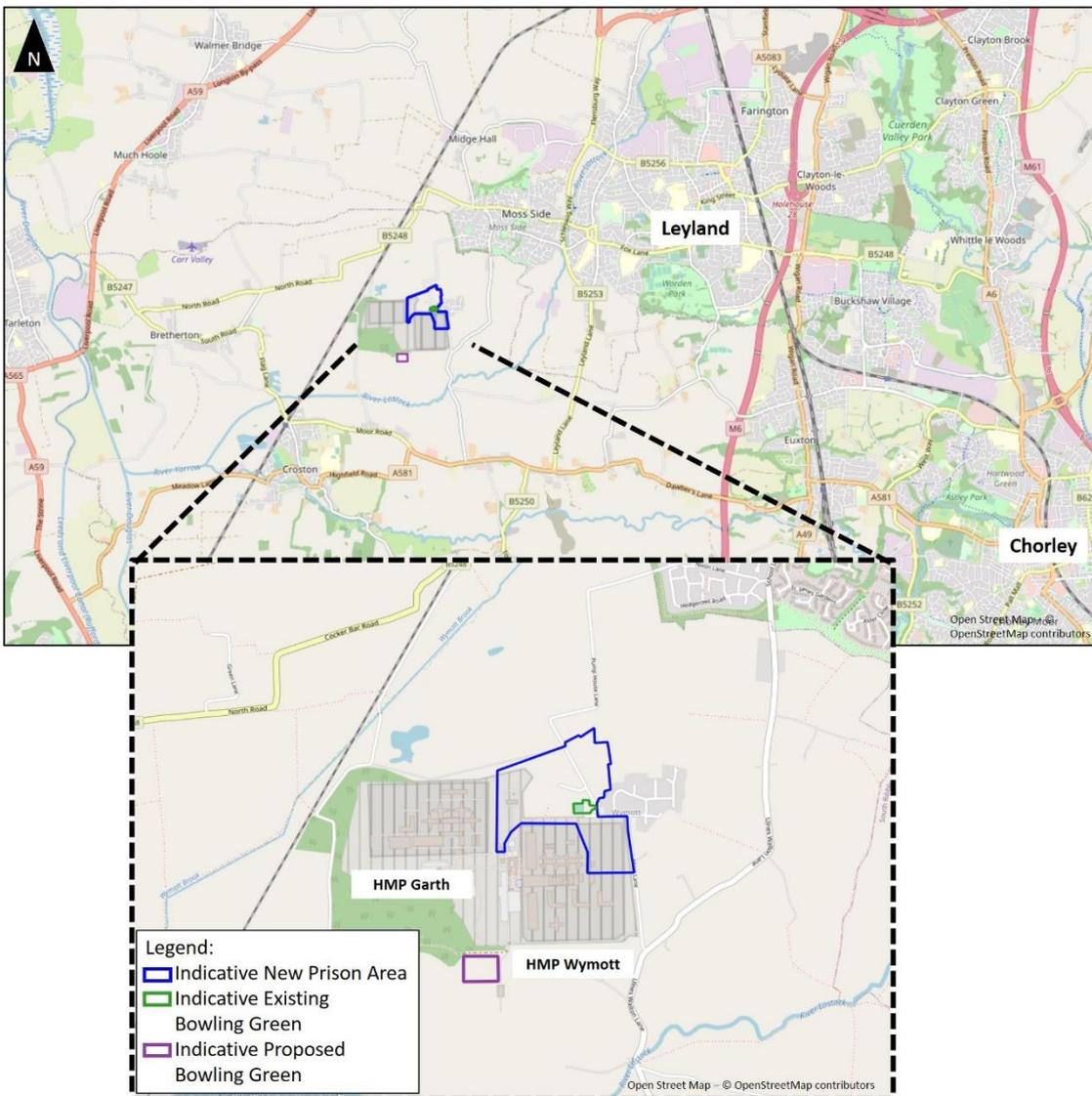
1.1. Background

The Ministry of Justice (MoJ) and the National Offender Management Service (NOMS) have appointed consultants to prepare the documents required for the submission of a Hybrid Planning Application seeking outline planning permission for a new prison (referred to as Garth Wymott 2) within a secure perimeter fence, outline planning permission for a replacement boiler house, and full planning permission for a replacement bowling green and club house.

Atkins has been commissioned to prepare a Transport Assessment (TA), Outline Travel Plan (OTP), and Framework Construction Traffic Management Plan (CTMP) to support the application. Garth Wymott 2 is proposed to be a Category C Adult Male resettlement prison with a capacity of up to 1,715 located on land north of HMP Wymott, in Lancashire.

The site location is outlined on Figure 1-1.

Figure 1-1 - Site Location Plan



1.2. Report Purpose

This OTP has been prepared in accordance with 'Travel Plans, Transport Assessments and Statements' guidance from the Ministry of Housing, Communities & Local Government, and in compliance with BREEAM 2018 New Construction Tra01 and Tra02.

This OTP provides a strategy for the proposed development, including a range of outline measures to encourage travel by sustainable modes (walking, cycling, public transport and car sharing) amongst staff and visitors to the prison. Within this document is an Action Plan which details a range of tailored measures for the prison. The OTP can be used as a basis for the development of a full Travel Plan (TP), once the prison is fully operational and the staff are in place to coordinate delivery and monitoring. The TP will need to be revised and reviewed throughout the lifecycle of the proposed development and occupation of the site.

1.3. Scoping

Pre-Application scoping discussions were undertaken with Lancashire County Council (LCC) at the start of the project. As the project has developed, we have sought to engage in further discussion with LCC prior to the submission of the application. Due to the nature of the development, this OTP focusses on measures, targets and actions for staff and visitors of Garth Wymott 2.

1.4. Travel Plan Context

An OTP is a long-term management strategy for a development that aims to minimise travel to and from the site by single occupancy car. Principally, this OTP aims to increase modal choice through the implementation of a package of measures and initiatives.

This OTP is aimed at all staff and visitors to the proposed development. The key objectives of this OTP are to:

- Provide an Action Plan for the prison to encourage sustainable and safe travel to the site, whilst reducing single occupancy car use, where possible, amongst staff and visitors; and
- Reduce traffic generated by the development, compared to that which would be generated without the implementation of the OTP, where possible.

1.5. Report Structure

This OTP contains the following sections:

- **Section 2** summarises the relevant national and local policy and details of how the OTP supports these key documents;
- **Section 3** summarises the development proposals;
- **Section 4** summarises accessibility to the site on foot, by bicycle, by public transport and vehicle;
- **Section 5** includes objectives and SMART targets for the OTP;
- **Section 6** details the arrangements for the monitoring, coordination, and review of the TP;
- **Section 7** proposes a range of relevant and tailored OTP measures; and
- **Section 8** presents an Action Plan which is the basis for implementing OTP measures.

2. Policy Review

2.1. Introduction

This Chapter provides a review of the transportation policy that is considered relevant to the proposed development at a national and local level. The following documents have been included in this review:

National Policy:

- National Planning Policy Framework (NPPF)

Local Policy:

- Chorley Local Plan 2012 – 2026;
- Central Lancashire Core Strategy 2010 – 2026;
- Lancashire Local Transport Plan 2011 – 2021; and
- Central Lancashire Highways and Transport Masterplan.

This OTP has been prepared in accordance with ‘Travel Plans, Transport Assessments and Statements’ guidance from the Ministry of Housing, Communities & Local Government. Travel Plans, Transport Assessments and Statements are ways of assessing and mitigating the potential negative transport impacts of a development to promote sustainable development. It is considered that a Travel Plan can positively contribute to:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

2.2. National Policy

2.2.1. National Planning Policy Framework (NPPF) (July 2021)

The NPPF was first published in March 2012, updated in February 2019, and revised in July 2021. It sets out the government’s planning policies for England and how these are expected to be applied. The NPPF aims to make the planning system more accessible, and to promote sustainable growth. It replaces all the previous Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs) including PPG13 (Transport) and PPS3 (Residential).

The NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making (Paragraph 105. Section 9).

The NPPF states that planning policies should:

- Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities (Paragraph 106.a. Section 9);
- Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned (Paragraph 106.b. Section 9);
- Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development (Paragraph 106.c. Section 9);

- Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans) (Paragraph 106.d. Section 9); and
- Provide for any large-scale transport facilities that need to be in the area, and the infrastructure and wider development required to support their operation, expansion, and contribution to the wider economy (Paragraph 106.e. Section 9).

The NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location (Paragraph 110.a. Section 9);
- Safe and suitable access to the site can be achieved for all users (Paragraph 110.b. Section 9);
- 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 (Paragraph 110.c. Section 9); 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 (Paragraph 110.d. Section 9).

The NPPF also states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (Paragraph 111. Section 9).

Within this context, applications for development should:

- 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 (Paragraph 112.a. Section 9);
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport (Paragraph 112.b. Section 9);
- 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 (Paragraph 112.c. Section 9);
- Allow for the efficient delivery of goods, and access by service and emergency vehicles (Paragraph 112.d. Section 9); and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (Paragraph 112.e. Section 9).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed (Paragraph 113. Section 9).

2.3. Local Policy

2.3.1. Lancashire Local Transport Plan 2011 – 2021

Lancashire’s Local Transport Plan sets out the transport strategy for the region between 2011 and 2021. It sets out the commitment to “support the Lancashire economy, to tackle deep-seated inequalities and to revitalise our communities and provide safe high-quality neighbourhoods”. Goals which the Lancashire Local Transport Plan sets out to achieve include improving the accessibility, availability, and affordability of transport, and to make walking and cycling more safe, convenient, and attractive which will have both a health and well-being benefit as well as reducing car reliance.

To achieve the goals of the Lancashire Local Transport Plan, seven priorities have been generated informed by national transport policies, consultation feedback, and specially commissioned local research. The seven transport priorities are:

- Improving access into areas of economic growth and regeneration;
- Providing better access to education and employment;
- Improving people's quality of life and well-being;
- Improving safety of our streets for our most vulnerable residents;
- Providing safe, reliable, convenient, and affordable transport alternatives to the car;
- Maintaining our assets; and
- Reducing carbon emissions and its effects.

Lancashire County Council will achieve 'Providing Safe, Reliable, Convenient and Affordable Transport Alternatives to the Car' priority through working with bus and rail operators to invest in new public transport services and provide safe and convenient new infrastructure for walking and cycling where it will reduce reliance on private car journeys. The council will achieve the 'Reducing carbon emissions and its effects' priority through improving the range of sustainable travel options and engaging with planners and developers to ensure that new developments are located in sustainable locations and benefit from a range of sustainable transport options.

2.3.2. Central Lancashire Core Strategy 2010 – 2026

The Central Lancashire Core Strategy has been produced by the Central Lancashire authorities of Preston, South Ribble and Chorley. The purpose of the document is to help co-ordinate development in the area, and encourage sustainably managed growth, whilst protecting and enhancing green spaces. The Central Lancashire Core Strategy sets out the overall strategic direction for planning in the area over the period 2010 to 2026. The policies outlined within this document are aligned with national policies.

The vision which the Central Lancashire Core Strategy sets out is that by 2026 Central Lancashire will be recognised as a highly sought-after place to live and work in the North West and play a leading role in Lancashire's world class economy and have sustainable economic growth based on the area's unique assets. Central Lancashire's wider role will be as a driver of sustainable economic growth for the region, marrying opportunity and need and providing a transport hub to improve connections for the region.

Strategic Objective One of the Core Strategy is to foster growth and investment in Central Lancashire in a manner that makes the best use of infrastructure and land, marries opportunity, and need, and supports service provision in rural areas. The strategy outlines that growth and investment should be focused on well located brownfield sites and the Strategic Location of Central Preston, the Key Service Centres of Chorley and Leyland and the other main urban areas in South Ribble, whilst protecting the character of suburban and rural areas. It is recognised that some Greenfield development will be required on the fringes of the main urban areas.

Strategic Objective Two of the strategy is to ensure that there is sufficient appropriate infrastructure to meet future needs, funded where necessary by developer contributions. Well planned transport infrastructure can provide better walking and cycling facilities, more efficient interchange between modes of transport benefiting both health and wellbeing and sustainable transport targets.

Strategic Objective Three of the strategy is to reduce the need to travel, manage car use, promote more sustainable modes of transport, and improve the road network to the north and south of Preston. This objective emphasises the importance of well design developments to ensure interconnectivity between transport modes. In addition it is recognised that consumer's travel attitudes and perceptions of travel options need to be managed if reducing the need to travel and encouraging changing transport modes are to be realised. Travel Plans are one method through which modal shift can be achieved and raising awareness about different travel options. The Core Strategy sets out to improve travel within the region and for development areas by:

- Improving pedestrian facilities - with safe and secure urban and rural footways and paths linking with public transport and other services;
- Improving opportunities for cycling - by completing the Central Lancashire Cycle Network of off-road routes supplementing this will an interconnected system of on-road cycle lanes and related road junction improvements;
- Improving public transport - by improving main bus routes;
- Enabling travellers to change their mode of travel on trips – through improving car and cycle parking facilities at railway stations, better connected bus and rail services, providing better public transport interchanges and hubs, and preparing, implementing and monitoring Travel Plans including Personal Travel Plans;
- Encouraging car sharing – by promoting work-based schemes; and

- Managing car demand – by reviewing workplace car parking and setting and applying car parking standards.

2.3.3. Central Lancashire Highways and Transport Masterplan

The Central Lancashire Highways and Transport Masterplan sets out the vision for travel and transport in Central Lancashire for the period to 2026. The masterplan sets out how the transport network can be improved for everyone who travels in Central Lancashire and for the communities and businesses that are its heart.

The vision for Central Lancashire Highways and Transport accepts that there is no choice but to create new highway capacity to support new development and to solve specific existing problems. The new additional capacity also presents the opportunity to improve sustainable transport offerings. For example, improving public transport at the most important railway stations and bus corridors, and enhance the public realm to encourage sustainable travel and support economic growth. The new roads delivered will offer a tremendous opportunity to give dedicated road space to buses.

The integrated transport vision for Central Lancashire presents a sustainable, affordable, achievable, and deliverable framework of improvements. The success of this masterplan will be pinned on delivering a transport system that not only facilitates choice, but makes walking, cycling and public transport an easy and obvious way to travel in the future.

2.3.4. Chorley Local Plan 2012 – 2026

The Chorley Local Plan was adopted in 2015 and sets out the vision for growth within Chorley for the period up to 2026. The Local Plan outlines development areas, key local issues, and a set of policies to manage and evoke sustainable change within the area. The Local Plan has been aligned with NPPF and the Central Lancashire Core Strategy to ensure coherence to national and regional objectives but also tailored towards local specificities. To ensure growth and investment takes place in the most sustainable locations, development should be focused within the settlement areas that are excluded from the Green Belt and favour strategic sites and locations such as Chorley Town Centre, and supports service provision in rural areas.

Catering for and encouraging sustainable travel and reducing dependency on the private car are objectives which the Local Plan sets out when planning new development. Most journeys in Chorley are currently taken by car causing increased congestion and pollution. The Local Plan encourages locating development in areas where multiple travel choices are available and improves accessibility.

Policy ST4 outlines the Parking Standards which development proposals need to accord to. While the Council supports and encourages measures to reduce car journeys it is also aware of the consequences of under-provision of parking leading to overspill onto the local highway network. Therefore, though parking standards are presented for broad land use categories within the Local Plan, the local circumstances of the development will be considered when determining parking standards. Local circumstances regarding parking provision include:

- The quality of provision for pedestrians - width of footways, quality of surfaces, access points to the site, provision and quality of street furniture and lighting;
- The quality of provision for cyclists - cycle parking, dedicated cycling facilities, access points to site, quality of design and provision, any restrictions on cycle movement;
- The distance to and quality of bus stops, the frequency of services, quality of footways and lighting to stops, and the distance to the nearest interchange;
- The number of train stations within 1,200m walking distance, quality of station, and frequency of services; and
- Evidence of local parking congestion.

2.4. Policy Summary

This OTP has been prepared in line with the national and local policy context outlined above, and in accordance with 'Travel Plans, Transport Assessments and Statements' guidance from the Ministry of Housing, Communities & Local Government.

3. Development Proposals

3.1. Introduction

This section of the OTP provides a description of the proposed development including site access arrangements, and parking provision.

3.2. Development Description

Hybrid planning application seeking: Outline planning permission (with all matters reserved except for access, parking and landscaping) for a new prison (up to 74,531.71 sqm GEA) (Class C2A) within a secure perimeter fence following demolition of existing buildings and structures and together with associated engineering works; Outline planning permission for a replacement boiler house (with all matters reserved except for access); and Full planning permission for a replacement bowling green and club house (Class F2(c)). The indicative site layout is provided in Appendix A.

3.2.1. Garth Wymott 2

The indicative site layout proposes a range of buildings and facilities typical of a Category C resettlement prison, including:

- Seven new houseblocks each accommodating up to 245 prisoners (1,715 prisoners in total), totalling c.53,472 sqm GEA.
- Supporting development including kitchen, workshops, kennels, Entrance Resource Hub, Central Services Hub and support buildings, totalling c. 21,060 sqm GEA.
- Ancillary development including car parking (c. 525 spaces), internal road layout and perimeter fencing totalling 1326 linear meters enclosing a secure perimeter area of 10.5 ha.

The new prison will be designed and built to be highly sustainable and to exceed local and national planning policy requirements in terms of sustainability. The development aspirations include targeting near zero carbon operations, 10% biodiversity net gain, and at least BREEAM 'Excellent' certification, with endeavours to achieving BREEAM 'Outstanding'.

Safe access will be designed into the development proposals in accordance with BREEAM Hea07¹ requirements.

3.2.2. Boiler House

The replacement boiler house is referred to as Land between HMP Wymott and HMP Garth. The footprint of the proposed boiler house and associated service yard is approximately 14m x 41m, height approximately 9m, and combined flue height approximately 22m.

3.2.3. Bowling Green and Club House

The proposed Bowling Green and Club House replaces the existing Bowling Green located off Pump House Lane and forms part of this hybrid planning application. It is proposed to relocate the Bowling Green to land to the south of HMP Wymott as shown in Figure 1-1.

The relocated Bowling Green and Club House will be single storey in height, floorspace of 72 sqm GEA, and 37 car parking spaces.

¹ Hea 07 Safe and healthy surroundings (breeam.com)

3.3. Site Access Arrangements

3.3.1. Garth Wymott 2

3.3.1.1. Vehicular Access

3.3.1.1.1. Operational Access

HMP Garth and HMP Wymott are accessed off Moss Lane via an existing priority-controlled junction. Garth Wymott 2 is proposed to be accessed via a new priority-controlled junction off Moss Lane, north of the existing HMP Garth and HMP Wymott internal access road. The location of the new access is shown on the proposed site masterplan provided in Appendix A. The layout of the operational access is shown in Appendix B (DWG: GARTH-ATK-HGN-MOSS-DR-D-0001).

3.3.1.1.2. Construction Access

The construction access for Garth Wymott 2 will be provided via a new temporary construction access off Moss Lane to the north of the HMP Garth and HMP Wymott internal access road. Once the construction phase has finished, the temporary construction access will be converted into the operational site access. The layout of the temporary construction access is shown in Appendix B (DWG: GARTH-ATK-HGN-MOSS-DR-D-0001). Further details on the construction stage are outlined in the CTMP.

3.3.1.2. Pedestrian and Cycle Access

It is proposed that pedestrian and cycle access to the site will be provided via the new vehicular access off Moss Lane. Vehicle speeds within the site will be low to reduce conflict between vehicles and Non-Motorised Users (NMUs).

3.3.2. Bowling Green and Club House

3.3.2.1. Vehicular Access

The Bowling Green and Club House located on land to the south of HMP Wymott is proposed to be accessed via the HMP Garth and HMP Wymott internal access road off Moss Lane. The layout of the operational access is shown in Appendix B (DWG: 608623-0000-PEV-GHX0031-ZZ-DR-C-0700).

3.3.2.2. Pedestrian and Cycle Access

It is proposed that pedestrian and cycle access to the site will be provided via the new vehicular access off the HMP Garth and HMP Wymott internal road network. Vehicle speeds within the site will be low to reduce conflict between vehicles and Non-Motorised Users (NMUs).

3.3.3. Boiler House

3.3.3.1. Vehicular Access

The replacement boiler house will be accessed via the existing access road between HMP Garth and HMP Wymott, and a new entrance will be formed into the boiler house yard for HGVs.

3.4. Parking and Servicing Arrangements

3.4.1. Garth Wymott 2

3.4.1.1. Parking Provision

A parking accumulation exercise has been undertaken as part of the associated TA which takes into account operating and visiting times. It is proposed that the car park will have a total of 525 car parking spaces for use by staff and visitors to the development. Of the 525 spaces, 24 disabled parking spaces will be provided in close proximity to the main entrance of the prison for use by disabled users of the site.

In accordance with BREEAM Tra02, electric charging station of a minimum of 3kW will be provided for 10% of the total car parking capacity, this equates to 53 electric vehicle charging spaces.

Furthermore, BREEAM Tra02 requires 5% of the total car parking capacity to be allocated for car sharers. Therefore, it is proposed to provide 27 car sharing spaces.

In addition, it is proposed to provide 4 motorcycle parking spaces based on the motorcycle parking accumulation exercise that was undertaken as part of the associated TA.

3.4.1.2. Cycle Parking Provision

A cycle accumulation has been undertaken to estimate the number of cycle parking spaces required on site. The maximum cycle parking accumulation for the site based on the number of cycle trips is 10 bicycles. This value has been determined by considering the availability of public transport, and the existing travel characteristics at this location.

However, to encourage a modal shift towards sustainable transport and to meet BREEAM Tra02 criteria, it is proposed to provide 51 cycle parking spaces on the site.

3.4.1.3. Servicing

In terms of servicing arrangements, the existing vehicular access will be used to undertake servicing and deliveries with these activities typically occurring outside of the network peak hours.

3.4.2. Bowling Green and Club House

3.4.2.1. Parking Provision

It is proposed to provide a total of 37 parking spaces adjacent to the Bowling Green and Club House.

3.4.3. Boiler House

3.4.3.1. Servicing

In terms of servicing arrangements, the new vehicular entrance into the boiler house yard will be used to undertake servicing and deliveries.

4. Baseline Conditions

4.1. Introduction

This section of the OTP outlines the baseline conditions in the vicinity of the proposed development, including a review of the site location, local transport network, existing levels of accessibility and local sustainable transport links.

4.2. Site Location and Existing Use

The development site is in a rural location in Lancashire to the south west of the town of Leyland. Garth Wymott 2 is proposed to be located on land to the north of HMP Wymott. HMP Wymott is a Category C men’s prison with a capacity of approximately 1,000 inmates. HMP Garth is located adjacent to HMP Wymott. HMP Garth is a Category B men’s prison with a capacity of approximately 800 inmates. There is an existing staff and visitor car park for HMP Garth and HMP Wymott which is accessed off Moss Lane.

4.3. Local Highway Network

Figure 4-1 and Figure 4-2 show the surrounding local highway network within the vicinity of the proposed development site.

Figure 4-1 – Local Highway Network

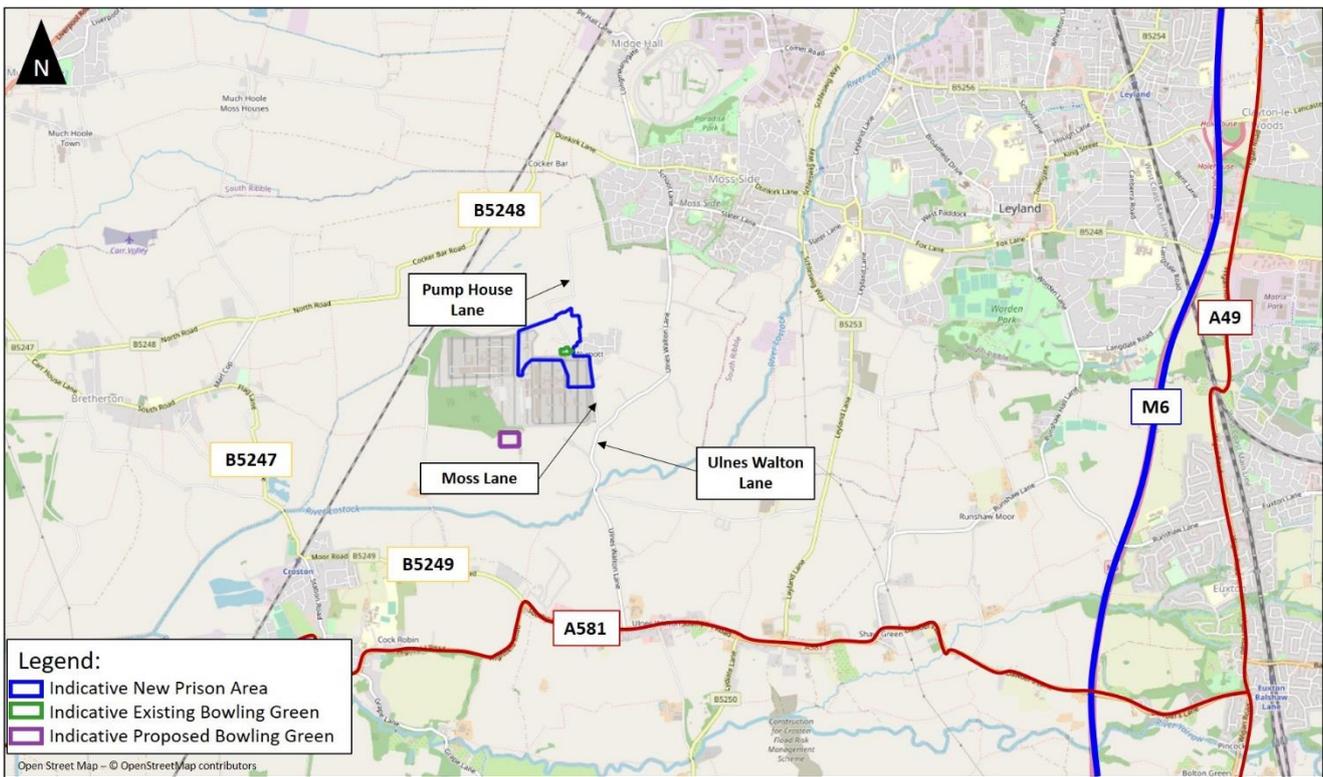
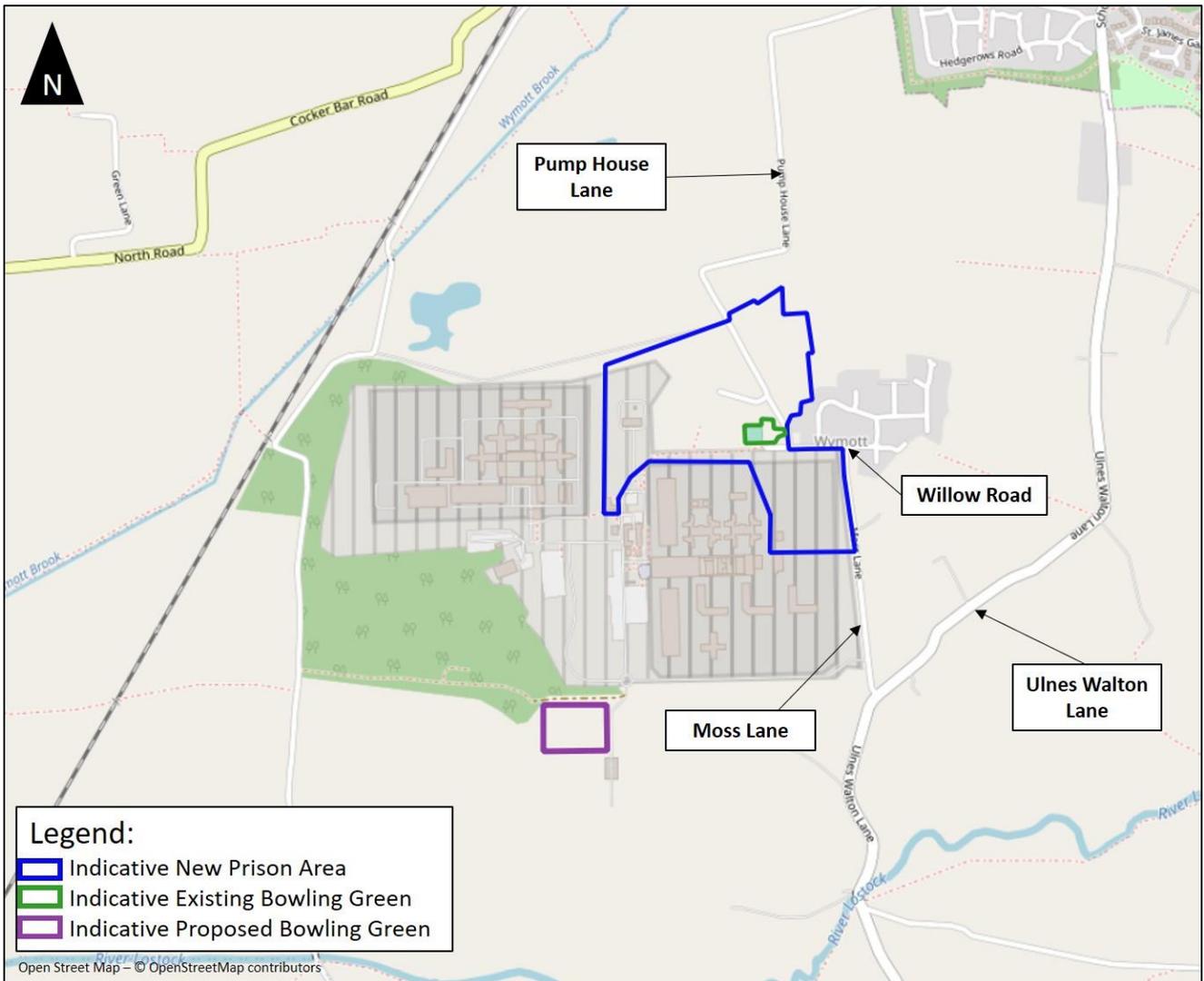


Figure 4-2 - Local Highway Network - Immediate Site Vicinity



4.3.1. Moss Lane

HMP Garth and HMP Wymott are accessed via Moss Lane, a single carriageway road subject to a 30mph speed limit. Moss Lane provides access between a small residential area to the north known as Wymott village and Ulnes Walton Lane to the south. The junction between Moss Lane and Ulnes Walton Lane is a priority-controlled junction.

4.3.2. Ulnes Walton Lane

Ulnes Walton Lane is a single carriageway road subject to a 40mph speed limit (within the vicinity of the site) which provides access between the B5248 Dunkirk Lane to the north and the A581 to the south. The B5248 Dunkirk Lane is the main route between Leyland to the east and Bretherton to the west.

4.3.3. A581

The A581 is located approximately 1.9km south of HMP Garth and HMP Wymott. The A581 is a single carriageway road which provides access to Croston and the A59 to the west, and the A49 near Chorley to the east. The A581 has lighting provision on both sides of the carriageway and a footway going westbound. The A581 is subject to a speed limit of 30mph and is accessed from Ulnes Walton Lane via a priority-controlled junction.

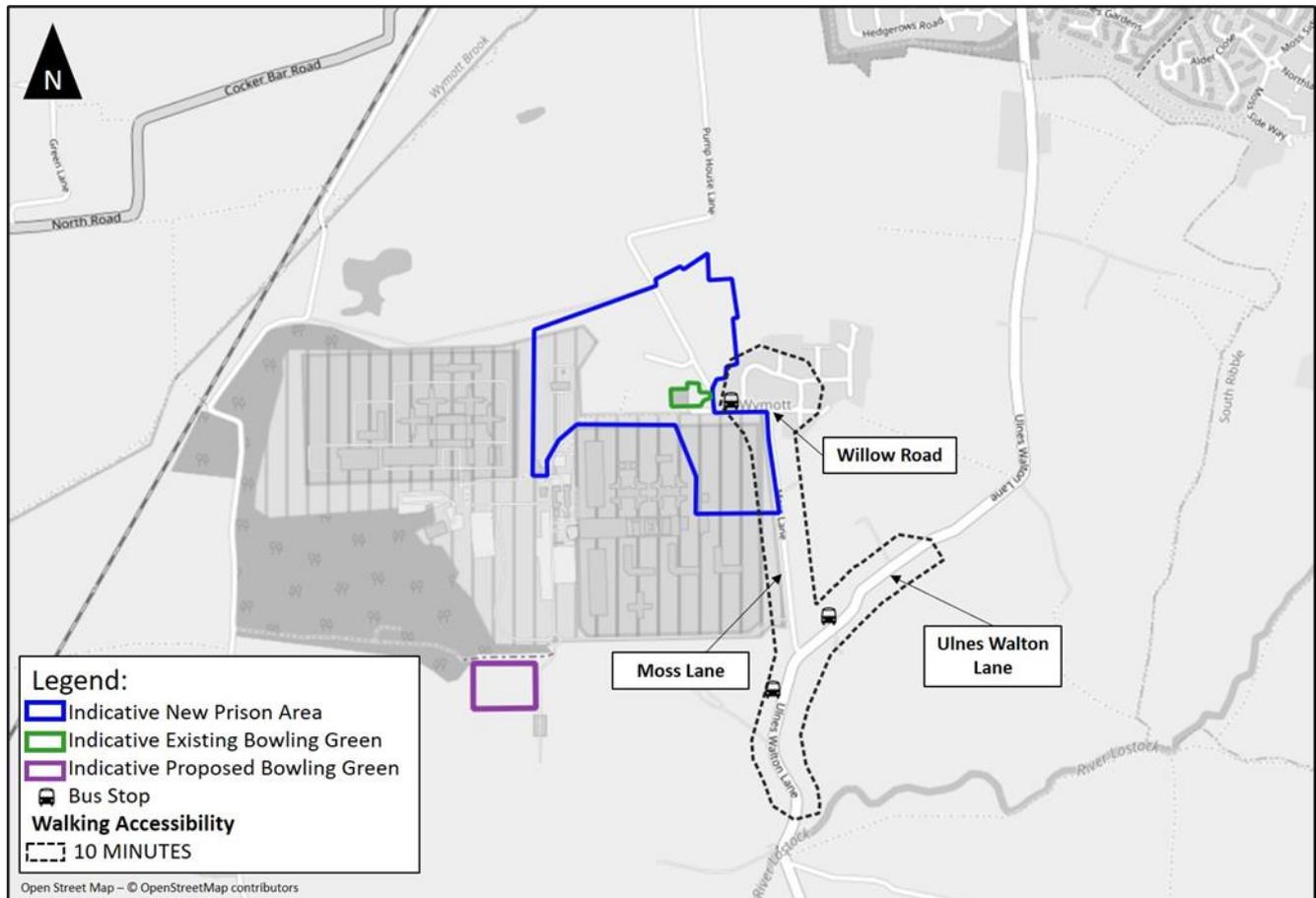
4.4. Sustainable Transport

This section summarises the existing sustainable transport provision in the vicinity of the site.

4.4.1. Pedestrian Access

Figure 4-3 demonstrates that within a 10-minute walk of the proposed Garth Wymott 2 site access, based on a walking speed of 1.4m/s², it is only possible for pedestrians to reach the bus stops located on Ulnes Walton Lane and Willow Road, the residential properties in Wymott, and the internal road entrance to the existing prisons of HMP Garth and HMP Wymott. There is a lit pedestrian footway along the northbound side of Moss Lane between the site access for HMP Garth/ HMP Wymott and Willow Road. There is no continuous footway provision to the bus stops on Ulnes Walton Lane, so pedestrians are required to walk on the grass verge to access these bus stops.

Figure 4-3 - Walking Accessibility



4.4.2. Cycle Access

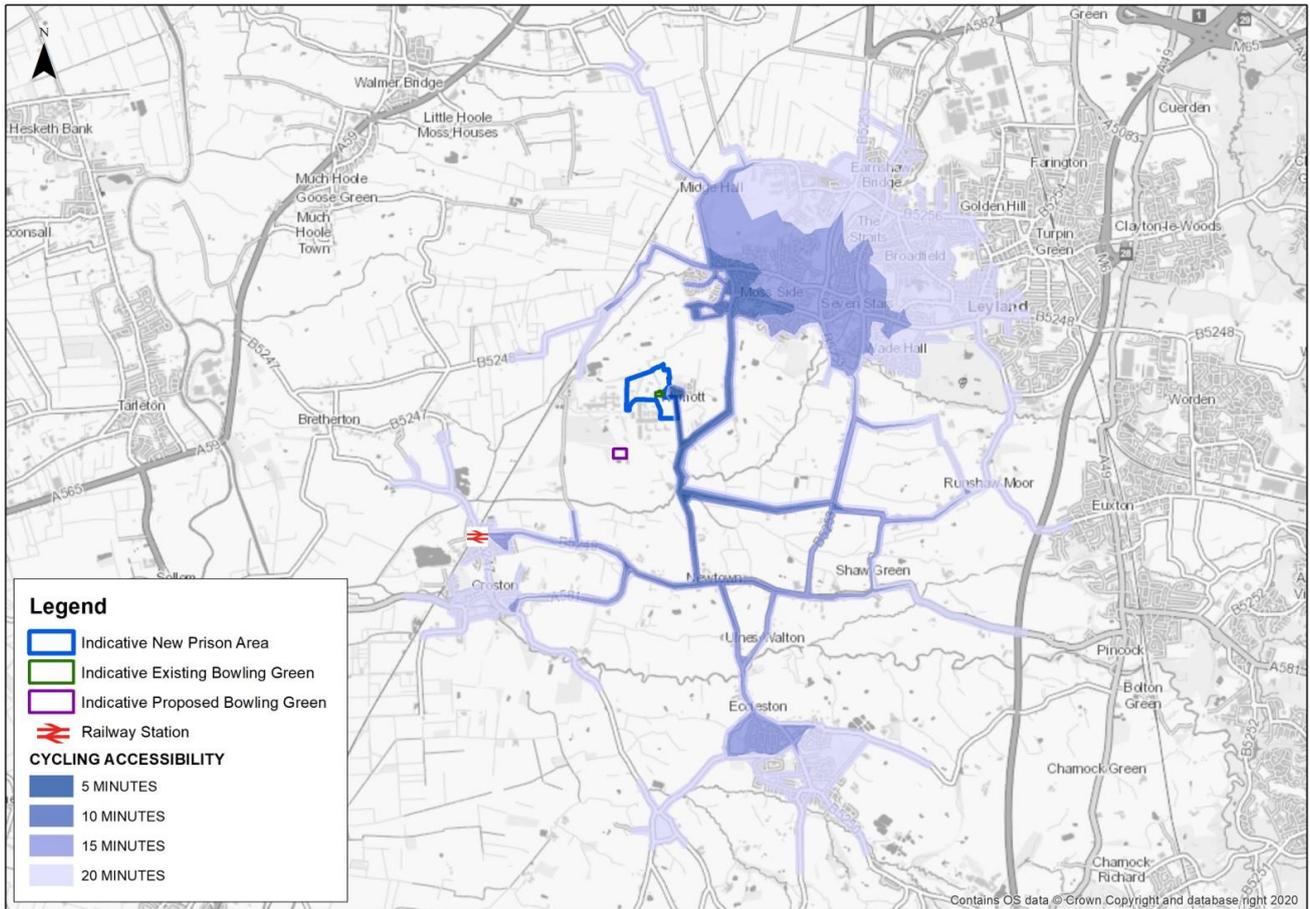
Figure 4-4 shows that based on a cycling speed of 4.4m/s³, from the proposed Garth Wymott 2 site access, a cyclist would be able to reach the village of Ecclestone to the south within a 15 minute cycle, and Croston (including Croston Railway Station) within a 20 minute cycle of the proposed Garth Wymott 2 site access. To the north, cyclists can reach the western side of Leyland within a 20 minute cycle of Garth Wymott 2. There is limited formal cycle infrastructure within a 20 minute cycle of Garth Wymott 2 and therefore cyclists would be required to use the existing local highway network.

² Providing for Journeys on Foot (CIHT)

³ Sustrans, Cycle Friendly Employers' Information Sheet

The Lancashire Southern Loop cycle route which provides access to Ormskirk to the west and Earby to the east can be accessed within a 10 minute cycle of the proposed Garth Wymott 2 site access. The nearest national cycle route (NCR) to Garth Wymott 2 is greater than a 20 minute cycle from the site; National Cycle Route 91 with the nearest connection point at Bretherton to the west of the proposed Garth Wymott 2.

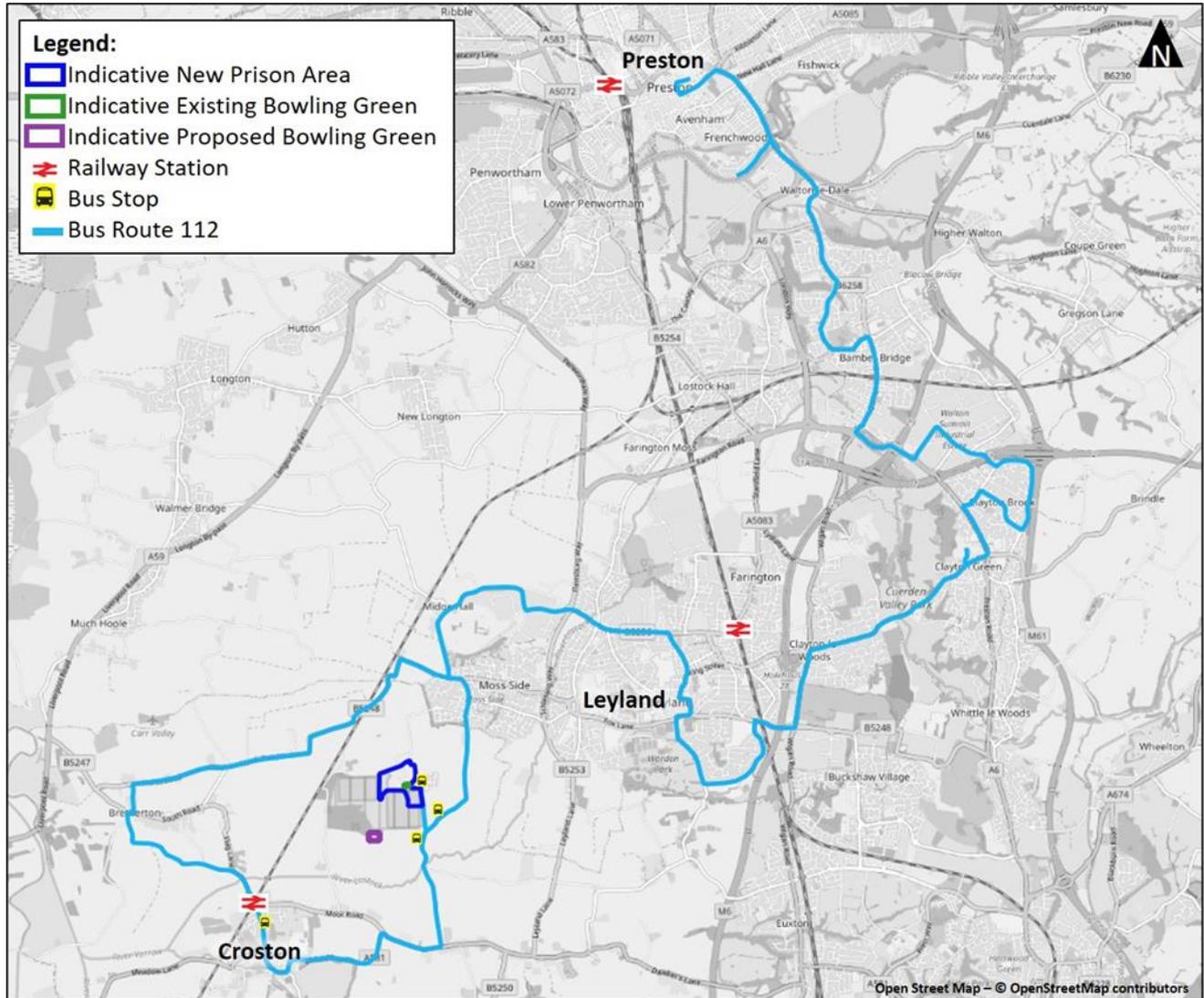
Figure 4-4 - Cycling Accessibility



4.4.3. Public Transport

This section summarises the public transport provision in the vicinity of the site, including bus and rail services. A summary of the existing public transport provision is outlined on Figure 4-5.

Figure 4-5 - Public Transport Provision



4.4.3.1. Bus

The site is served by the number 112 bus service, which travels between Preston, Leyland and Wymott. The service operates on an hourly basis Monday to Saturday, with no Sunday service, further service information is provided in Table 4-1.

It is important to note that the existing 112 bus route operates a one-way loop from Moss Side around Croston and Wymott, such that there is only a service from Croston to Wymott, but not in the opposite direction. The service from Wymott towards Preston is direct to Moss Side and Leyland via Ulnes Walton Lane and does not route via Croston. The nearest bus stops to Garth Wymott 2 are located on Ulnes Walton Lane and Willow Road as shown in Figure 4-3 and Figure 4-5.

Table 4-1 - Bus Services

Route	Bus Stop Location	Monday – Friday First/Last Service	Monday – Friday Frequency	Saturday First/Last Service	Saturday Frequency	Sunday Service
112 (Holmeswood Coaches) – South Road by Pompian Brow – Croston – Wymott – Leyland Town Centre – Clayton le Woods – Bamber Bridge – Walton le Dale – Preston City Centre						
Towards Preston City Centre	Willow Road, Wymott	<i>First Service:</i> 06:59 <i>Last Service:</i> 19:36	One service per hour	<i>First Service:</i> 07:19 <i>Last Service:</i> 19:36	One service per hour	No service

Source: Holmeswood Coaches Ltd

4.4.3.2. Rail

The nearest Railway Station is Croston, approximately 5km west of Garth Wymott 2 as shown in Figure 4-5. It is located on the Ormskirk Branch railway line, which runs between Preston and Ormskirk, and is operated by Northern Rail. There is a bus service, route 112, from Croston Railway Station to Garth Wymott 2, but not in the opposite direction. Croston Railway Station is located within a 20-minute cycle of Garth Wymott 2 and there are 4 cycle parking facilities available at the station. Further information about rail service frequencies from Croston Railway Station are provided in Table 4-2.

Table 4-2 - Croston Rail Services

Destination	Average Journey Time	Monday – Friday First/Last Service	Monday – Friday Frequency	Saturday First/ Last Service	Saturday Frequency	Sunday Service
Ormskirk	17 minutes	<i>First Service:</i> 06:38 <i>Last Service:</i> 22:49	One service per hour	<i>First Service:</i> 06:38 <i>Last Service:</i> 20:39	One service per hour	No Service
Preston	17 minutes	<i>First Service:</i> 07:16 <i>Last Service:</i> 23:25	One service per hour	<i>First Service:</i> 07:16 <i>Last Service:</i> 21:16	One service per hour	No Service

Source: National Rai, data correct as of 25/05/2021

The nearest Railway Station serving multiple routes and destinations is Leyland Railway Station, which is located approximately 7km north east of Garth Wymott 2 as shown in Figure 4-5 and provides regular services to Preston, Blackpool North, Liverpool Lime Street, Manchester. Leyland Railway Station is operated by Northern Rail and there are 34 cycle parking facilities, a 60-space car park and taxi provision.

4.5. Existing Travel Behaviours

Journey to work modal splits for the local area have been used to indicate existing travel behaviours. Table 4-3 shows the mode shares for Chorley (District Area).

Table 4-3 - Census Journey to Work Mode Splits - Chorley (District Area)

Mode	Percentage (%)
Car Driver	73.6%
Car Passenger	7.1%
Taxi	0.3%
Motorcycle	0.7%
Bus	4.0%
Train	1.2%
Cycle	1.7%
Walk	11.2%
Total	100%

Source: 2011 Census Data

Table 4-3 shows that the majority of journeys to work within Chorley are undertaken by car (80.7%), with a small proportion using public transport (5.2%), walking (11.2%), and cycling (1.7%).

There are limited destinations that are accessible via walking from the site. Therefore, the proportion of walking trips in Table 4-3 have been removed and the revised travel behaviours used to inform traffic generation for the proposed development are presented in Table 4-4.

Table 4-4 - Census Journey to Work Mode Splits - Chorley (District Area) - Updated

Mode	Percentage (%)
Car Driver	83.0%
Car Passenger	8.0%
Taxi	0.4%
Motorcycle	0.8%
Bus	4.5%
Train	1.3%
Cycle	1.9%
Walk	0.0%
Total	100%

The mode shares presented in Table 4-4 provide an indication of travel behaviours for the purposes of this assessment. Given the rural location, public transport provision and the operational hours of the existing prison, it is to be expected that the majority of trips are undertaken by car.

5. Objectives and Targets

5.1. Introduction

This section of the OTP outlines the objectives and targets of the OTP, which have been tailored to meet the needs of staff and visitors to the site.

5.2. Objectives

An effectively tailored OTP can deliver a significant impact upon travel patterns of staff and visitors, in favour of the use of sustainable modes (walking, cycling, public transport and car sharing). Therefore, the overall aim of this OTP is to reduce the reliance of the private car, through promoting and encouraging the use of sustainable travel modes.

The specific OTP objectives for this site are to:

- Promote sustainable travel at the site;
- Encourage the use of public transport amongst staff and visitors;
- Encourage car sharing amongst staff and visitors; and
- Manage car parking.

5.3. Targets

Targets should be included in an OTP to help monitor and measure the success of the OTP in meeting the objectives set out above. They should be SMART in nature, which is described as follows:



Baseline surveys will be distributed to staff and visitors of the prison six months after initial occupation. These initial surveys will confirm baseline travel patterns of the site and the percentages of trips carried out by sustainable travel modes.

Journey to work modal splits from the 2011 Census for the Chorley (District Area) have been used to indicate likely travel modes for staff and visitors.

A trip generation exercise was carried out in the TA. Census data was interrogated to understand the likely travel modes of staff and visitors. Modal share for staff was split into shift patterns, and it was considered that visitor trips will mostly utilise private car and public transport and that all legal visits will be made by car. This has informed the targets for this OTP.

Therefore, at this stage it is proposed that an '*initial modal shift target*' of 5% reduction in single occupancy car trips will be set. This should be updated by the operator in light of the results of the baseline surveys, and the initial modal shift target agreed with the Local Highway Authority. This initial mode shift target should be reviewed and revised as necessary following the completion of subsequent TP surveys after the initial baseline survey. The prison will be responsible for implementing the full TP for the period of up to five years after the baseline travel survey has been conducted; therefore, the targets will also cover this time period.

6. Monitoring, Marketing and Coordination

6.1. Introduction

After an operator has been identified, the OTP will be used as a framework for a full TP once the prison is fully operational and staff are in place to coordinate the delivery and monitoring of the TP. This section provides a plan for coordination of the TP, including details of who will be responsible for its delivery and an explanation of how it will be effectively marketed to staff and visitors.

6.2. Management and Ownership of the Travel Plan

Appropriate structures and processes will be put in place to ensure the effective management and delivery of the TP.

6.2.1. Travel Plan Coordinator

A Travel Plan Coordinator (TPC) will be responsible for the day to day management of the TP. The TPC will be a nominated member (or members) of staff at the prison, for example a member of HR staff. The TPC will be responsible for the effective liaison with other senior members of staff and will have the following duties:

- The implementation and management of the TP;
- The effective marketing of the TP;
- Ensuring that the TP and associated measures are promoted to staff during induction;
- Monitoring the TP through the coordination and distribution of annual surveys and submission of results to local authority;
- The development and management of a car sharing scheme on site, through the use of a car sharing database;
- Provide advice and information on transport-related subjects to site staff and visitors;
- Organise a Steering Group (as discussed below) to represent key stakeholders;
- Monitor the use of car parking; and
- Liaise with third parties (i.e. public transport operators, local authority, etc.).

6.2.2. Steering Group

In addition to the TPC, who will be responsible for the day to day management of the TP, a Steering Group would be established to help support the TPC in their management duties. As the initiatives included in the TP develop, it is important that those on site are consulted and included, in order to ensure that specific measures and issues are progressed.

The TPC will organise the formation of a Steering Group, which would consist of volunteer members of staff, a member of senior management, and an officer from Lancashire County Council's highways department. The Steering Group would provide support for the management of the TP, consider and act upon any issues that may arise from the implementation of the TP, set tasks, priorities, and work programmes for the TPC, and provide and secure TP assistance is necessary. It is proposed that the Steering Group would be formed within six months of being fully operational.

6.3. Marketing

A range of stakeholders need to be considered in the development of the TP including staff, visitors, and senior management. Therefore, it is important that a clear and comprehensive marketing strategy is in place for the TP.

The TPC will be responsible for marketing the TP. Measures to achieve effective marketing would include:

- Publicising a launch event for the TP to create awareness amongst staff and senior management;
- Ensuring that any updates to the TP are published in staff areas to ensure effective communication and awareness; and
- Ensuring that the TP and the measures to encourage its success are promoted as part of the staff induction process.

The TP will be marketed as a positive initiative to encourage staff and visitors to actively participate.

6.3.1. Visitor Transport Information Board

Travel information for visitors will also be added to the prison's visitor information page on the Justice website. In addition, a visitor transport information board will be located in a communal area to disseminate up to date public transport timetables for use by visitors. The board should be located in an easily accessible location, to promote awareness.

6.4. Travel Plan Monitoring Strategy

A robust monitoring strategy is essential for measuring the performance of the TP against the agreed objectives and targets.

6.4.1. Baseline Surveys

Baseline surveys will be carried out six months after initial occupation. The survey should be distributed in a communal area or for staff via an online questionnaire. For staff, the survey would seek to understand the following:

- Current mode of travel and reasons for use;
- Willingness to use alternative modes;
- Incentives to encourage the use of sustainable modes; and
- Other transport related issues.

The surveys will be used to establish a baseline which will be used to understand the results of future surveys.

6.4.2. Annual Monitoring and Review

Following the baseline survey, annual staff and visitor monitoring surveys will be undertaken to demonstrate progress in achieving objectives. The subsequent surveys should also monitor the use of car and cycle parking facilities. If the demand for cycle parking exceeds provision, then further provision will be investigated.

The subsequent surveys and reviews of the TP should also capture the up-to-date strategies which the prison is using to increase sustainable travel to the site. It is proposed that the TP will be updated annually with a full review every five years.

7. Travel Plan Measures

7.1. Introduction

An OTP provides an opportunity to propose a range of initiative to meet the objectives set out in Section 5. These measures encourage the uptake of sustainable travel amongst staff and visitors and are considered to be appropriate for the proposed development, although it is anticipated that they will be developed in more detail upon the appointment of the operator, who will be responsible for the implementation of Travel Plan measures.

7.2. Travel Plan Measures

This section sets out a range of measures for both staff and visitors, which will encourage the uptake of sustainable travel.

Car Park Strategy

It is proposed that 525 car park spaces will be provided at the site for use by staff and visitors, of which 24 spaces will be provided for disabled users. The TA includes the car park accumulation assessment to demonstrate that sufficient car parking has been provided at the site to avoid staff and visitors parking in nearby residential streets.

The objectives of this strategy are to:

- Provide sufficient parking spaces to ensure that prison related parking does not overspill onto the surrounding highway and/or car parking areas relating other uses; and
- Not to over provide parking to ensure that sustainable transport options are not overlooked as viable means of travelling to the site.

The car parks will be managed by Garth Wymott 2 and the TPC will be responsible for monitoring the use of the car park, through a car parking beat survey.

Car Sharing Strategy

Car sharing is an important element of the OTP to minimise single occupancy car travel to and from the site. As there are multiple shift patterns at the site, to accommodate these it is considered necessary for a site-specific car sharing scheme to be developed. For some staff, it may be feasible for them to use an area wide car share scheme.

The TPC would be responsible for setting up a car sharing group, encouraging staff to car share, raise awareness of the car sharing scheme through marketing and communication materials, and developing and maintaining a site-specific car sharing database. For security purposes, the database will only include limited staff postcode data. It is proposed that members of staff who could car share will be on the same shift pattern.

BREEAM Tra02 requires 5% of the total car parking capacity to be allocated for car sharers/ Therefore, it is proposed to provide 27 car sharing spaces.

Public Transport Strategy

It is proposed to relocate the existing public bus stop on Willow Road to inside the Garth Wymott 2 car park. A public footpath is also proposed to connect the relocated bus stop to Willow Road.

The measures which would be implemented to encourage staff and visitors to the prison to use public transport are as follows:

- Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. Including information on the nearest bus stop, nearest railway station, connectivity information, and relevant timetables and fare information for key destinations.
- Include signposting from the site to public transport, cycling, walking infrastructure, and local amenities.
- Investigate the possibility of providing bus 'taster tickets' for employees. This would allow staff to trial their journey to work by bus to see whether it is a feasible option for them.
- Investigate the possibility of providing increased services to correspond with shift times.

Cycling Strategy

There are various measures which will be implemented to encourage staff and visitors to the prison to cycle:

- Negotiate discounts for cycling and walking equipment with local retailers and promoting these to staff as part of the induction process.
- Provide cycle parking spaces at the new development.
- Investigate the possibility of introducing an interest free loan cycle purchase scheme. The scheme could work through a salary exchange system, to encourage staff to cycle to work, promoted through the induction process.
- Investigate the feasibility of encouraging employees to undertake adult cycle training.
- Provide appropriate shower and changing facilities in accordance with BREEAM requirements at the prison for use by staff, to encourage cycling trips. Locker facilities will also be provided so that uniformed officers can store their civilian clothes, personal items and cycle equipment.

Reducing Single Occupancy Car Trips

It is also important to consider how to minimise single occupancy car trips. The following measures have been proposed:

- Prison management will actively encourage the use of public transport for long distance business trips.
- The potential for the prison using conferencing facilities will be explored, particularly for non-uniformed staff, in order to minimise the need to travel.

8. Action Plan

8.1. Introduction

An Action Plan has been developed in Table 8-1, with targeted initiatives for the prison to take forward. The Action Plan presents target dates and responsibility of the delivery of the TP measures.

Table 8-1 - Action Plan for Travel Plan Measures

Action	Target Date	Method of Monitoring	Responsibility	Method of Publicity
Appointment of TPC	Before occupation	n/a	Operator	n/a
Travel Plan launch event	Upon occupation	n/a	Operator/TPC	Part of staff induction
Baseline monitoring of staff and visitor travel patterns	Within six months of occupation, then on annual basis.	Travel Survey	TPC	Part of staff induction
Car Park Strategy				
Monitor the use of car parking facilities	Upon occupation	Parking Beat Survey	TPC	n/a
Car Sharing Strategy				
Publicise car sharing schemes	Upon occupation	Travel Survey	TPC	Internal staff communication Communal Noticeboards
Create and maintain car sharing database	Upon occupation	Travel Survey	TPC	Internal staff communication Communal Noticeboards
Public Transport Strategy				
Public transport information provision	Upon occupation	Availability of information for staff and visitors	TPC	Internal staff communication Communal Noticeboards
Consider bus taster tickets for one month of travel on local bus services	Upon occupation	Travel Survey	TPC/Operator	Internal staff communication Communal Noticeboards
Improve bus services/ routing	Before occupation	Travel Survey	TPC/Bus Operator	Internal staff communication Communal Noticeboards
Cycling Strategy				
Cycle purchase incentives negotiated with retailers	Upon occupation	Availability of purchase incentives to employees	TPC	Internal staff communication Communal Noticeboards

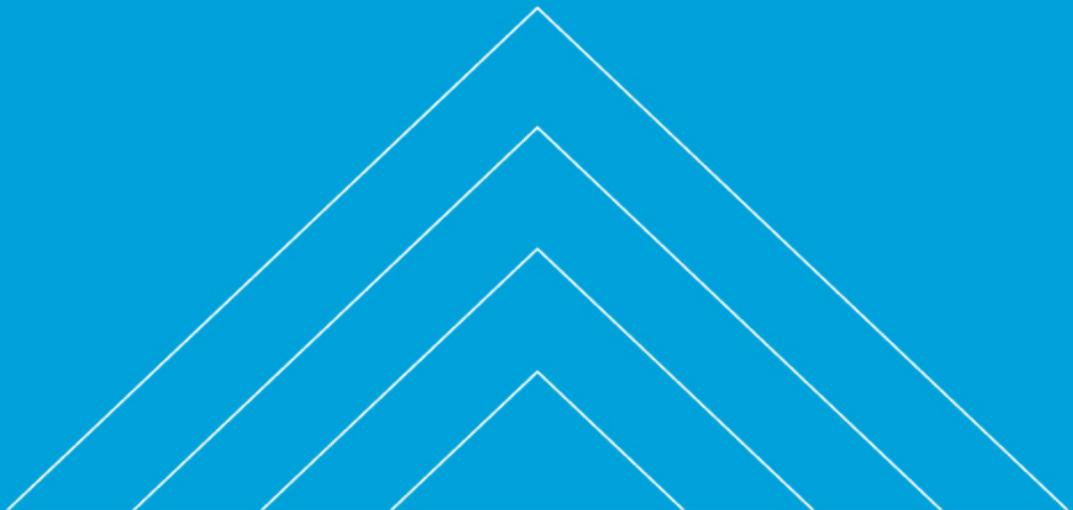
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Outline Travel Plan | 4.0 | 12/08/2021

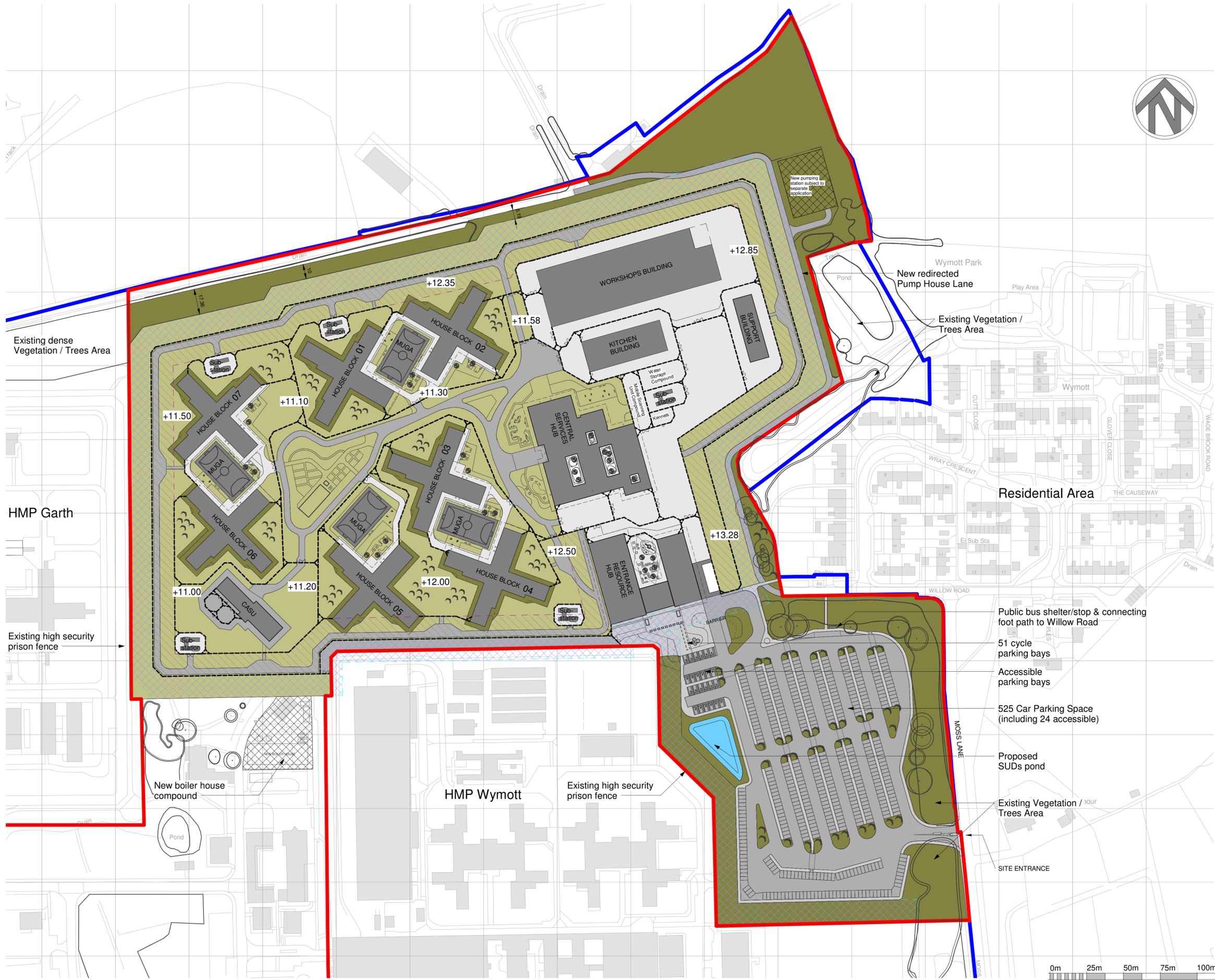
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Action	Target Date	Method of Monitoring	Responsibility	Method of Publicity
Provision of on-site cycle infrastructure/facilities	Before occupation	Travel Survey	TPC/Operator	Communal Noticeboards
Consider introducing an interest free loan cycle purchase scheme	Upon occupation	Availability of interest free loans	TPC	Internal staff communication Communal Noticeboards
Consider and promote adult cycle training	Upon occupation	Take-up of cycle training	TPC/council	Internal staff communication Communal Noticeboards
Reducing Single Occupancy Car Trips				
Encourage the use of public transport for long distance business trips	Upon occupation	Travel Survey	Prison Management/TPC	Internal staff communication Staff Noticeboards
Explore potential for video conferencing facilities	Ongoing	Use of video conferencing	Prison Management/TPC	Internal staff communication

Appendices

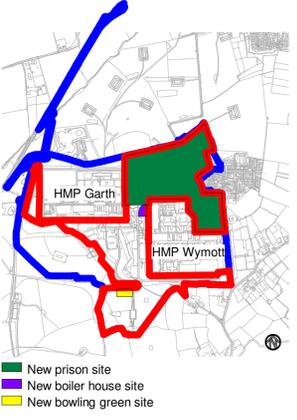


Appendix A. Proposed Site Masterplan



- Road
- MUGA (Multi Use Games Area)
- Building Footprint
- 15m inner open space
- 15m outer open space
- Application Red Line Boundary
- Ownership Boundary
- Security Fence
- Vegetation / Trees

For proposed & existing hard and soft landscaping please refer to drawing:
 608623-0000-PEV-GHX0011-XX-DR-L-0301_
 Comprehensive Landscape Masterplan



Existing dense Vegetation / Trees Area

HMP Garth

Existing high security prison fence

New boiler house compound

HMP Wymott

Existing high security prison fence

New redirected Pump House Lane

Existing Vegetation / Trees Area

Residential Area

Public bus shelter/stop & connecting foot path to Willow Road

51 cycle parking bays

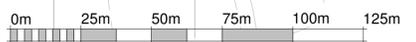
Accessible parking bays

525 Car Parking Space (including 24 accessible)

Proposed SUDs pond

Existing Vegetation / Trees Area

SITE ENTRANCE



VISUAL SCALE 1:1250 @ A1

Rev	Date	Description
P06	13.07.2021	Amendments following review
P05	09.07.2021	Amendments following review
P04	05.07.2021	Amendments following review
P03	25.06.2021	Amendments following review
P02	13.05.2021	Minor amendments following review
P01	14.04.2021	First Issue

This document references the following linked files

File Reference	Status	Revision
608623-0000-PEV-GHX0011-ZZ-M3-A-0001-D0200	S1	P 00

Project Status
 RIBA Stage 2

Client Project
New Prisons Programme
 Ministry of Justice, 102 Petty France, London, SW1H 9AJ

Project Description / Site
 New Prisons Programme
 Garth Wymott 2

Project Address
 Site Adjacent to HMP Garth & HMP Wymott

Building Type
 Site Infrastructure

Drawing Title
 Site-Block Plan-Proposed-PLANNING

Originator Logo	Drawn By	MDA	Date	14.04.2021
	Checked By	RPP	Date	14.04.2021
	Approved By	RPP	Date	14.04.2021

Drawing Number
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 B0700

Sheet No. 1 of 1 Scale As indicated Orig. Sheet Size @ A1 Rev. P06

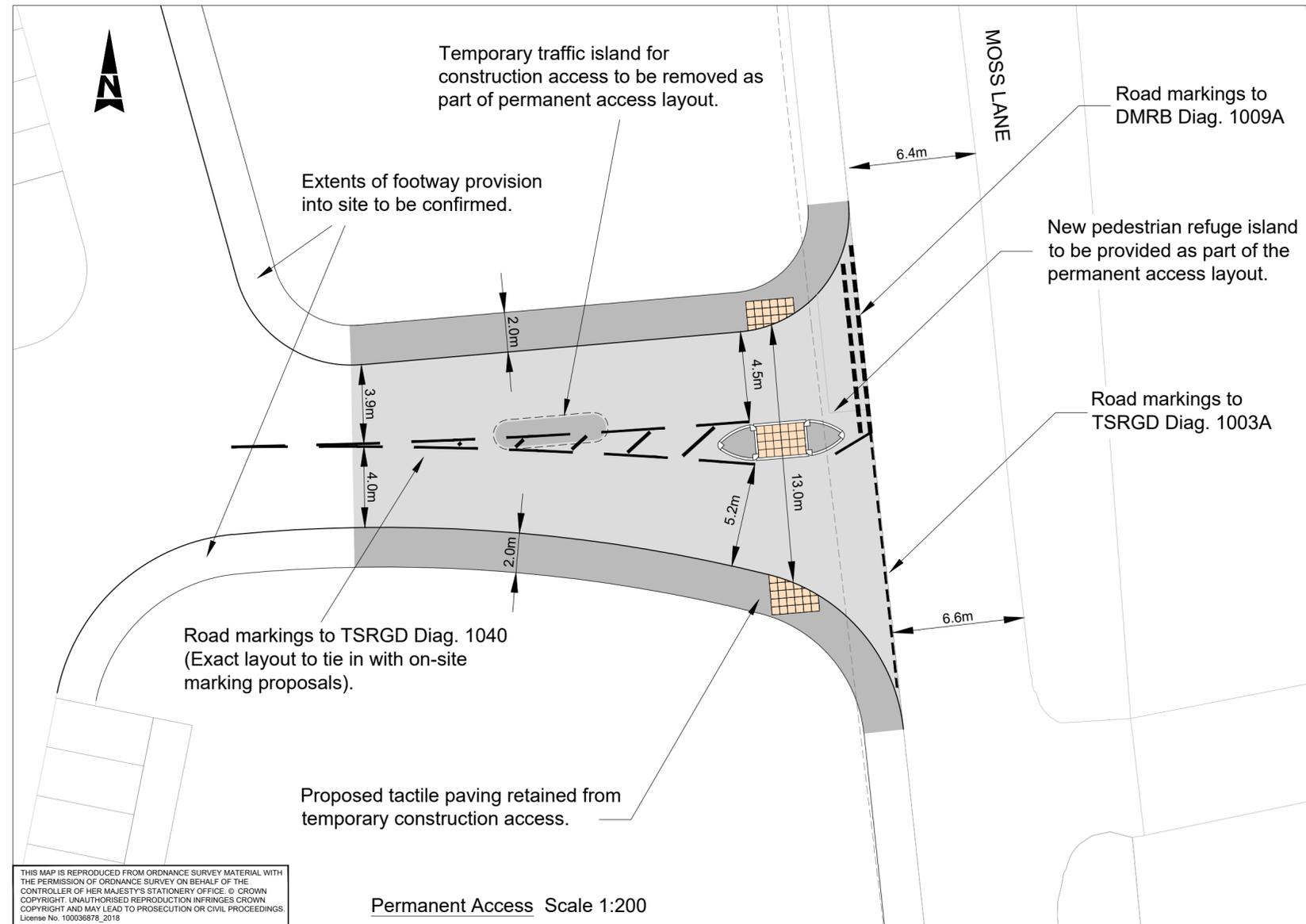
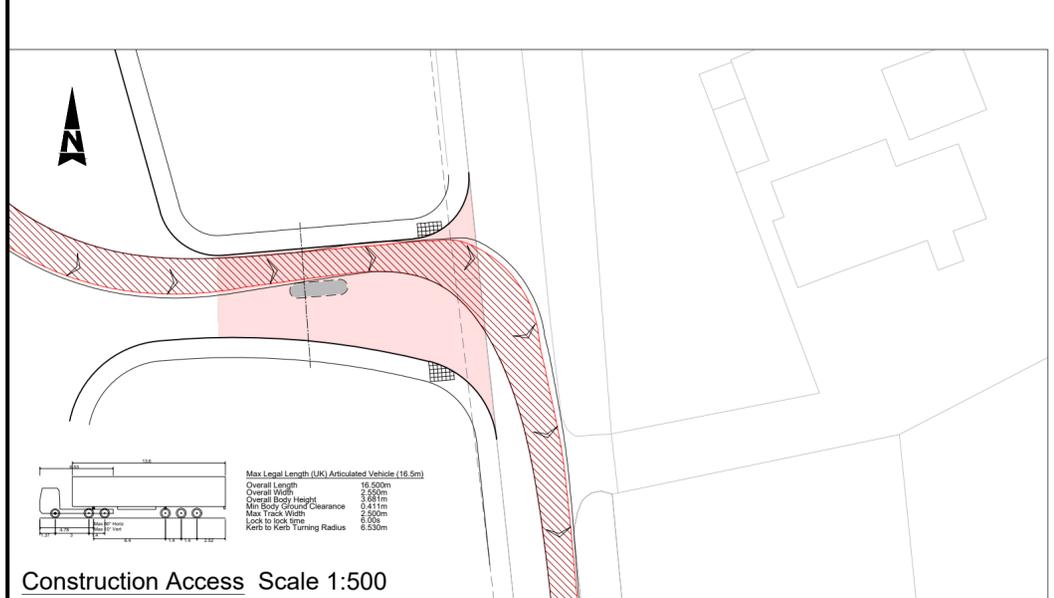
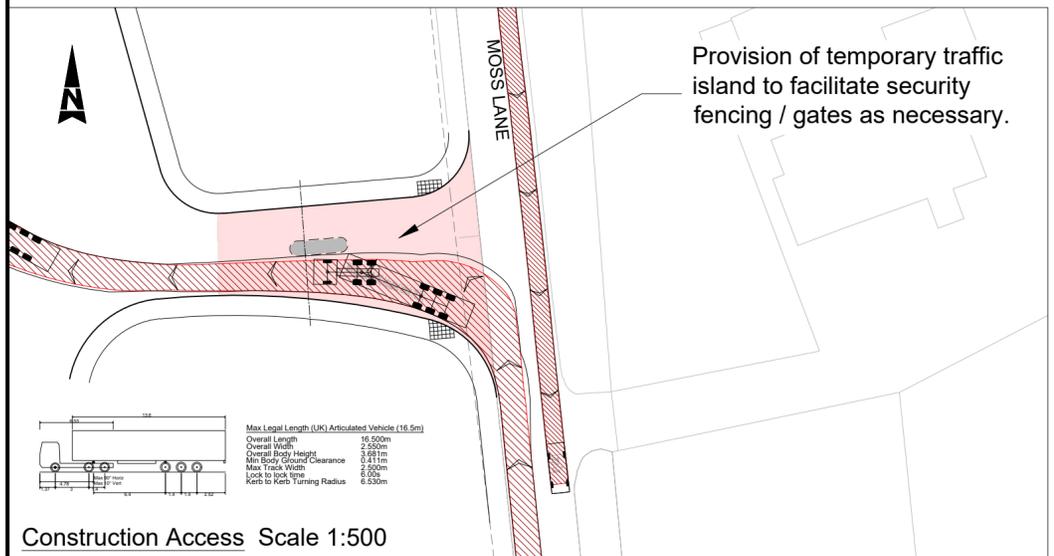
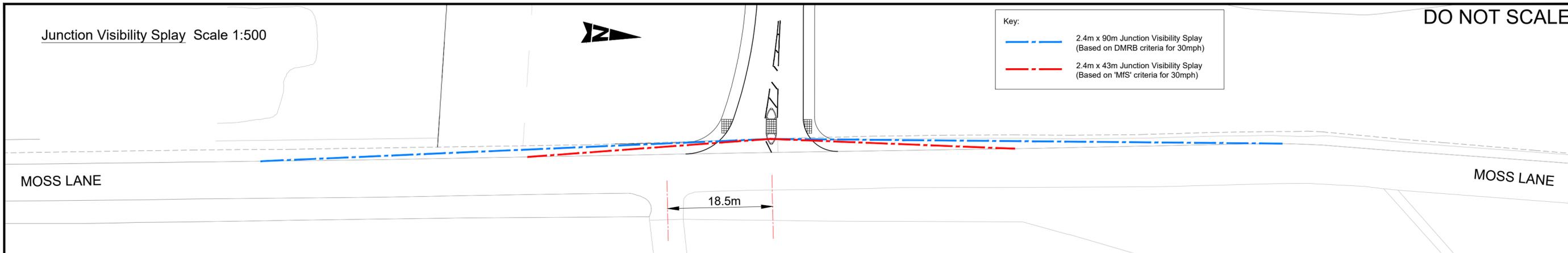
Data Security Classification OFFICIAL Suitability S3

Appendix B. Site Access Design

B.1. Garth Wymott 2 Site Access

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Millimetres
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0

Junction Visibility Splay Scale 1:500



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Key:

- Temporary construction surfacing
- Permanent carriageway surfacing
- Permanent Footway surfacing
- Tactile paving
- Vehicle Swept Path

Notes:

- Layout is preliminary design 'for information' only and subject to approval from Highway Authority.
- Layout is based on Ordnance Survey. Subject to detailed design on Topographical Survey base.
- Proposed junction visibility splays to be checked against existing Highway boundary information to confirm minimum standards are achieved.
- All proposed road markings and temporary signage to be in accordance with the 'Traffic Signs Regulations and General Directions 2016'.
- On completion of works all affected infrastructure including hedging, fencing, ditches, footways, kerbing, verges and road surfacing shall be reinstated in accordance with the Overseeing Organisation's requirements.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:					
CONSTRUCTION NONE					
MAINTENANCE/CLEANING NONE					
DECOMMISSIONING/DEMOLITION NONE					
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement					
Rev.	Date	Description	By	Chkd	App'd
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P1	30.03.21	DRAWING CREATED	AE	PDE	

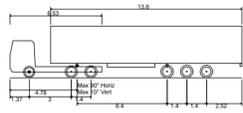
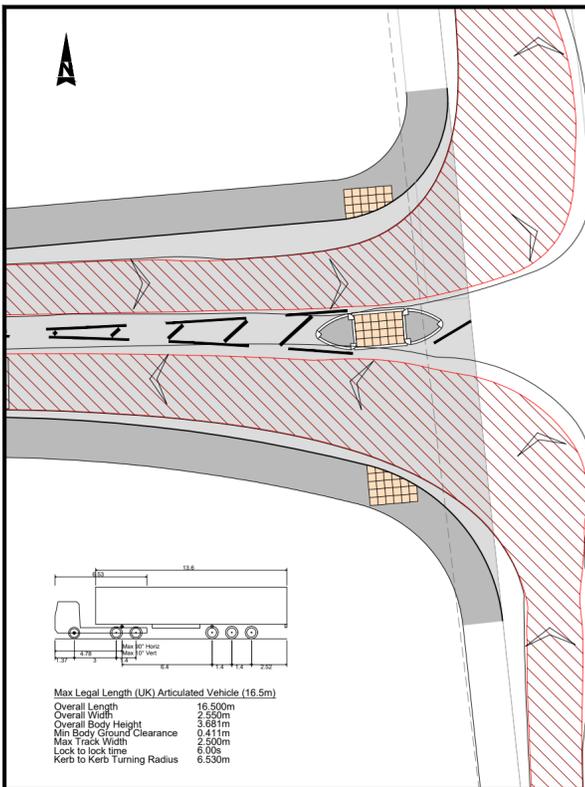
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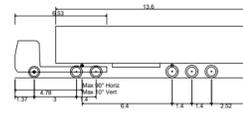
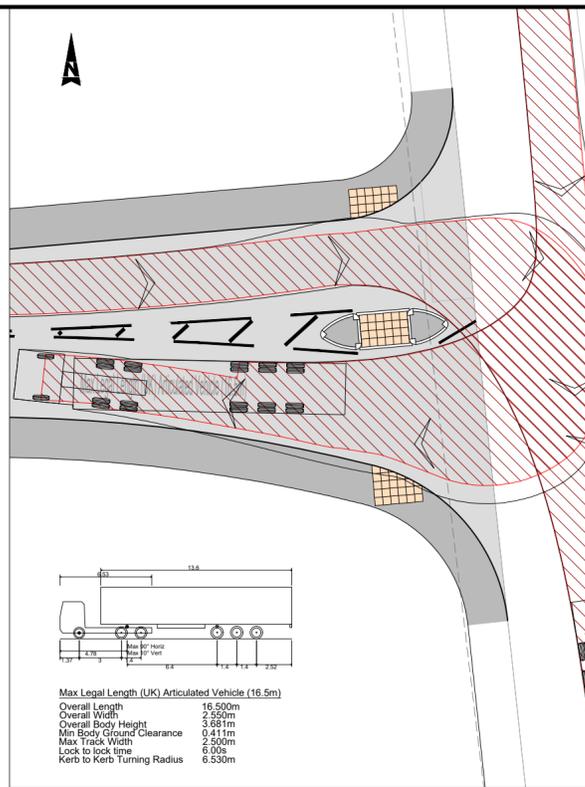
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Drawing Title PROPOSED NEW ACCESS	
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Date 30.03.21	Checked PDE
Date 30.03.21	Authorised
Original Size A2	
Drawing Number HA PIN GARTH	Originator - ATK - HGN -
MOSS	Volume - DR - D - 0001
Location	Project Ref. No. 5200124
	Revision P2

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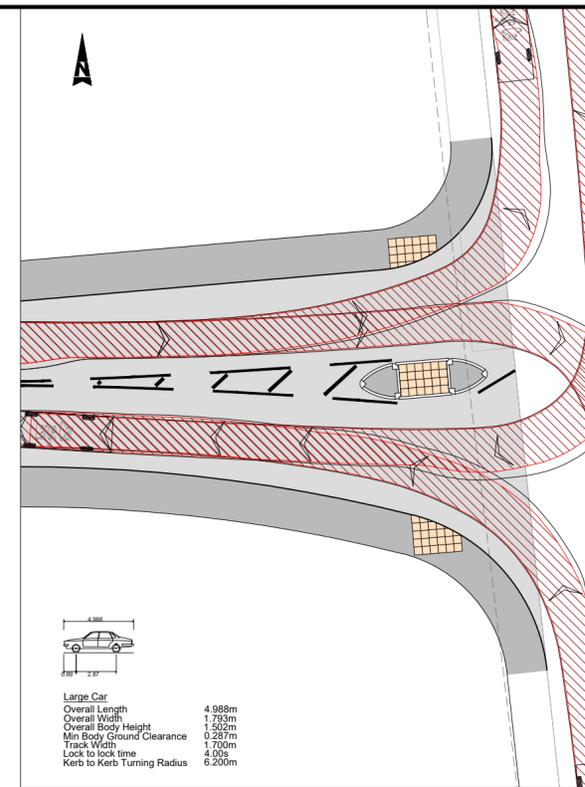
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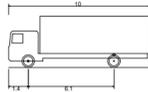
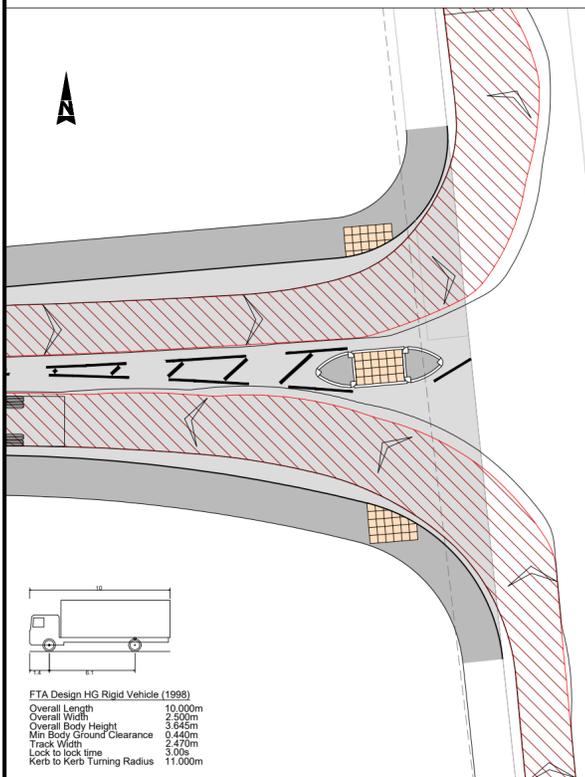
Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.651m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



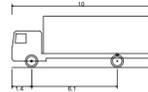
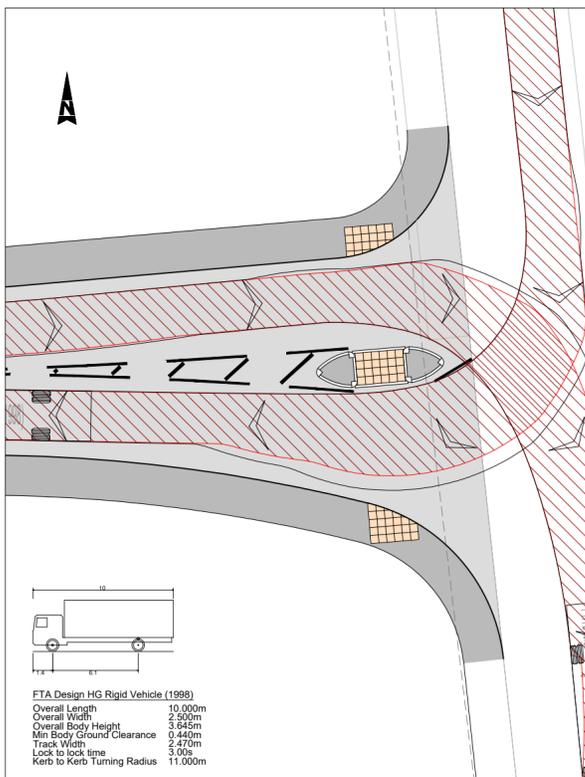
Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.651m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



Large Car
Overall Length 4.988m
Overall Width 1.793m
Overall Body Height 1.902m
Min Body Ground Clearance 0.287m
Track Width 1.700m
Lock to lock time 4.90s
Kerb to Kerb Turning Radius 6.200m



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.900m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.900m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

Key:
 Vehicle Swept Path

- Notes:
- Layout is preliminary design 'for information' only and subject to approval from Highway Authority.
 - Layout is based on Ordnance Survey. Subject to detailed design on Topographical Survey base.
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:	
CONSTRUCTION NONE	
MAINTENANCE/CLEANING NONE	
DECOMMISSIONING/DEMOLITION NONE	
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement	

Rev.	Date	Description	By	Chkd	App'd
P1	30.03.21	DRAWING CREATED		AE	PDE

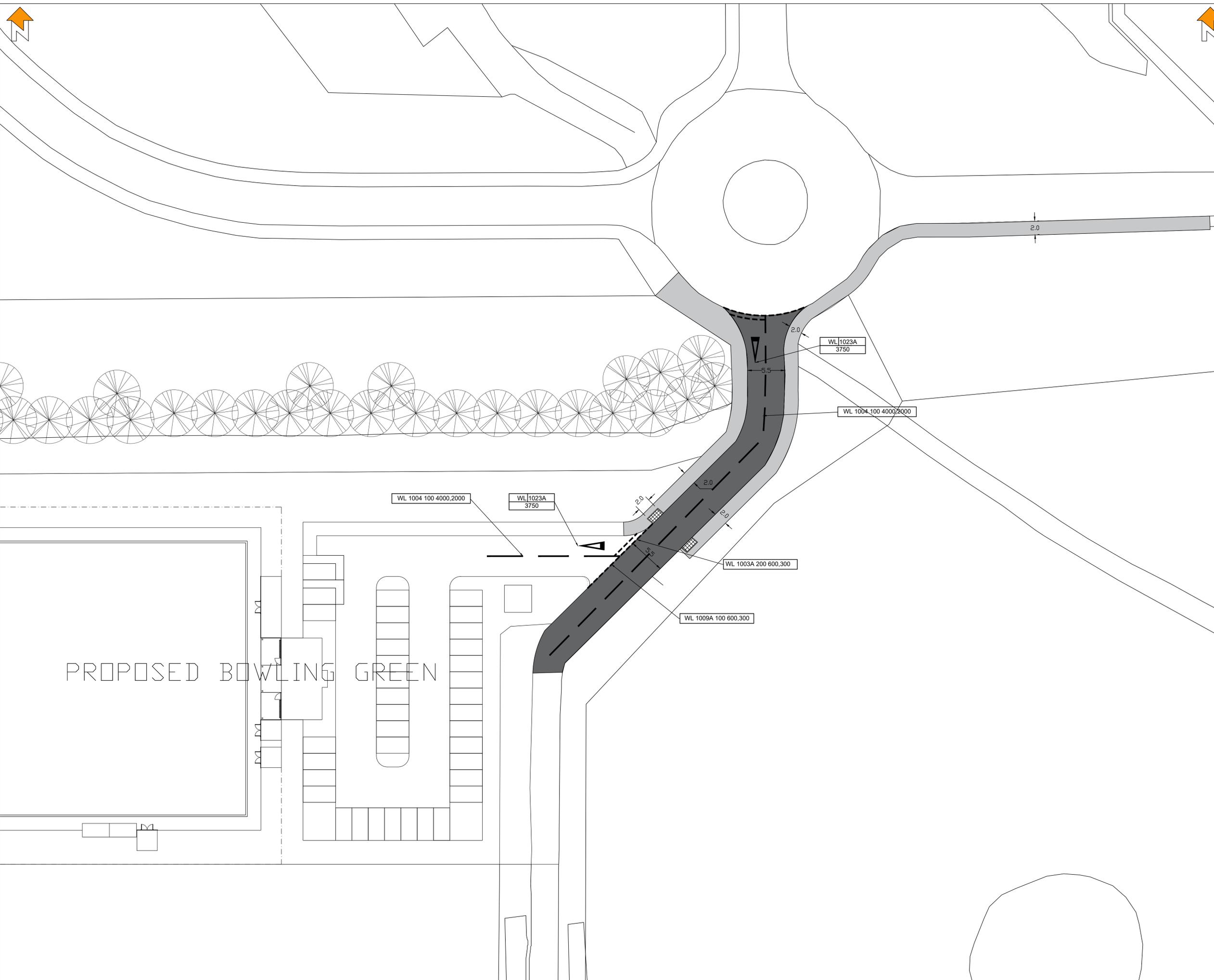
Drawing Status: **FOR INFORMATION**
Sustainability: **S2**

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Client: **MINISTRY OF JUSTICE**

Project Title: HMP GARTH				
Drawing Title: PROPOSED NEW ACCESS SWEPT PATH ANALYSIS				
Scale: 1:250	Designed: AE	Drawn: AE	Checked: PDE	Authorised:
Original Size: A2	Date: 30.03.21	Date: 30.03.21	Date: 30.03.21	Date:
Drawing Number: GARTH MOSS	Originator: - ATK -	Volume: - SPA -	Project Ref. No.: 5200124	
Location:	Type: -DR - D -	Role: 0001	Number:	Revision: P1

B.2. Relocated Bowling Green and Club House Site Access



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 Do not scale from drawings. Verify all dimensions on site prior to construction. This drawing is to be read in conjunction with all relevant documents and drawings. Report all discrepancies to MoJ immediately.
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This symbol identifies a Residual Risk that is recorded on the Design Risk Register and is relevant to this drawing.
 This drawing must be read in conjunction with the following project CDM documents:
 608623-0000-PEV-GHX0011-XX-HS-C-0002_Design Risk Assessment

This symbol identifies a Derogation that is recorded on the Derogation Schedule and is relevant to this drawing.
 This drawing must be read in conjunction with the following project Derogation documents:
 N/A

The above symbols can only be read when this drawing is in colour print

PRINT IN COLOUR

- NOTES:**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED
 - ALL ROAD MARKINGS TO COMPLY WITH TRAFFIC SIGNS MANUAL (TSM) CHAPTER 5 AND THE TRAFFIC SIGNS AND GENERAL DIRECTIONS (TSRGD) 2016
 - PROPOSED ROAD MARKING TO TIE WITH THE EXISTING ROAD MARKINGS

- KEY:**
- PROPOSED CARRIAGEWAY
 - PROPOSED FOOTWAY
 - PROPOSED TACTILE PAVING AND DROPPED KERBS

Rev	Date	Description
P02	02021.07.08	UPDATED TO MACE COMMENTS
P01	2021.07.01	FIRST ISSUE

Project Status
 RIBA Stage 2

 Ministry of Justice	Client
	Project
New Prisons Programme Ministry of Justice, 102 Petty France, London, SW1H 9AJ	

Project Description / Site
 New Prisons Programme
 Garth Wymott 2

Project Address
 Site Adjacent to HMP Garth & HMP Wymott

Building Type
 Bowls Club - Site Infrastructure

Drawing Title
 Proposed Highways-General Arrangement Plan

	Originator Logo	Drawn By	KJD	Date	30.06.21
		Checked By	SRW	Date	30.06.21
		Approved By	SRW	Date	30.06.21

Drawing Number
 608623-0000-PEV-GHX0031-ZZ-DR-C-0700
Delref
 D0100

Sheet No.	Scale	Orig. Sheet Size	Rev.
01 of 01	1:250	@ A1	P02

Data Security Classification
 OFFICIAL
Suitability
 S3

PROPOSED BOWLING GREEN

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