

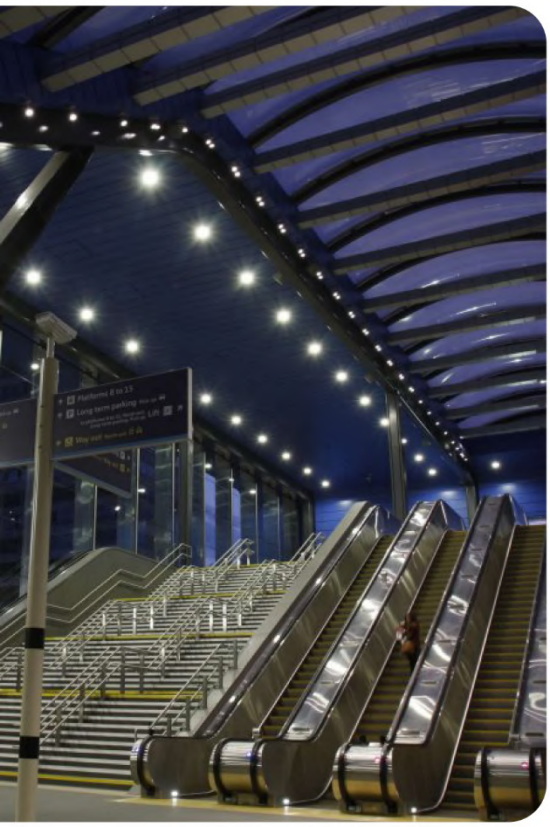
mode
transport planning

Euro Garages Ltd

Proposed Restaurant and Takeaway with Drive-Thru, Asda Boldon

Framework Travel Plan

May 2022









modetransport.co.uk

Euro Garages Ltd

Proposed Restaurant and Takeaway with Drive-Thru, Asda Boldon

Framework Travel Plan

OFFICE ADDRESS:
Quadrant House,
Broad Street Mall,
Reading
RG1 7QE

PROJECT NO: J326244

DATE: May 2022

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
V1.0	220505 4179 326244 TP v.1.0.docx	CS	05 May 2022	Final	LF	LF

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:

CONTENTS

1. Introduction 4
1.1 Overview 4
1.2 Purpose of a Travel Plan 4
1.3 Remaining Structure of TP 4

2. Existing Context and Sustainable Travel 6
2.1 Overview 6
2.2 Site Information 6
2.3 Pedestrian & Cycle Accessibility 7
2.4 Accessibility by Public Transport 9
2.5 Summary 10

3. Objectives and Benefits 11
3.1 Overview 11
3.2 Objectives 11
3.3 Benefits 11

4. Targets 13
4.1 Overview 13
4.2 Action Targets 13
4.3 Aim Targets 13

5. Travel Plan Strategy 15
5.1 Overview 15
5.2 Travel Plan Co-ordinator 15
5.3 Marketing 15

6. Measures and Initiatives 16
6.1 Overview 16
6.2 Travel Information 16
6.3 Promoting Walking 16
6.4 Promote Cycling 16
6.5 Promoting Public Transport 17
6.6 Taxis 17
6.7 Other Initiatives 17

7. Implementation, Monitoring and Review 18
7.1 Overview 18
7.2 Monitoring Strategy 18

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

7.3 Reporting 18

8. Framework Action Plan 19

8.1 Overview 19

APPENDICES

APPENDIX A Site Layout

1. Introduction

1.1 Overview

1.1.1 This Framework Travel Plan (TP) has been prepared by mode transport planning (mode) on behalf of Euro Garages Ltd. It accompanies a planning application for a restaurant and takeaway unit with associated drive-thru on land located within the existing Asda car park at Boldon. A copy of the proposed site layout is contained in Appendix A.

1.1.2 The new unit will comprise a Gross Internal Area (GIA) of 129m^2 and will be situated to the north-west corner of the Asda car park, north of the existing multi-storey car park.

1.2 Purpose of a Travel Plan

1.2.1 A Travel Plan is a bespoke package of measures aimed at promoting sustainable travel choices to reduce the reliance on the private car. Travel Plans involve the development of a set of targets, measures and monitoring mechanisms intended to achieve the Plan objectives, whilst also bringing a number of other benefits to the organisation its employees, the environment and the local community.

1.2.2 The purpose of this FTP is to set out both short and long-term strategies for reducing dependence on travel by private car and to encourage sustainable travel choices primarily for staff. The objective is to reduce single-occupancy private car journeys in favour of more sustainable modes of travel through the introduction of a package of measures that will assist and encourage staff to travel by more sustainable modes of transport.

1.2.3 This FTP is prepared primarily for the benefit of staff, but information sharing can also be used to inform customer travel to the site.

1.2.4 This FTP has been written as a standalone document. A Transport Statement (TS) and Delivery and Servicing Plan (DSP) are also provided as part of the planning application. Together the three documents form the transport strategy for the development.

1.3 Remaining Structure of TP

1.3.1 This TP has been prepared with the following structure, reflecting current best practice and planning policy, as well as the nature of the development proposals:

Section 2 – Existing Context and Sustainable Travel

- This section describes the existing site use, its location in relation to the nearby land uses and existing transport networks, including sustainable travel infrastructure for pedestrians, cyclists and public transport availability.

Section 3 – Objectives and Benefits

- Section 3 sets out the objectives of the plan and details potential benefits as a result of implementing the objectives.

Section 4 – Targets

- Section 4 outlines the FTP targets.

Section 5 – Travel Plan Strategy

- Section 5 sets out the FTP Strategy.

Section 6 – Measures and Initiatives

- This section sets out the measures that will be implemented to help achieve the objectives and targets of the FTP.

Section 7 – Implementation, Monitoring and Review

- This section outlines how the monitoring and review program will ensure that the FTP is reported on and updated as necessary.

Section 8 – Framework Action Plan

- This section provides the Framework FTP Action Plan. This FTP provides further detail on the implementation of the measures and initiatives from Section 7.

2. Existing Context and Sustainable Travel

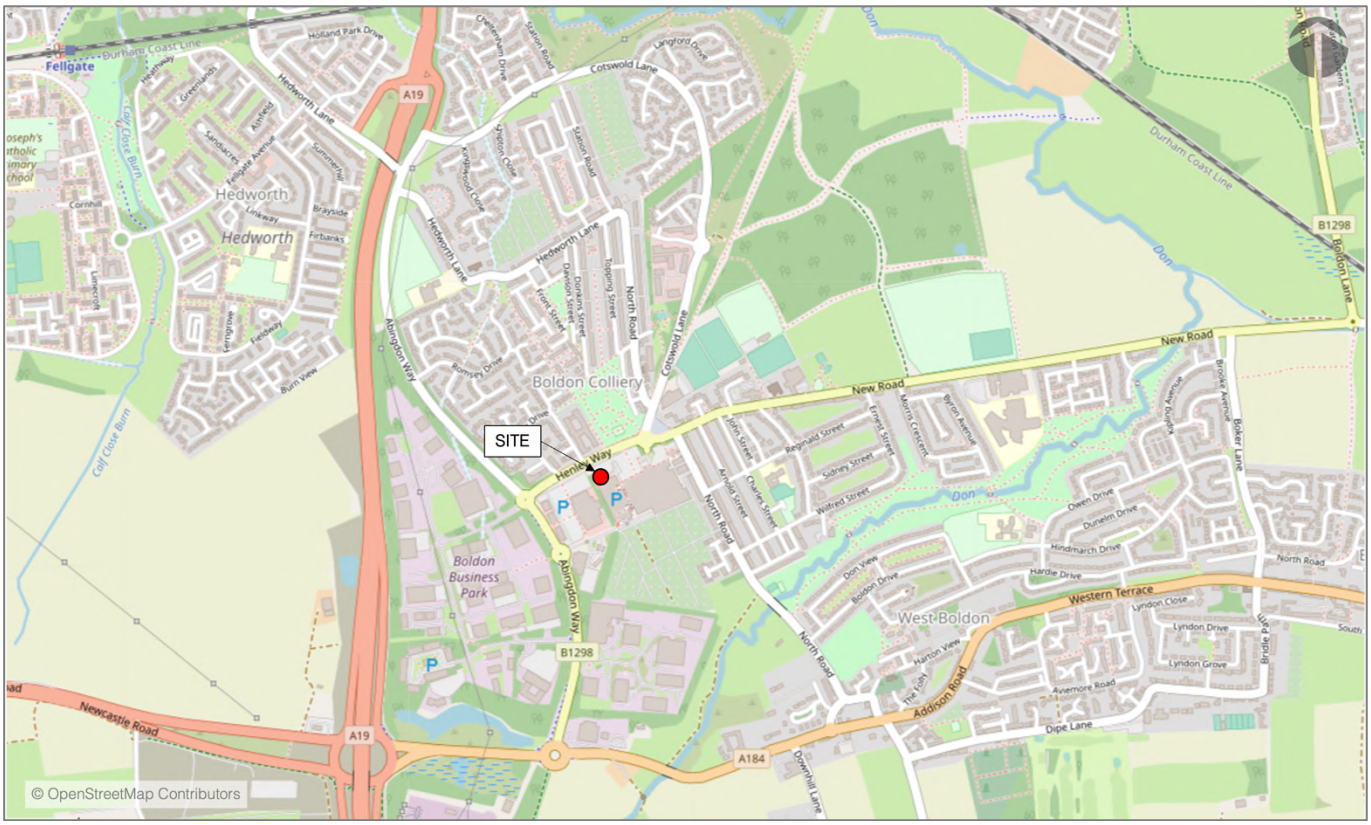
2.1 Overview

2.1.1 The promotion and use of sustainable travel options as an alternative to private car trips is a common theme of the local and national planning policy. Travel behaviour can be affected by the extent of infrastructure in place to encourage the use of alternative modes of travel to the private car. The location of the development is such that customers and staff are provided with good opportunities to access the site by a choice of travel modes other than the private car.

2.2 Site Information

2.2.1 The site is located within the car park of Asda, Boldon. The car park is accessed from the B1298 / Cotswold Lane roundabout. The location of the site is illustrated in Figure 2.1.

Figure 2.1 Site Location



2.2.2 Vehicular access to the proposed development will be from within the Asda car park. Access to the Asda car park via the B1298 / Cotswold Lane roundabout will be retained as per existing arrangements and will be unaffected by the development proposal.

2.2.3 Pedestrian access to the Asda car park from the roundabout and the pedestrian only access from Henley Way will also be retained as per existing conditions.

2.2.4 To the south of the proposed unit, there is an existing zebra crossing across the multi-storey car park entry/exit ramp which will be retained offering connections between the proposed unit, the store and wider car park along key pedestrian desire lines. A zebra crossing will be provided across the drive-thru lane facilitating safe pedestrian access to the main entrance of the proposed unit.

2.2.5 The existing pedestrian connection to the immediate north of the site that connects through to Henley Way will be retained, although it is proposed to shift where the link enters the car park one car parking space to the east to provide a more direct desire line for pedestrians to the proposed unit. It is proposed to provide a zebra crossing facility across the car park aisle to facilitate safe pedestrian access to the proposed unit from the local footway network.

2.2.6 The proposed unit will be open for trading between 10am and 11pm.

2.2.7 The drive-thru lane will operate as a single lane one-way system, circulating clockwise around the building with vehicles entering to the east of the unit and exiting to the north of the unit.

2.2.8 It is proposed that the car parking for both Asda customers and customers of the proposed restaurant and takeaway unit will be shared across the car park.

2.2.9 The proposed unit will be provided with 2x large order bays, and 2x delivery driver bays located to the north of the proposed unit. Blue Badge users would be able to use the existing bays located close by. Customers would be able to utilise the designated crossing point provided offering a direct link between the Blue Badge spaces and the main entrance to the unit.

2.2.10 The restaurant and takeaway unit proposes 8 cycle parking spaces for customer and staff use, located in close proximity to the building adhering with STC standards.

2.2.11 It is anticipated with the proposed unit will employ 20 full-time staff and 20 part-time staff. Based on expected operations there would approximately 12 members of staff on site at any given time.

2.2.12 All servicing and delivery arrangements will take place on-site with vehicles entering / exiting in a forward gear. Delivery vehicles will utilise the designated delivery bay.

2.3 Pedestrian & Cycle Accessibility

2.3.1 The location of the site is such that there is a well-established network of pedestrian and cycle routes along key highway links providing good connectivity to nearby bus stops, offering staff and customers with a realistic opportunity to travel to the site by sustainable modes of transport.

2.3.2 The Asda access road is provided with footways along both sides of the carriageway linking with dropped kerbs and zebra crossings internally within the car park which follows desire lines to the store entrance.

2.3.3 Footways continue along all arms of the B1298 / Cotswold Lane roundabout along both sides do the carriageway and dropped kerbs, tactile paving and pedestrian refuge islands are provided on all arms providing safe routes to nearby bus stops and onwards to residential areas.

2.3.4 The Asda car park benefits from a designated pedestrian access from Henley Way which connects to shared footway / cycleway provision and a signalised crossing offering safe routes to nearby bus stops on Henley Way. Internally within the car park, the pedestrian access links to zebra crossings and designated pedestrian walkways following the desire line to the Asda store entrance.

2.3.5 Henley Way benefits from a shared footway / cycleway along the southern side of the carriageway which continues north and south along Abingdon Way.

2.3.6 The local cycle connections within the vicinity of the application site are illustrated in Figure 2.2 which identifies that Henley Way and Abingdon Way benefit form traffic-free cycle paths, Cotswold Lane and New Road are identified as useful cycle links and further east New Road provides an on-road cycle route. These routes offer connection to nearby residential areas such as Boldon Colliery, East Boldon, Hedworth and Fellgate as well as Brockley Whins and Fellgate Metro stations.

Figure 2.2 Local Cycle Routes



2.4 Accessibility by Public Transport

2.4.1 The nearest bus stops to the application site are located on Henley Way which can be accessed within a short walk distance using the existing pedestrian only access to the car park and signalised crossing on Henley Way.

2.4.2 Additional bus stops are located on Hurbert Street and Cotswold Lane, accessible in a 200-250m walk from the site

2.4.3 The bus services operating from these stops are summarised in Table 2.1.

Table 2.1 Local Bus Routes

Bus Stop	Route No.	Daily Frequency (no. of buses per hour)			Route
		Monday – Friday	Saturday	Sunday	
Henley Way	30	1	1	1	Durham – Fellgate – Boldon – Cleadon – South Shields
	35 / 35A	2	2	2	Heworth – Sunderland – Houghton-le-Spring - Moorsley
	X34	2	2	-	Newcastle – Gateshead – Boldon – Cleadon circular
Cotswold Lane	5	2	2	1	Jarrow – Fellgate – South Tyneside Hospt – South Shields
	9	2	2	2	Jarrow – Boldon – Fulwell – Sunderland

2.4.4 Brockley Whins metro station is located to the north of the site, accessible within a 20-minute walk from the site. The station is located on the line between South Hylton and the Airport and services run approximately every 12 minutes in both directions. Typical journey times of a range of direct destinations are summarised in Table 2.2.

Table 2.2 Brockley Whins Metro Journey Times

Destination	Journey Time
Seaburn	6 minutes
Heworth	8 minutes
Sunderland	12 minutes
Gateshead	13 minutes
Jesmond	20 minutes
South Hylton	23 minutes

2.5 Summary

2.5.1 The location of the site reflects requirements of the NPPF and local policy in ensure that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. The location of the site provides a realistic choice in sustainable travel modes which would act to reduce customers' and staff reliance on the private car.

3. Objectives and Benefits

3.1 Overview

3.1.1 The main aim of this FTP is to put in place the management tools deemed necessary to enable employees to make informed decisions about their choice of travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This is achieved by setting out a strategy for eliminating barriers that keep employees from making use of sustainable modes.

3.1.2 Improving the transport choices available to people, rather than focusing on providing for the private car will lead to a more equitable and sustainable development that provides travel options for all employees regardless of whether or not they own a car.

3.2 Objectives

3.2.1 The overarching objective of the FTP is to minimise the reliance upon single-occupancy car borne travel, where practically possible, to achieve fewer trips to and from the development than would otherwise be the case, in favour of sustainable modes.

3.2.2 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:

- Promote sustainable transport choices for employees and customers travelling to and from the site;
- To encourage car sharing, particularly amongst staff that reside in proximity to each other and work compatible hours, as a means of minimising travel by private car;
- Promote accessibility to the restaurant by walking and cycling as a means of transport or as part of a journey in conjunction with other modes of transport along with the health benefits;
- Promote and encourage the use of public transport as a suitable and feasible alternative method of travel to the private car; and
- Increase the awareness of the environmental and social benefits of using alternative modes of transport.

3.2.3 These objectives accord with the aims of national and local government. The objectives will provide focus and direction to the FTP, leading to appropriate measures and targets being set.

3.3 Benefits

3.3.1 By meeting the objectives, the FTP will bring about the following benefits :

Employee Benefits:

- Health benefits associated with walking and cycling, including reduced levels of stress;

- The opportunity to save money by using alternative modes of travel to the car; and
- Improved quality and reliability of employee journeys to and from work.

Operator Benefits:

- An improved compliance within the planning context;
- A demonstration of any environmental credentials;
- An incentive to recruiting and retaining employees; and
- A healthier and more productive workforce.

Wider Community Benefits:

- On-going reductions in vehicular generated traffic on the local highway network;
- Increasing patronage on existing public transport modes;
- Health benefits associated with walking and cycling; and
- A contribution towards overall reduction in travel emissions.

3.3.2 It is intended that these objectives will be met by identifying and implementing initiatives that provide employees and customers with a variety of travel choices and reduce the need to travel by private car. By meeting the objectives set above, the future occupier will fulfil its desire to achieve consistency with national and local planning policy and facilitates accessibility by all available modes of travel to the site.

4. Targets

4.1 Overview

4.1.1 Targets are measurable goals by which progress will be assessed. This FTP sets out targets that the prospective occupier will seek to reach within the FTP monitoring period. All targets should be SMART; that is Specific Measurable, Achievable, Realistic and Time related.

4.1.2 There are two types of targets, namely: 'Action' and 'Aim' targets. Action targets set out specific commitments and implementation to ensure delivery. Aim targets provide numerical goals for modal shift.

4.2 Action Targets

4.2.1 The key action targets are set out below. These targets are included within the action plan in Section 8:

- A Travel Plan Co-ordinator (TPC) will be appointed prior to the restaurant opening;
- The first travel plan survey will be undertaken once the store is open for trade; and
- The finalised Travel Plan will be agreed once staff origins and travel patterns are identified through the staff travel survey.

4.3 Aim Targets

4.3.1 As this FTP has been prepared in advance of occupation, it is not possible at this stage to derive site-specific mode share targets. As such, indicative travel plan targets have been based on mode share data obtained from the 2011 Census dataset *'location of usual residence and place of work by method of travel to work'* for the South Tyneside 021 Middle Super Output Area (MSOA).

4.3.2 Table 4.1 below outlines the preliminary targets for the restaurant and takeaway unit. Due to the limited control over modes of travel used by the restaurant's customers, targets will not be set specifically for customers. However, TP measures will include benefits for customers as well as employees.

4.3.3 The baseline modal split figures for employment should be taken from the results of the first travel plan survey. It is recognised that it is not possible to set out accurate targets far into the future, even when based on actual modal share data. Targets will change and be updated over time as the result of ongoing monitoring becoming available.

Figure 4.1 Preliminary Targets

Target	Indictor	Modal Split			
		Baseline Year	Year 1	Year 3	Year 5
Achieve a 10% decrease in single occupancy vehicle (SOV) trips	Modal split monitoring survey for SOV use	65%	- 3%	- 6%	- 10%
Achieve an increase in use of alternative modes to offset reduction in SOV use	Modal split monitoring surveys for public transport	18%	+ 1%	+ 2%	+ 4%
Achieve an increase in use of alternative modes to offset reduction in SOV use	Modal split monitoring surveys for walking	15%	+ 1%	+ 2%	+ 3%
Achieve an increase in use of alternative modes to offset reduction in SOV use	Modal split monitoring surveys for cycling	2%	+ 1%	+ 2%	+ 3%

4.3.4 All data to be collected will be in accordance with local authority standards, to ensure the FTP is being accurately monitored and that targets are being met.

5. Travel Plan Strategy

5.1 Overview

5.1.1 A Travel Plan Coordinator (TPC) will be appointed prior to the opening of the restaurant and takeaway unit. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the FTP.

5.2 Travel Plan Co-ordinator

5.2.1 The TPC will be a part-time role whose responsibility will include:

- Acting as a point of contact for all employees;
- Managing the development and implementation of the FTP measures;
- Promoting the objectives and benefits of the plan;
- Monitoring the success of the FTP against the agreed targets;
- Acting as point of liaison with neighbouring business and external organisations e.g. transport operators; and
- Organising and distributing any necessary surveys and other data collection required to develop and monitor the FTP.

5.3 Marketing

5.3.1 Employees will be made aware of the existence of the FTP upon commencement of their employment. The following method could be used as a means of disseminating information to employees and promote events/campaigns/promotions:

- Employee notice board;
- Employee Newsletters (where possible);
- Employee Travel Pack; and/or
- Web groups and forums.

6. Measures and Initiatives

6.1 Overview

6.1.1 This section of the FTP outlines the specific physical and management measures to be implemented. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the FTP. However, the list is not exhaustive and the TPC is free to investigate other potential initiatives.

6.2 Travel Information

6.2.1 A Travel Information Pack will be distributed to staff and will provide information on public transport services available, location of bus stops, bus routes, timetables and fare information as well as a list of useful public transport and journey planning websites. The packs will also include information about the health benefits of active travel in addition to comprehensive details of safe walking and cycling routes to and from the site.

6.2.2 A travel noticeboard will be places in staff areas which will display information relevant to all modes of travel that are available to and from the site. Information will include details of car sharing, public transport timetables, local walking / cycling routes, in addition to upcoming local or national travel events.

6.3 Promoting Walking

6.3.1 The following measures are proposed in order to promote walking to and from the site:

- The TPC will provide employees and customers with information about available walking routes to the restaurant;
- The TPC will raise awareness of the health benefits of walking;
- Employees will have access to lockers where they can store clothes; and
- The TPC will encourage participation in 'walk to work week' and/or other relevant events to encourage walking.

6.4 Promote Cycling

6.4.1 The benefits of cycling as an alternative form of travel will be promoted to all employees, but cycling is only a realistic option for those living close to the site. The merits of cycling to work can be actively promote to those employees living within 5.0km of the site. In addition, the following measures are proposed to promote cycling:

- Provision of cycle parking, the use of which will be monitored on a regular basis. Should demand generated by the restaurant exceed the provision of facilities, the TPC will liaise with the occupier to provide additional facilities to meet demand;

- Changing facilities will be provided within the restaurant available to all members of staff;
- Employees will be made aware of cycle maintenance sessions which offer the opportunity for staff to ensure their bicycles are road safe along with local cycle training courses offered by the local authority;
- The TPC will raise awareness of the health benefits of cycling;
- All employees will be provided with a Travel Pack which will include maps of local cycle routes and journey planning information; and
- The TPC will encourage participation in national cycle events such as 'bike week'.

6.5 Promoting Public Transport

6.5.1 The publicity, marketing and promotion of public transport services will inform employees as to the benefits of traveling by bus. Bus timetable information and locations of bus stops should also be provided in the publicity material. Journey planner websites, smartphone application ("apps") and enquiry phone numbers will also be promoted through relevant means.

6.5.2 The TPC will ensure that employees are aware of bus routes and train timetables for public transport services operating in the vicinity of the site. Bus timetables could be displayed on a noticeboard located in the employee welfare area.

6.5.3 The TPC will encourage participation in national events such as 'Catch the Bus Week'.

6.6 Taxis

6.6.1 To promote the use of taxis, local taxi operator numbers will be made available within the restaurant for customers and staff, who can arrange for taxi services to collect them immediately outside the restaurant.

6.7 Other Initiatives

6.7.1 Other initiatives that could be promoted by the prospective occupier could include advertising job vacancies locally so as to encourage people living within walking and cycling distances of the restaurant to apply for positions at the restaurant.

7. Implementation, Monitoring and Review

7.1 Overview

7.1.1 Monitoring of the FTP has two key roles:

- To provide feedback to allow the FTP to be developed; and
- To measure the level of success in meeting identified targets using key performance indicators.

7.1.2 A framework for undertaking the monitoring and review is outlined in this section.

7.2 Monitoring Strategy

7.2.1 In order to determine the success of the FTP in achieving the desired aims a defined regular program of monitoring will be required. The objective of the monitoring process is to regularly assess employees' travel patterns to work, and identify when/if the plan, or elements of the plan strategy, are not working and may need to be changed.

7.2.2 The monitoring program will begin with the initial travel survey, to be undertaken within 3 months of the restaurant opening for trading. Surveys will be repeated biennially up to year 5 to monitor progress towards the interim and final targets.

7.2.3 Monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored as part of the programme:

- The level of use of cycle stands;
- Demand for additional cycle parking facilities; and
- Comments received from employees relating to the operation and implications of the FTP.

7.3 Reporting

7.3.1 A biennial review of the Travel Plan will be undertaken for a period of 5 years from the restaurant opening for trading, by the TPC, to assess the progress of the plan. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data. This report will be submitted to Travel Plan Officers at South Tyneside Council as necessary.

8. Framework Action Plan

8.1 Overview

8.1.1 The Framework Action Plan outlined below in Table 8.1 sets out the suggested measures included with this FTP that are directed at influencing travel patterns. The Action Plan will be reviewed by the TPC prior to any review to check performance and identify the need to any corrective actions that my need to be put in place for the following period.

Table 8.1 Framework Action Plan

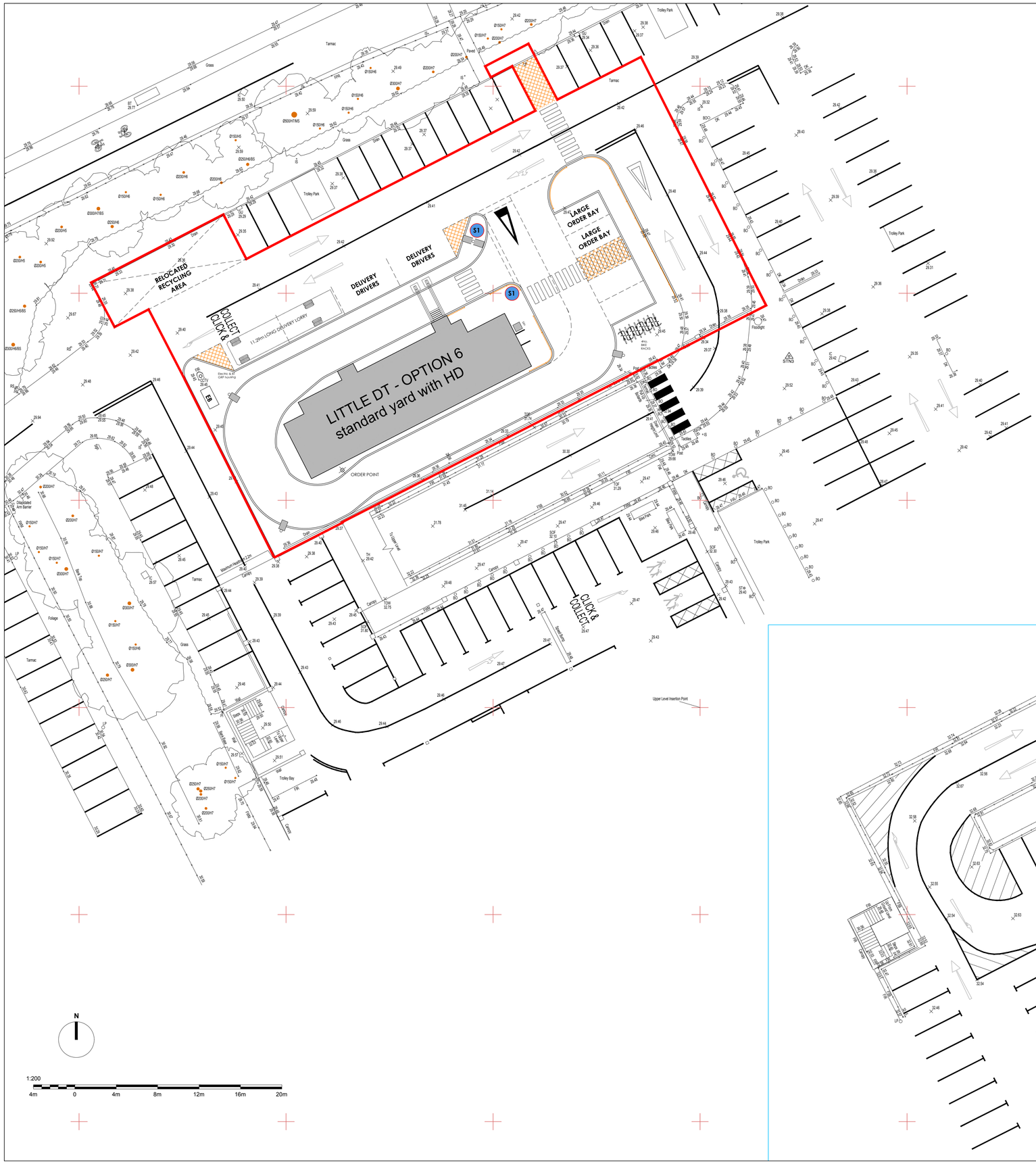
Measures		Status / Target	Method of Monitoring	Responsibility
General	Appointment of the TPC	Prior to the restaurant opening for trade	N/A	Occupier
Information Provision	Provide a travel board	Prior to the restaurant opening for trade	N/A	TPC
Information Provision	Provide travel information packs to staff	Prior to the restaurant opening for trade	N/A	TPC
Walking	Provision of information related to walking routes in the area	On-going through recruitment and travel packs	N/A	TPC
Cycling	Provision of cycle parking stands	Provided as part of the development process	Spot checks as part of maintenance rounds	Occupier
Cycling	Provision of cycling route maps, local training and other information	On-going through recruitment and travel packs	N/A	TPC
Cycling	Promote local and national cycle initiatives	Annually	TPC to monitor uptake	TPC
Cycling	Promote local and national cycle initiatives	Annually	TPC to monitor uptake	TPC
Cycling	Monitor cycle parking usage	On-going	Regular counts	TPC
Public Transport	Provide sustainable travel information with timetable and bus stop & rail information for employees	On-going through recruitment and travel packs	N/A	TPC
Taxi	Provide details of local taxi services	Prior to the restaurant opening for trade	TPC to ensure details are kept up to date	TPC
Monitoring	Undertake baseline travel surveys	Within 3 months of trading	Distribute travel surveys to staff	TPC
	Repeat travel surveys	Year 3 and 5	Distribute travel surveys to staff	TPC

mode
transport planning

APPENDICES

APPENDIX A

Site Layout



EB ELECTRICAL BOX

DK DROP KERB

DOUBLE LIGHT FITTING

SINGLE LIGHT FITTING

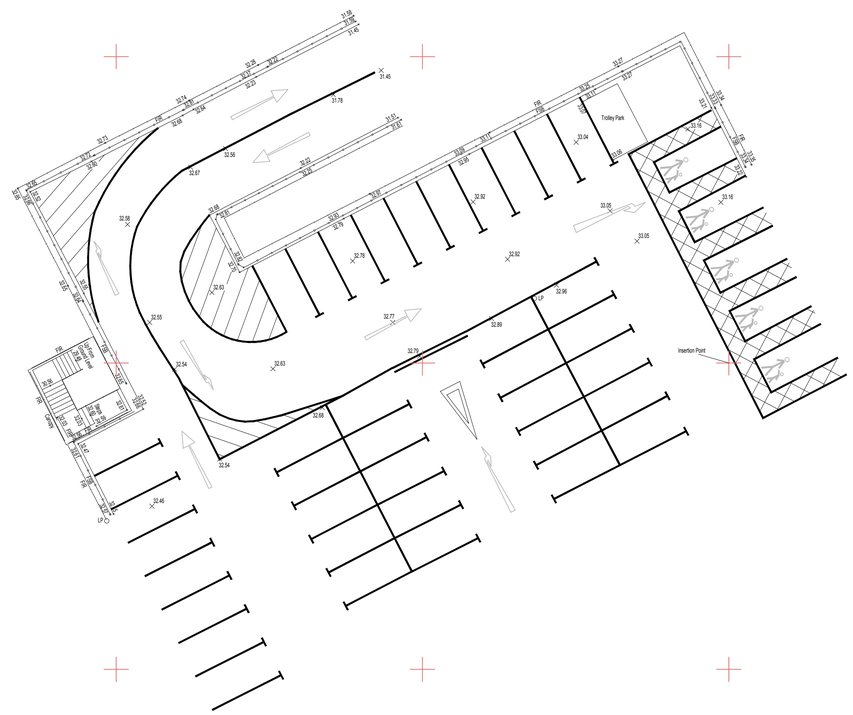
PEDESTRIAN BARRIER

2No BIKE RACK

WASTE BIN

S1 SINGLE SIDED SIGN NO ENTRY FACING CAR PARK

Upper Level Car Park



NOTE - CAD INFO PROVIDED BY OTHERS.
ALL DIMENSIONS TO BE CHECKED ON SITE.
DO NOT SCALE FROM THIS DRAWING.

REV	DATE	DESCRIPTION
E	04/05/22	RED LINE AMENDED
D	25/04/22	ADDITIONAL CYCLE PARKING SHOWN
C	14/04/22	EXT FURNITURE & KEY ADDED
B	13/04/22	RELOCATED RECYCLING AREA SHOWN
A	08/04/22	UPDATED IN ACCORDANCE WITH COMMENTS

PYE DESIGN ARCHITECTS
RIBA Chartered Practice
29 Market Street
Hindley
Wigan
WN2 3AE
01942 256007
www.pyedesign.co.uk
info@pyedesign.co.uk

PLANNING

SITE ADDRESS

ASDA BOLDON SUPERCENTRE
NORTH ROAD
BOLDON COLLIERY
NEWCASTLE UPON TYNE
NE35 9ER

DRAWING TITLE

PROPOSED SITE PLAN

DRAWN BY	CHECKED	DATE
SPO	ARP	APR 2022
STORE NO.	SCALE @ A1	
	1:200	

DRAWING NO.	REVISION
4179 - PL - 04	E

mode

transport planning

keep up with mode:

Birmingham
0121 794 8390

London
020 7293 0217

Manchester
0161 464 9495

Reading
0118 211 8180

info@modetransport.co.uk modetransport.co.uk @mode_transport