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June 2012

DTPC

320120578P

PROPOSED LEISURE DEVELOPMENT AT
DEVIL'S ELBOW OUTDOOR ADVENTURE CENTRE, READ

TRANSPORT STATEMENT

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CONTROLLED DOCUMENT

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DEVIL'S ELBOW OUTDOOR ADVENTURE CENTRE, READ

TRANSPORT STATEMENT

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1. INTRODUCTION

DTPC has been appointed by De Pol Associates Ltd on behalf of Ribble Valley Leisure Ltd to provide transport and highway advice for the traffic and transportation implications associated with their proposed leisure development at the Devil's Elbow Outdoor Adventure Centre, Read.

This report provides information on the scope of traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the application.

It deals solely with the proposals for the area within the red line plan.

The TN discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

Scoping discussions and on site meeting have formed the basis of the report and review.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published "Smarter Choices – Changing the Way We Travel" focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives would be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity***.

National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

For 12 months from publication of the NPPF decision makers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with the NPPF. In other cases and following the 12 month period due weight should be given to relevant policies in existing plans according to their "degree of consistency" with the NPPF.

Policies in emerging plans may be given weight according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections, and the degree of consistency of relevant policies in the emerging plan to the policies in the NPPF.

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – **contributing to building a strong, responsive and competitive economy**, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with **accessible local services that reflect the community's needs and support its health, social and cultural well-being**; and
- an environmental role – **contributing to protecting and enhancing our natural, built and historic environment**; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework **is a presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - **any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole**; or
 - specific policies in this Framework indicate development should be restricted

Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- **encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value**;
- **actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling**, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and **deliver sufficient community and cultural facilities and services to meet local needs**.

Supporting a prosperous rural economy

28 Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

- support the sustainable growth and expansion of all types of business and enterprise in rural areas, both **through conversion of existing buildings** and well designed new buildings;

- *promote the development and diversification of agricultural and other land-based rural businesses;*
- *support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and*

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise ***sustainable transport solutions will vary from urban to rural areas***

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe**

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

36 A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

37 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38 For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site

Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 ***Local planning authorities should look for solutions rather than problems***, and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area***

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Emerging Local policy echoes the sustainability sentiment of national policy and provides more detail in terms of access and parking.

The proposed development is in the rural environment which makes it an acceptable use of land as well as improving local amenity. Also, the development will incorporate uses with good linkages to local facilities and infrastructure which will promote sustainability by reducing the number of car trips to local facilities.

Furthermore there are:

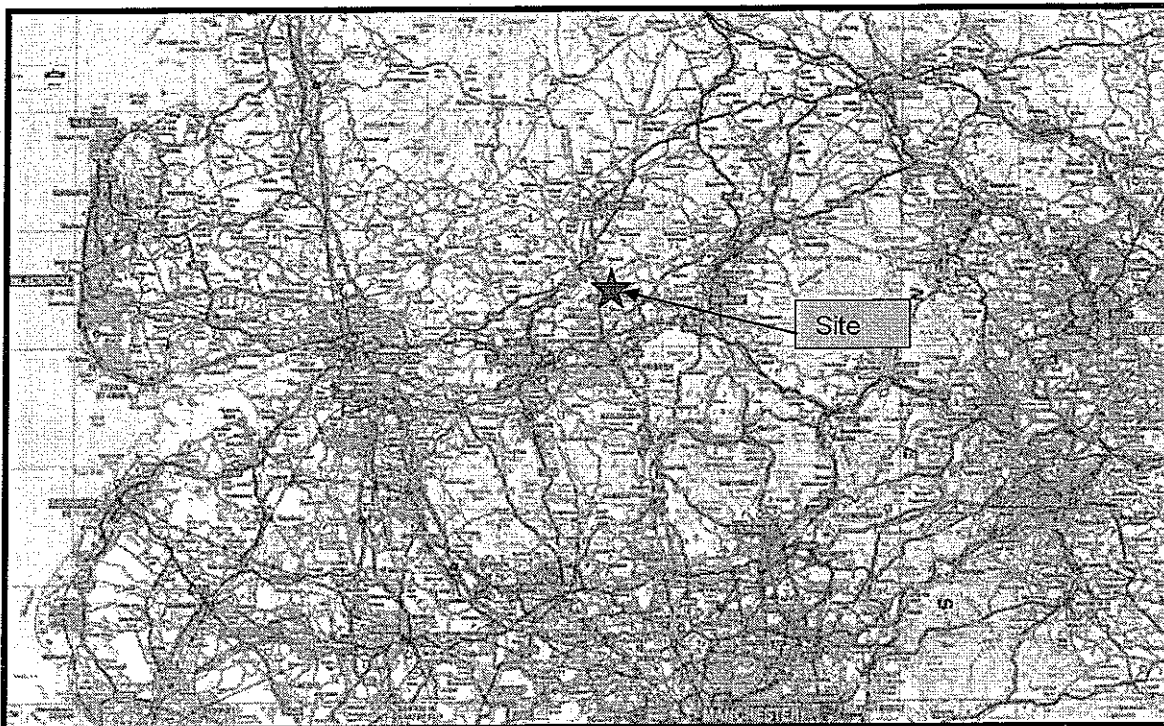
Pedestrian and cycle linkages to a number of locations and facilities are available, public transport services to other major centres and interchanges, and limited parking provision all ensure that this development is as sustainable for a rural location, as required in local and national policy.

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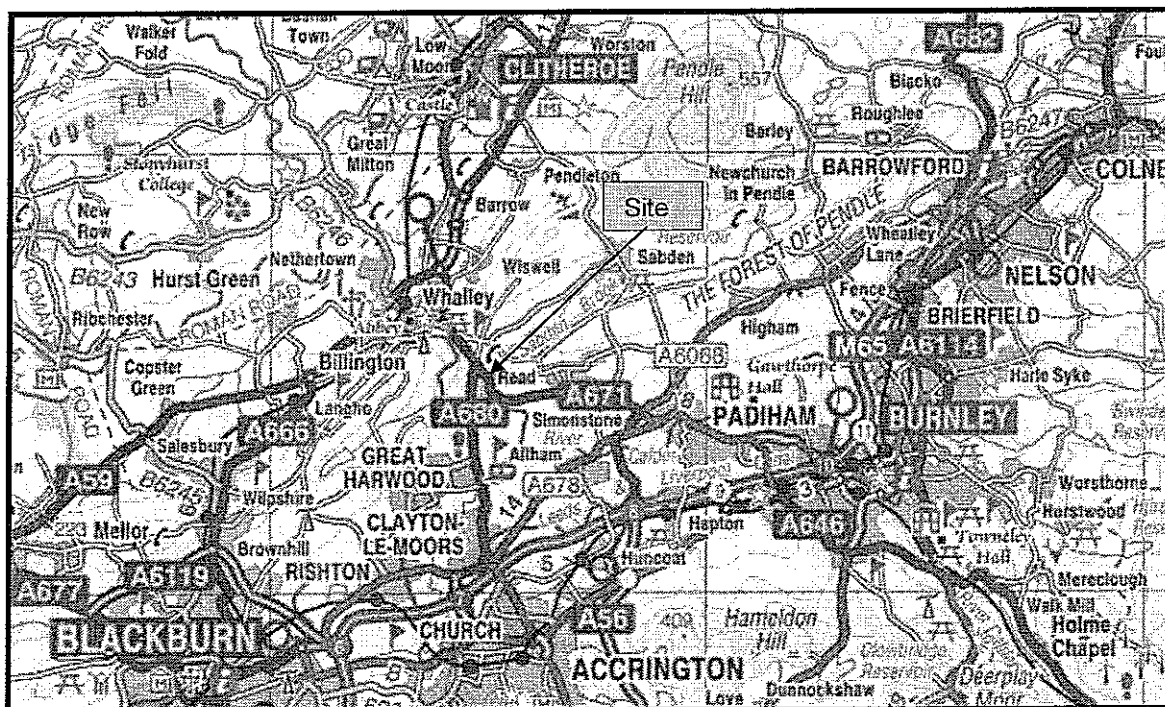
3. SITE DESCRIPTION

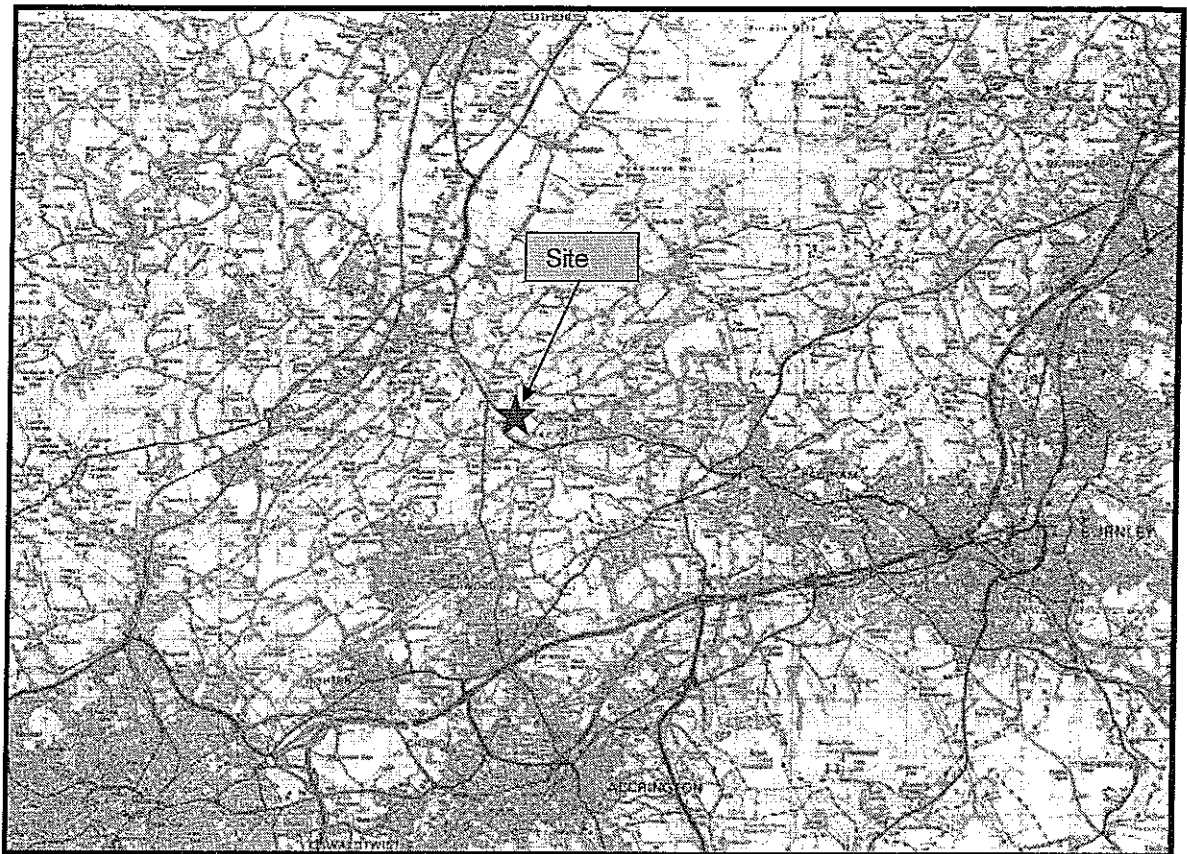
Site location context

The site is located within the rural area to the north of Accrington and south of Clitheroe on the A680 corridor linking the A59 east west corridor to M65 and M66 corridors

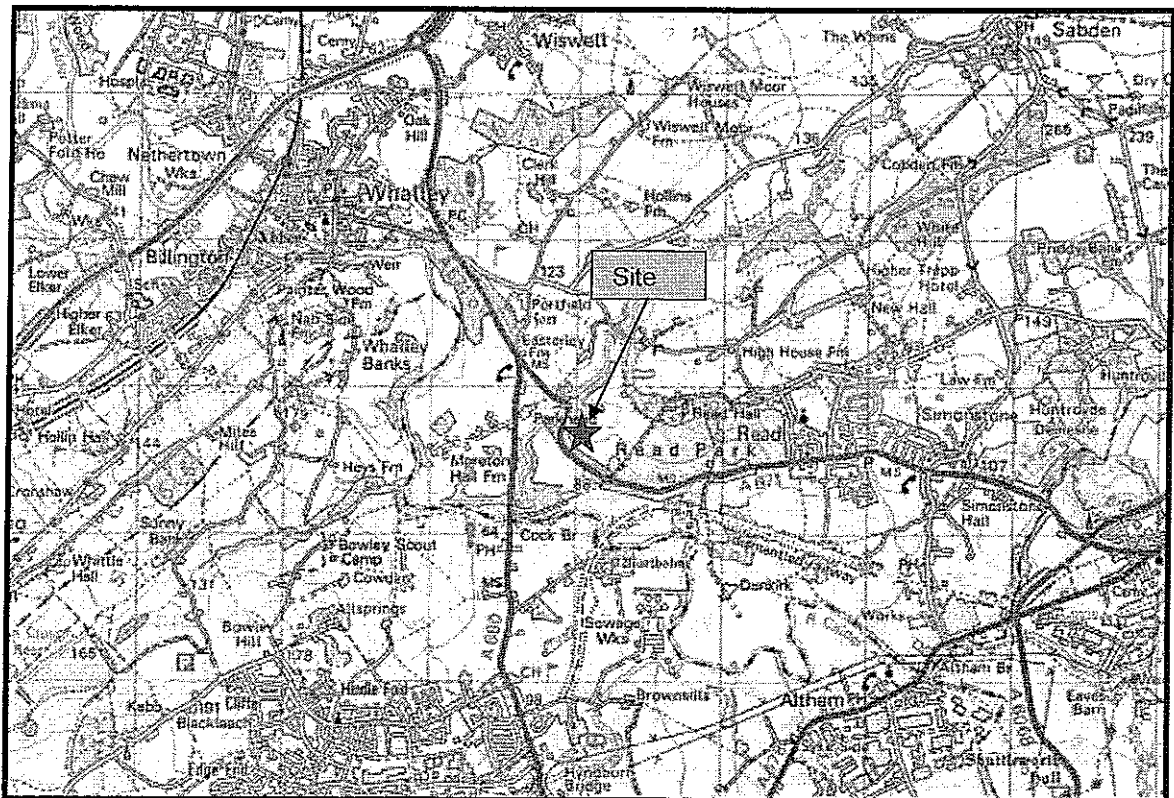


Site location plan in relation to the wider area and neighbouring settlements below





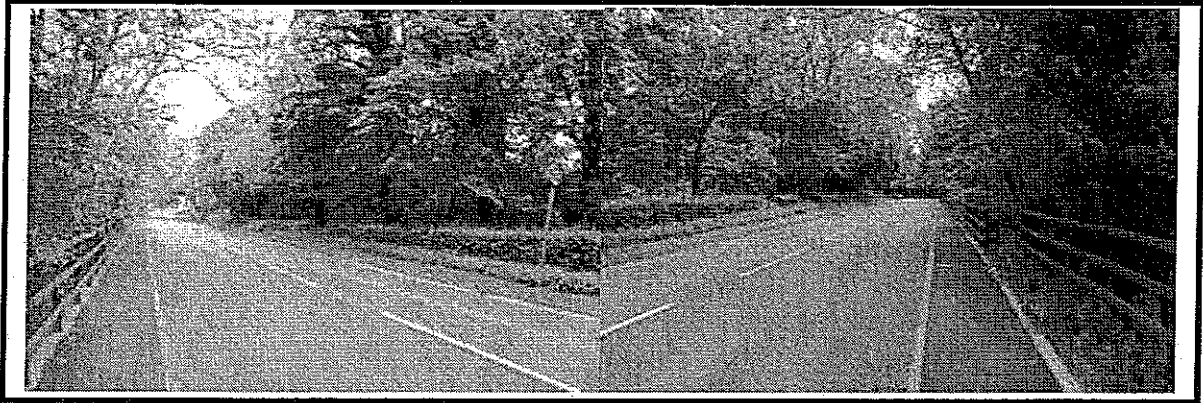
Local access corridors



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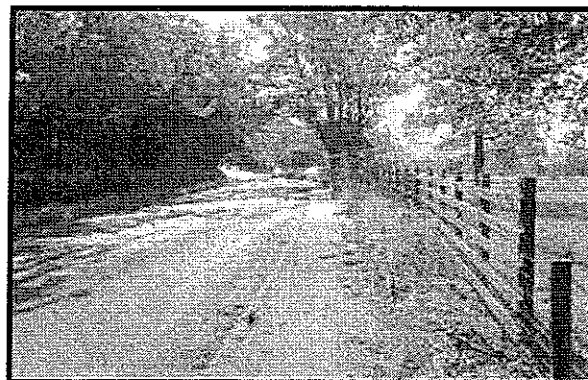
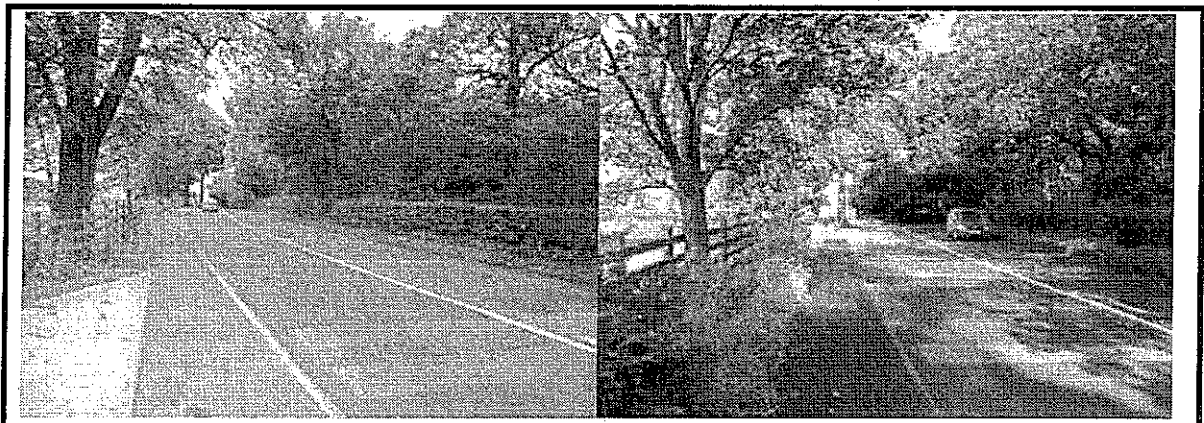
Existing highway setting

The site lies to the north of the village of Read and has one field gate type access point to the northerly edge of the development.



View of the frontage to the north and south

The road alignment has a 50 mph speed limit and is straight along the frontage with bends at either end. The road has normal centre line markings leading to double solid white lines in the northerly direction preventing overtaking in either direction on the approach to or away from extreme northerly edge of the site.



The bend to the north side has slow and red carriageway banding markings highlighting the bend alignment and the perceived need to calm speeds.



The approach from and to the south has a much easier bend alignment with little or no associated road or coloured surfacing to highlight the change in alignment.

Accident review

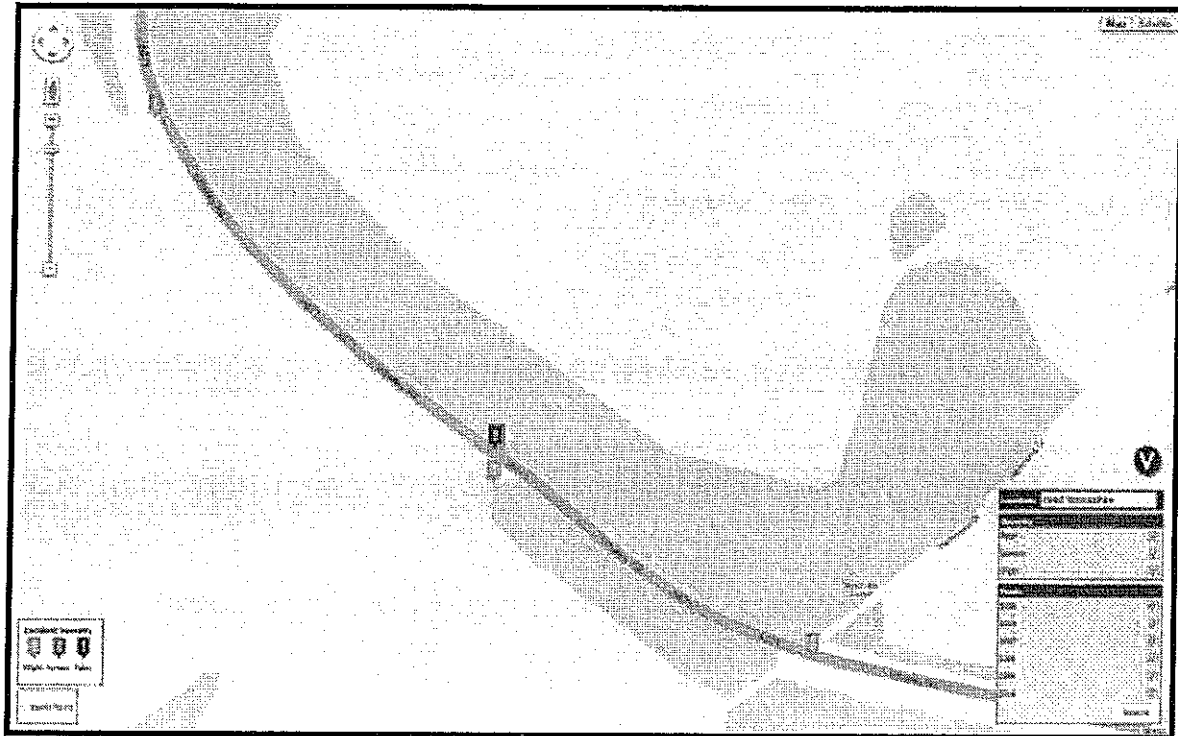
Details supplied by the national database indicate a range accidents over the most upto date 5 years records in the A671 corridor study area.



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Clearly there are a number of areas/clusters of slight accidents but these are in the main related to the urban areas of the route and therefore not really associated with the possible access/activities for the development.

As such the more local area has been reviewed



The following descriptions are from north to south. The majority of the accidents were slight in nature.

Crash Date:	Sunday, November 25, 2007	Time of Crash:	5:04:00 PM	Crash Reference:	17143142
Highest Injury Severity:	Slight	Number of Vehicles:	4	Number of Casualties:	1
Highway Authority:	Lancashire County			US Grid Reference:	374900 434600
Local Authority:	Ribble Valley Borough				
Road Number:	A671	Road Type:	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Wet & Damp				
Speed Limit:	50	Junction Control:	Not Applicable		
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Details:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Vehicles Involved					
Vehicle No.	Vehicle Type	Vehicle Age	Driver's Licence	Driver's Sex	Driver's Description
1	Car (excluding private hire cars 2005 onwards)	4 Male	55 - 59		Vehicle proceeding normally along the carriageway on a left hand bend
2	Car (excluding private hire cars 2005 onwards)	1 Female	25 - 30		Vehicle proceeding normally along the carriageway not on a bend
3	Car (excluding private hire cars 2005 onwards)	2 Female	40 - 54		Vehicle proceeding normally along the carriageway not on a bend
4	Car (excluding private hire cars 2005 onwards)	1 Male	55 - 59		Vehicle proceeding normally along the carriageway not on a bend
Casualties					
Vehicle No.	Casualty's Name	Casualty's Sex	Casualty's Age	Casualty's Licence	Casualty's Description
3	1 Slight	Driver on foot	Female	40 - 54	Unknown or other
					Unknown or other
					No pedestrian casualty walking in carriageway

The first accident appears to be one of car heading south crossing to other lane in dark and wet conditions hitting three other cars

Crash Date:	Friday, June 23, 2005	Time of Crash:	3:30:00 PM	Crash Reference:	20006910			
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	1			
Highway Authority:	Lancashire County	OS Grid Reference:	375050	434430				
Local Authority:	Ribble Valley Borough							
Road Number:	A671	Road Type:	Single carriageway					
Weather Description:	Fine without high winds							
Road Surface Description:	Dry							
Speed Limit:	40	Junction Control:	Not Applicable					
Light Conditions:	Daylight; street lights present							
Carriageway Hazards:	None							
Junction Detail:	Not at or within 20 metres of junction							
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres							
Vehicles Involved								
Vehicle No.	Vehicle type	Number of Occupants	Gender	Age Range	Vehicle Description			
1	Car (excluding private hire cars 2005 onwards)	11	Female	25 - 34	Vehicle proceeding normally along the carriageway, not on a bend			
2	Car (excluding private hire cars 2005 onwards)	1	Female	16 - 24	Vehicle as waiting to proceed normally but is held up			
Casualties								
Vehicle No.	Crash Type	Injury Severity	Casualty Role	Gender	Age Range	Occupant's Location	Occupant's Description	Occupant's Injury
2	1	Slight	Driver or rider	Female	16 - 24	Unknown or other	Unknown or other	No pedestrian casualty working in carriageway

The second accident appears to be a slight shunt do to slow car, poor observation?

Crash Date:	Thursday, November 06, 2008	Time of Crash:	7:05:00 AM	Crash Reference:	19970529			
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	4			
Highway Authority:	Lancashire County	OS Grid Reference:	375210	434350				
Local Authority:	Ribble Valley Borough							
Road Number:	A671	Road Type:	Single Carriageway					
Weather Description:	Fine without high winds							
Road Surface Description:	Dry							
Speed Limit:	60	Junction Control:	Not Applicable					
Light Conditions:	Daylight; no street lighting							
Carriageway Hazards:	Any animal in carriageway (except ridden horse)							
Junction Detail:	Not at or within 20 metres of junction							
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres							
Vehicles Involved								
Vehicle No.	Vehicle Type	Number of Occupants	Gender	Age Range	Vehicle Description			
1	Car (excluding private hire cars 2005 onwards)	5	Male	15 - 24	Vehicle proceeding normally along the carriageway, on a left hand bend			
2	Car (excluding private hire cars 2005 onwards)	7	Female	40 - 54	Vehicle proceeding normally along the carriageway, not on a bend			
Casualties								
Vehicle No.	Casualty No.	Injury Severity	Casualty Role	Gender	Age Range	Occupant's Location	Occupant's Description	Occupant's Injury
2	1	Slight	Driver or rider	Female	40 - 54	Unknown or other	Unknown or other	No pedestrian casualty working in carriageway
2	2	Slight	Vehicle or pillion passenger	Female	25 - 34	Unknown or other	Unknown or other	No pedestrian casualty working in carriageway
2	3	Slight	Vehicle or pillion passenger	Female	15 - 24	Unknown or other	Unknown or other	No pedestrian casualty working in carriageway
2	4	Slight	Vehicle or pillion passenger	Female	25 - 34	Unknown or other	Unknown or other	No pedestrian casualty working in carriageway

The third accidents was a vehicle heading south on left hand bend hitting or coming across and animal which caused a 2 car accident with 4 slight injuries.

The three slight accidents occurred at different times of the day, month of the year and different years in three different locations with no cluster or causal chain They set no trend.

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Crash Date:	Saturday, March 26, 2005	Time of Crash:	11:20:00 PM	Crash Reference:	12921269
Highest Injury Severity:	Fatal	Number of Vehicles:	1	Number of Casualties:	1
Highway Authority:	Lancashire County			OS Grid Reference:	375130 414508
Local Authority:	Ribble Valley Borough				
Road Number:	A571	Road Type:	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50	Junction Control:	Not Applicable		
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles Involved

Vehicle No.	Vehicle Type	Vehicle No.	Vehicle Type	Vehicle No.	Vehicle Type
1	Car (including people hire cars 2005 onwards)	7	Motor	25 - 39	Vehicle proceeding normally along the carriageway, not on a bend

Casualties

Vehicle No.	Country No.	Vehicle Category	Gender	Age	Location	Position	Notes
1	1	Fatal	Male	25 - 39	In carriageway, not crossing	In carriageway, stationary	No pedestrian casualty - not crossing (standing or working in carriageway playing)

The fatal accident was a pedestrian who appear to be standing in the road and not crossing, it was dark and unlit.

The accidents have no specific location or type other than two in darkness, whilst any accident is regrettable there is nothing that shows the area has an accident record that would give rise to safety concerns.

Existing traffic flows and speeds

The road has a 50mph speed limit along the site frontage however given the site constraints a speed survey has been undertaken to ascertain the design speed. Full details are in appendix A.

Time	Total	85% ile
Mon	12342	46.8
Tue	13643	46.1
Wed	13814	46.1
Thu	13647	46.8
Fri	13837	46.8
Sat	11508	47.2
Sun	9795	47
5 Day Ave	13457	46.5
7 Day Ave	12655	46.8

The 85%ile speed is 46.8 mph over the full week period, this is less than the posted speed limit of 50 mph and indicates that speeds along this section of the route are not an issue.

The summary above also gives the 24 hour two way average flows.

The following weekday and weekend profiles for north and southbound are provided to illustrate the flow character of the route

Weekend Northbound			Weekend Southbound			Weekday Northbound			Weekday Southbound		
Time	Total		Time	Total		Time	Total		Time	Total	
0000	91		0000	60		0000	49		0000	34	
0100	71		0100	42		0100	23		0100	25	
0200	15		0200	19		0200	10		0200	12	
0300	22		0300	19		0300	11		0300	14	
0400	17		0400	13		0400	17		0400	22	
0500	44		0500	27		0500	56		0500	52	
0600	103		0600	79		0600	135		0600	170	
0700	150		0700	123		0700	347		0700	439	
0800	227		0800	222		0800	543		0800	507	
0900	304		0900	266		0900	404		0900	378	
1000	410		1000	329		1000	373		1000	333	
1100	393		1100	384		1100	401		1100	362	
1200	436		1200	484		1200	425		1200	424	
1300	410		1300	439		1300	410		1300	406	
1400	385		1400	461		1400	417		1400	453	
1500	366		1500	478		1500	461		1500	510	
1600	311		1600	542		1600	527		1600	584	
1700	236		1700	488		1700	564		1700	534	
1800	182		1800	293		1800	406		1800	327	
1900	190		1900	268		1900	271		1900	258	
2000	112		2000	223		2000	178		2000	200	
2100	83		2100	155		2100	118		2100	143	
2200	54		2200	186		2200	85		2200	110	
2300	63		2300	142		2300	63		2300	63	

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The weekday shows balanced flows i.e. no tidality there are equal demands in each direction.

The weekend flows are as would be expected mid afternoon peaks but with some tidality towards the north i.e., Clitheroe in the early period.

Summary

The existing area is rural in nature with occasional built up areas along the corridor, it has flows well with the capacity of the carriageway type, no related safety issues and a calmed network via the solid white line markings. There is a local bus service nearby the site access and good pedestrian connections.

It is considered to be an acceptable use of land for leisure purposes.

4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

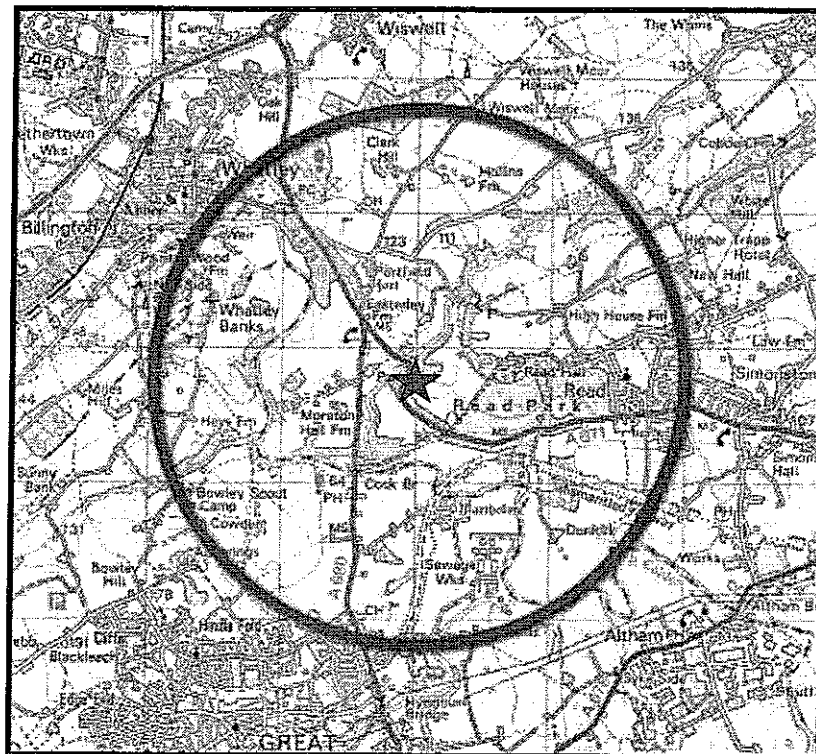
1. Accessibility on foot;
2. Accessibility by cycle;
3. Accessibility by public transport;

Emerging policy does now indicate that lower levels of accessibility is not in itself a reason for objection but good practice still remains that non car modes should be encouraged

Walking and cycling

The proposed development site is located in the rural area, experience from good practice in Travel Planning development generally suggests that 90% of pedestrians are prepared to walk up to 2kms between the site and other facilities, provided that accessible footway routes are identified

The pedestrian catchment area for the proposed development site extends to cover some of the neighbouring settlements indicated by the dark circles for the 2km distance.



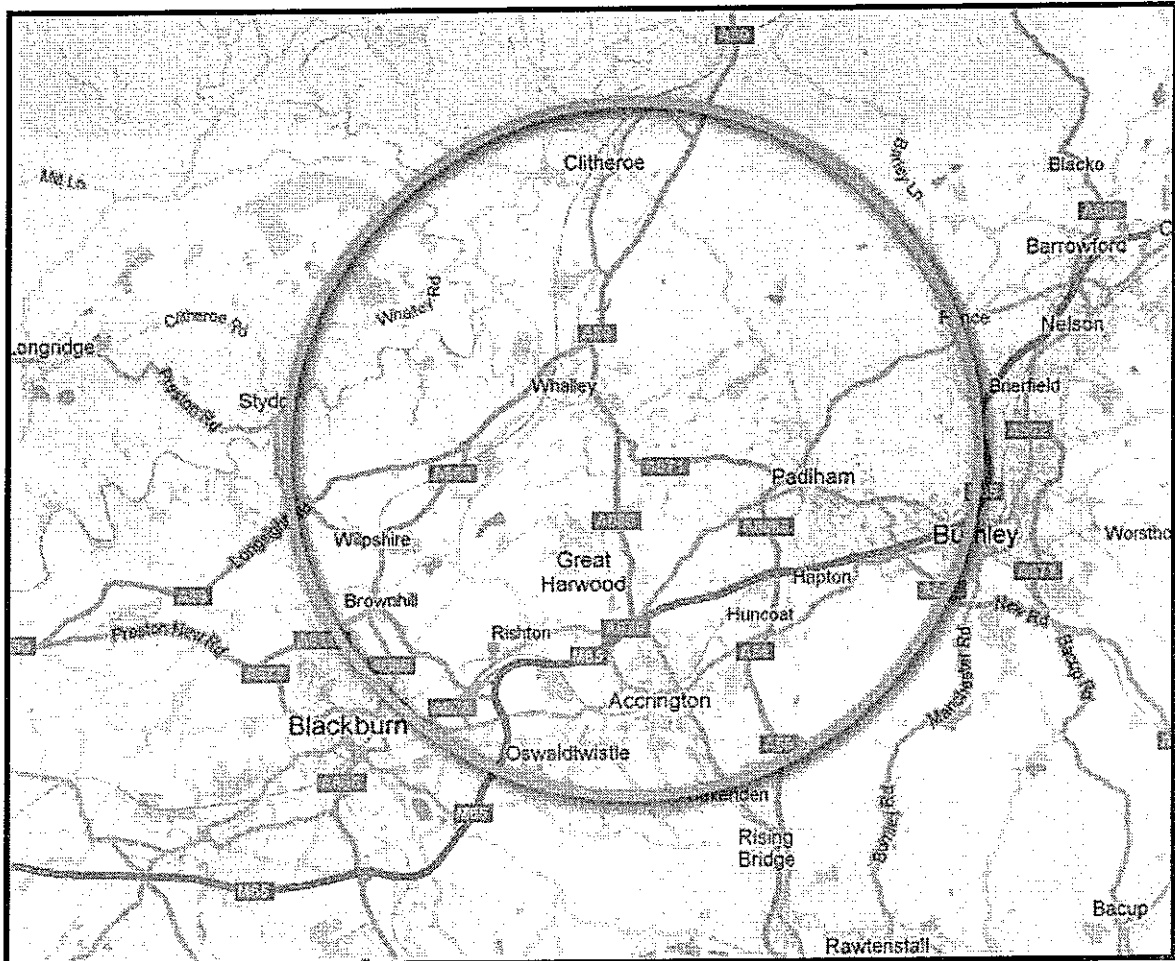
Walk Catchments

The walk catchment as a standalone mode is limited however there is also potential for walking to form part of a longer journey for residents of the proposed development in combination with buses

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The 2005 National Travel Survey NTS (undertaken annually by the Dft) has identified that bicycle dependant on the topography considers a mean distance of between 5 – 10 kilometres a reasonable travel distance between home and workplace.

There are a range of residential areas within the cycle catchment area that could access the site, and would be expected to as part of a shared trip, the 10km distance is also more likely to come into play for this type of activity. This is shown below.



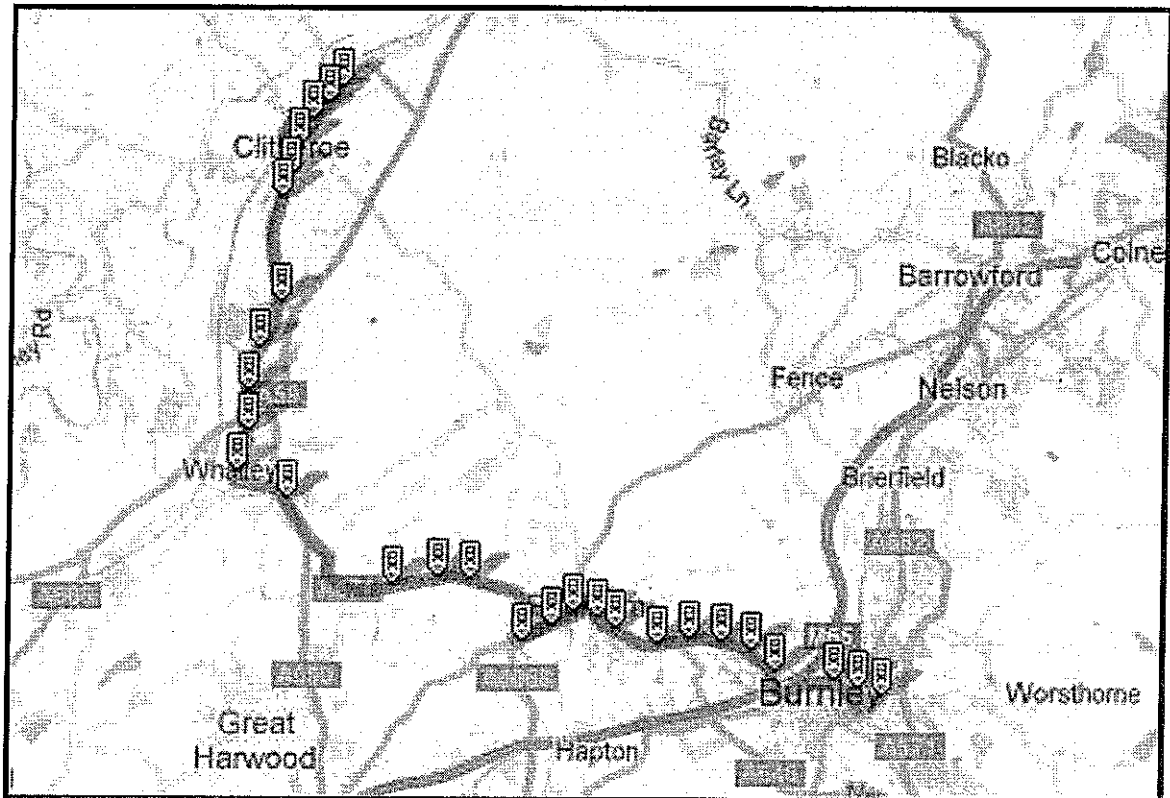
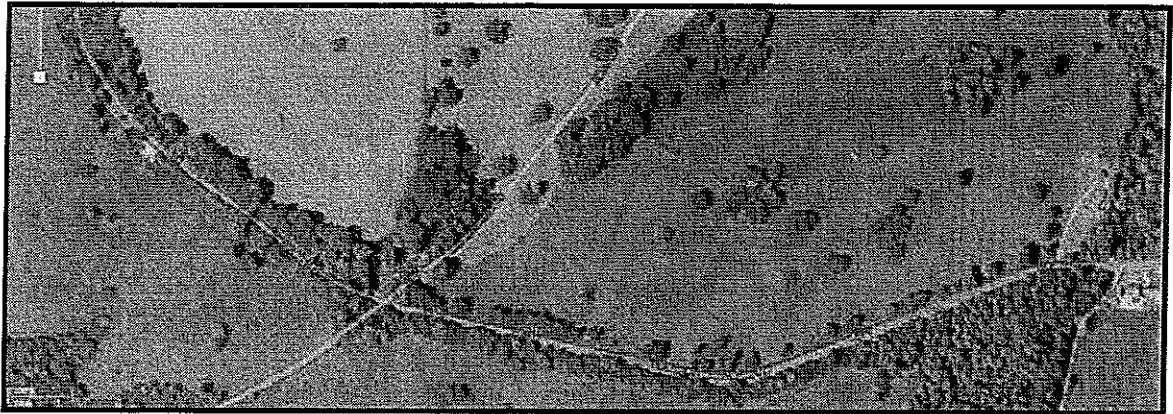
10km Cycle catchment

As described in the historic guidance set out in PPG13, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

The site has public transport links, with bus services providing connections to nearby centres. The map below shows the bus stops closest to the site and approx 1km south of the site.



Local services for route 26

As the leisure offer is activity based the greater walk distance is not considered to be as a high deterrent for walking/bus journeys as would normally be expected if it was in an urban area.

These services provide an opportunity for residents to access the proposed development via public transport.

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Monday to Friday																	
Route No:	24	24	26	24	28	21	28	28	21	25	28	21	21	25			
Colne Bus Station, Stand 1	depart	0502	0532	-	0609	0631	0641	0703	0703	0724	0728	0756	0804	0824	0832		
Nelson Interchange, Stand 3	depart	0515	0545	-	0622	0644	0654	0717	0717	0738	0743	0815	0823	0845	0853		
Barnley Bus Station	arrive	0530	0600	0620	0637	0659	0709	0737	0737	0800	0805	0837	0845	0907	0915		
then changes to or connects with Route No:																	
Barnley Bus Station, Gate 4	depart	0531	0601	0612	0621	0639	0642	0705	0714	0739	0742	0805	0812	0842	0850	0912	0920
Barnley Postham Road, Tim Bobbin	depart	0537	0607	0623	0627	0645	0647	0713	0721	0747	0750	0813	0821	0850	0858	0920	0928
Whitegate Growthpoint turning circle	depart	0540	0610	0626	0630	0648	0651	0717	0724	0751	0753	0816	0825	0853	0901	0923	0932
Postham Bridge Inn	depart	0543	0613	0629	0633	0651	0653	0721	0728	0756	0758	0821	0831	0858	0905	0928	0935
Postham Memorial Park	depart	0545	0615	0631	0635	0654	0657	0724	0731	0759	0801	0824	0834	0901	0908	0931	0938
Shuttleworth Mead Bus, Park Blackburn Rd	depart	0546	0616	0632	0636	0655	0658	0725	0732	0800	0802	0825	0835	0902	0909	0932	0939
Shuttleworth Mead Business Park Mead Way	A	0618	0648	0668	0657	0715	0718	0734	0737	0804	0827	0845	0904	0914	0934	0944	0954
Road Whalley Road, Constitutional Club	-	0623	0653	0673	0703	0721	0724	0740	0743	0810	0833	0851	0910	0920	0940	0950	1000
Subden Four Lane Ends	-	0628	0698	0718	0748	0766	0769	0785	0788	0855	0918	0936	0955	1005	1025	1035	1045
Whalley King Street, Stop D	-	0636	0706	0726	0756	0814	0817	0833	0836	0903	0926	0944	0963	0973	0993	1003	1013
Clitheroe Interchange	-	0639	0709	0729	0759	0817	0820	0836	0839	0906	0929	0947	0966	0976	0996	1006	1016
Clitheroe Well Terrace	-	0641	0711	0731	0761	0816	0819	0835	0838	0906	0929	0947	0966	0976	0996	1006	1016
Blackburn Boulevard Bus Station	arrive	-	0702	0732	0762	0817	0820	0836	0839	0906	0929	0947	0966	0976	0996	1006	1016
Preston Bus Station	-	-	0748	0778	0808	0824	0827	0843	0846	0913	0936	0954	1013	1023	1043	1053	1103
A: bus continues to Altham Business Park (arrives 0556)																	
Q: bus starts from Gloucester, Bus Depot (leaves 0614)																	
On School days continues via Well Terrace at 0833 to Clitheroe Royal Grammar School (arrives 0838)																	
Route No:	20	29	25	24	25	28	25	28	25	28	25	28	25	28			
Colne Bus Station, Stand 1	depart	0903	0903	0931	0939	1001	1009	1031	1039	1101	1109	1131	1139	1201	1209	1231	1239
Nelson Interchange, Stand 3	depart	0917	0917	0945	0953	1015	1023	1045	1053	1115	1123	1145	1153	1215	1223	1245	1253
Barnley Bus Station	arrive	0939	0939	1007	1015	1037	1045	1107	1115	1137	1145	1207	1215	1237	1245	1307	1315
then changes to or connects with Route No:																	
Barnley Bus Station, Gate 4	depart	0942	0950	1012	1020	1042	1050	1112	1120	1142	1150	1212	1220	1242	1250	1312	1320
Barnley Postham Road, Tim Bobbin	depart	0950	0958	1020	1028	1050	1058	1120	1128	1150	1158	1220	1228	1250	1258	1320	1328
Whitegate Growthpoint turning circle	depart	0953	1001	1023	1031	1053	1101	1123	1131	1153	1201	1223	1231	1253	1301	1323	1331
Postham Bridge Inn	depart	0958	1005	1028	1035	1058	1105	1128	1135	1158	1205	1228	1235	1258	1305	1328	1335
Postham Memorial Park	depart	1001	1008	1031	1038	1101	1108	1131	1138	1201	1208	1231	1238	1301	1308	1331	1338
Shuttleworth Mead Bus, Park Blackburn Rd	depart	1004	1011	1034	1041	1104	1109	1134	1141	1204	1211	1234	1241	1304	1311	1334	1341
Shuttleworth Mead Business Park Mead Way	A	1004	1011	1034	1041	1104	1111	1134	1141	1204	1211	1234	1241	1304	1311	1334	1341
Road Whalley Road, Constitutional Club	-	1010	1017	1040	1047	1110	1117	1140	1147	1210	1217	1240	1247	1310	1317	1340	1347
Subden Four Lane Ends	-	1021	1028	1051	1058	1121	1128	1151	1158	1221	1228	1251	1258	1321	1328	1351	1358
Whalley King Street, Stop D	-	1030	1037	1100	1107	1130	1137	1200	1207	1230	1237	1300	1307	1330	1337	1400	1407
Clitheroe Interchange	-	1042	1049	1112	1119	1142	1149	1212	1219	1242	1249	1312	1319	1342	1349	1412	1419
Clitheroe Well Terrace	-	1048	1055	1118	1125	1148	1155	1218	1225	1248	1255	1318	1325	1348	1355	1418	1425
Blackburn Boulevard Bus Station	arrive	-	1043	-	1113	-	1143	-	1213	-	1243	-	1313	-	1343	-	1413
Preston Bus Station	-	1126	-	1156	-	1226	-	1256	-	1326	-	1356	-	1426	-	1456	-
arrives in Preston at 1556 during School Holidays																	
Route No:	21	28	25	28	25	28	25	28	25	28	21	25	28				
Colne Bus Station, Stand 1	depart	1301	1309	1331	1339	1401	1409	1431	1439	1501	1509	1524	1532	1549	1611	1619	1641
Nelson Interchange, Stand 3	depart	1315	1323	1345	1353	1415	1423	1445	1453	1515	1523	1545	1553	1608	1630	1638	1700
Barnley Bus Station	arrive	1337	1345	1407	1415	1437	1445	1507	1515	1537	1545	1607	1615	1630	1652	1700	1722
then changes to or connects with Route No:																	
Barnley Bus Station, Gate 4	depart	1342	1350	1412	1420	1442	1450	1512	1520	1542	1550	1612	1622	1635	1658	1706	1728
Barnley Postham Road, Tim Bobbin	depart	1350	1358	1420	1428	1450	1459	1520	1528	1550	1559	1622	1632	1645	1709	1716	1739
Whitegate Growthpoint turning circle	depart	1353	1401	1423	1431	1453	1501	1523	1531	1553	1601	1623	1633	1645	1713	1722	1743
Postham Bridge Inn	depart	1358	1405	1428	1435	1458	1507	1528	1537	1558	1607	1632	1639	1655	1716	1727	1748
Postham Memorial Park	depart	1401	1407	1431	1439	1501	1509	1531	1539	1601	1609	1635	1642	1658	1719	1730	1749
Shuttleworth Mead Bus, Park Blackburn Rd	depart	1404	1410	1434	1440	1504	1510	1540	1546	1610	1616	1645	1651	1720	1731	1750	1810
Shuttleworth Mead Business Park Mead Way	A	1404	1410	1434	1440	1504	1510	1540	1546	1610	1616	1645	1651	1720	1731	1750	1810
Road Whalley Road, Constitutional Club	-	1410	1417	1440	1447	1510	1517	1540	1547	1610	1617	1644	1651	1720	1731	1750	1810
Subden Four Lane Ends	-	1421	1428	1451	1457	1521	1527	1551	1557	1621	1627	1651	1657	1721	1727	1751	1811
Whalley King Street, Stop D	-	1430	1437	1460	1467	1530	1537	1560	1567	1630	1637	1660	1667	1730	1737	1760	1821
Clitheroe Interchange	-	1442	1449	1472	1479	1542	1549	1572	1579	1642	1649	1672	1679	1742	1749	1772	1833
Clitheroe Well Terrace	-	1448	1455	1478	1485	1548	1555	1578	1585	1648	1655	1678	1685	1748	1755	1778	1839
Blackburn Boulevard Bus Station	arrive	-	1443	-	1513	-	1543	-	1613	-	1643	-	1713	-	1756	-	1823
Preston Bus Station	-	1526	-	1607	-	1677	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130
arrives in Preston at 1556 during School Holidays																	
Route No:	21	28	28	24	25	21	28	28	21	28	21	28	24				
Colne Bus Station, Stand 1	depart	1656	1711	1741	1821	1834	1854	1907	1937	1952	2037	2052	2137	2152			
Nelson Interchange, Stand 3	depart	1715	1730	1800	1835	1848	1908	1921	1951	2006	2061	2106	2151	2206			
Barnley Bus Station	arrive	1737	1752	1822	1852	1905	1925	1938	2008	2023	2108	2123	2208	2223			
then changes to or connects with Route No:																	
Barnley Bus Station, Gate 4	depart	1742	1758	1828	1838	1907	1928	1950	2013	2028	2113	2128	2213	2228			
Barnley Postham Road, Tim Bobbin	depart	1752	1806	1837	1907	1915	1936	1959	2021	2036	2121	2136	2221	2236			
Whitegate Growthpoint turning circle	depart	1755	1810	1839	1909	1918	1939	2001	2024	2039	2124	2139	2224	2239			
Postham Bridge Inn	depart	1800	1814	1844	1913	1921	1942	2004	2027	2042	2127	2142	2227	2242			
Postham Memorial Park	depart	1803	1818	1847	1915	1923	1945	2007	2029	2045	2129	2145	2229	2245			
Shuttleworth Mead Bus, Park Blackburn Rd	depart	1819	1839	1848	1916	1924	1946	2008	2030	2046	2130	2146	2230	2246			
Shuttleworth Mead Business Park Mead Way	A	1806	1826	1835	1903	1911	1932	1952	2012	2027	2112	2127	2212	2227			
Road Whalley Road, Constitutional Club	-	1812	1832	1841	1909	1917	1938	1958	2018	2033	2118	2133	2218	2233			
Subden Four Lane Ends	-	1823	1843	1852	1920	1928	1949	2009	2029	2044	2129	2144	2229	2244			
Whalley King Street, Stop D	-	1832	1852	1901	1929	1937	1958	2018	2038	2053	2138	2153	2238	2253			
Clitheroe Interchange	-	1844	1904	1913	1941	1949	2010	2030	2050	2105	2155	2205	2235	2255			
Clitheroe Well Terrace	-	1851	1911	1920	1948	1956	2017	2037	2057	2112	2202	2217	2252	2307			
Blackburn Boulevard Bus Station	arrive	-	1851	1917	1943	-	2012	2034	-	2112	-	2212	-	2312			
Preston Bus Station	-	1930	1953	-	2023	-	2050	-	2150	-	2250	-	2350	-			

Route No:																		
		24	21	24	24	21	21	21	21	25	28	25	28	25	28			
Colne Bus Station, Stand 1	depart	0609	0639	-	0659	-	0659	0731	0731	0801	0801	0831	0839	0901	0909	0931	0939	
Nelson Interchange, Stand 3	depart	-	0622	0652	-	0713	-	0713	0745	0745	0815	0815	0845	0853	0915	0923	0945	0953
Burnley Bus Station	arrive	-	0637	0707	-	0736	-	0736	0807	0807	0837	0837	0907	0915	0937	0945	1007	1015
then changes to or connects with Route No:																		
Burnley Bus Station, Gate 4	depart	0630	0642	0712	0720	0742	-	0750	0812	0820	0842	0850	0912	0920	0942	0950	1012	1020
Burnley Padham Road, Tim Bobbin	depart	0636	0647	0718	0727	0750	-	0757	0820	0827	0850	0857	0920	0928	0950	0958	1020	1028
Whitegate Crawthorpe turning circle	depart	0638	0651	0722	0731	0753	-	0801	0823	0831	0853	0901	0923	0931	0953	1001	1023	1031
Padham Bridge Inn	depart	0641	0654	0726	0733	0758	-	0808	0829	0833	0858	0908	0929	0935	0958	1005	1028	1035
Padham Memorial Park	depart	0642	-	-	0738	-	-	0808	-	0838	-	0908	0931	0938	1001	1009	1031	1039
Shuttleworth Mead Bus, Park Blackburn Rd	depart	0643	-	-	0739	-	-	0809	-	0839	-	0909	-	0939	-	1010	-	1040
Shuttleworth Mead Business Park Mead Way	depart	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Padham, Slade Lane	depart	-	0658	0730	-	0804	-	-	0832	-	0904	-	-	-	-	-	-	-
Road Whalley Road, Constitutional Club	depart	-	0706	0738	-	0810	-	-	0840	-	0910	-	0940	-	1010	-	1040	-
Sabden Four Lane Ends	depart	-	0717	-	-	0821	-	-	-	-	0921	-	-	-	1021	-	-	-
Whalley King Street, Stop D	depart	-	0726	0746	-	0830	-	-	0848	-	0930	-	0948	-	1030	-	1048	-
Clitheroe Interchange	depart	-	0738	0758	-	0842	-	-	0902	-	0942	-	1000	-	1042	-	1100	-
Clitheroe Well Terrace	depart	-	0749	0806	-	0848	-	-	0906	-	0948	-	1006	-	1048	-	1106	-
Blackburn Boulevard Bus Station	arrive	0715	-	-	0811	-	-	0841	-	0911	-	0941	-	1013	-	1043	-	1113
Preston Bus Station	arrive	0756	-	-	0856	-	-	0926	-	0956	-	1026	-	1056	-	1126	-	1156

In Padham, these journeys run via Slade Lane,
NOT via Blackburn Road or Shuttleworth Mead

Route No:	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28
Colne Bus Station, Stand 1	depart	1001	1009	1031	1039	1101	-	1109	1131	1139	1201	1209	1231	1239	1301	1309	1331	1339
Nelson Interchange, Stand 3	depart	1015	1023	1045	1053	1115	-	1123	1145	1153	1215	1223	1245	1253	1315	1323	1345	1353
Burnley Bus Station	arrive	1037	1045	1107	1115	1137	-	1145	1207	1215	1237	1245	1307	1315	1337	1345	1407	1415
then changes to or connects with Route No:																		
Burnley Bus Station, Gate 4	depart	1042	1050	1112	1120	1142	-	1150	1212	1220	1242	1250	1312	1320	1342	1350	1412	1420
Burnley Padham Road, Tim Bobbin	depart	1050	1058	1120	1128	1150	-	1158	1220	1228	1250	1258	1320	1328	1350	1358	1420	1428
Whitegate Crawthorpe turning circle	depart	1053	1101	1123	1131	1153	-	1201	1223	1231	1253	1301	1323	1331	1353	1401	1423	1431
Padham Bridge Inn	depart	1058	1105	1128	1135	1158	-	1205	1228	1235	1258	1305	1328	1335	1358	1405	1428	1435
Padham Memorial Park	depart	1101	1109	1131	1139	1201	-	1209	1231	1239	1301	1309	1331	1339	1401	1409	1431	1439
Shuttleworth Mead Bus, Park Blackburn Rd	depart	-	1110	-	1140	-	-	1210	-	1240	-	1310	-	1340	-	1410	-	1440
Shuttleworth Mead Business Park Mead Way	depart	1104	-	1134	-	1204	-	-	1234	-	1304	-	1334	-	1404	-	1434	-
Road Whalley Road, Constitutional Club	depart	1110	-	1140	-	1210	-	-	1240	-	1310	-	1340	-	1410	-	1440	-
Sabden Four Lane Ends	depart	1121	-	-	-	1221	-	-	-	-	1321	-	-	-	1421	-	-	-
Whalley King Street, Stop D	depart	1130	-	1148	-	1230	-	-	1248	-	1330	-	1348	-	1430	-	1448	-
Clitheroe Interchange	depart	1142	-	1200	-	1342	-	-	1300	-	1342	-	1400	-	1442	-	1500	-
Clitheroe Well Terrace	depart	1148	-	1206	-	1248	-	-	1306	-	1348	-	1406	-	1448	-	1506	-
Blackburn Boulevard Bus Station	arrive	-	1143	-	1213	-	-	1243	-	1313	-	1343	-	1413	-	1443	-	1513
Preston Bus Station	arrive	-	1226	-	1256	-	-	1326	-	1356	-	1426	-	1456	-	1526	-	1556

Route No:	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	29	21
Colne Bus Station, Stand 1	depart	1401	1409	1431	1439	1501		1509	1531	1539	1601	1609	1631	1639	1701	1709	1746	1824
Nelson Interchange, Stand 3	depart	1415	1423	1445	1453	1515		1523	1545	1553	1615	1623	1645	1653	1715	1723	1800	1838
Burnley Bus Station	arrive	1437	1445	1507	1515	1537		1545	1607	1615	1637	1645	1707	1715	1737	1745	1822	1855
then changes to or connects with Route No:	25	28	25	28	25	28	25	28	25	28	25	28	25	28	25	28	29	21
Burnley Bus Station, Gate 4	depart	1442	1450	1512	1520	1542		1550	1612	1620	1642	1650	1712	1720	1742	1750	1828	1858
Burnley Padham Road, Tim Bobbin	depart	1450	1458	1520	1528	1550		1600	1620	1628	1650	1658	1720	1728	1750	1758	1836	1906
Whitegate Crawthorpe turning circle	depart	1453	1501	1523	1531	1553		1601	1623	1631	1653	1701	1723	1731	1753	1801	1839	1909
Padham Bridge Inn	depart	1458	1505	1528	1535	1558		1608	1628	1635	1658	1705	1728	1735	1758	1805	1842	1912
Padham Memorial Park	depart	1501	1509	1531	1539	1601		1609	1631	1639	1701	1709	1731	1739	1801	1809	1845	1915
Shuttleworth Mead Bus, Park Blackburn Rd	depart	-	1510	-	1540	-	-	1610	-	1640	-	1710	-	1740	-	1810	1846	1916
Shuttleworth Mead Business Park Mead Way	depart	1504	-	1534	-	1604	-	-	1634	-	1704	-	1734	-	1804	-	-	-
Road Whalley Road, Constitutional Club	depart	1510	-	1540	-	1610	-	-	1640	-	1710	-	1740	-	1810	-	-	-
Sabden Four Lane Ends	depart	1521	-	-	-	1621	-	-	-	-	1721	-	-	-	1821	-	-	-
Whalley King Street, Stop D	depart	1530	-	1548	-	1630	-	-	1648	-	1730	-	1748	-	1830	-	-	-
Clitheroe Interchange	depart	1542	-	1600	-	1642	-	-	1700	-	1742	-	1800	-	1842	-	-	-
Clitheroe Well Terrace	depart	1548	-	1606	-	1648	-	-	1706	-	1748	-	1806	-	1848	-	-	-
Blackburn Boulevard Bus Station	arrive	-	1543	-	1613	-	-	1643	-	1713	-	1743	-	1813	-	1843	-	1942
Preston Bus Station	arrive	-	1626	-	1656	-	-	1726	-	1756	-	1824	-	1851	-	1921	-	1950

Blackburn Boulevard Bus Station	arrive	-	1542	-	1613	-	1643	-	1713	-	1743	-	1813	-	1843	1912	1942
Preston Bus Station			1626		1656		1726		1756		1824		1851		1921	1950	-
Route No:																	
Colne Bus Station, Stand 1	depart	1834	1854	1907	1937	1952	-	2037	2052	2137	2152						
Nelson Interchange, Stand 3	depart	1848	1908	1921	1951	2006	-	2051	2106	2151	2206						
Burnley Bus Station	arrive	1905	1925	1938	2008	2023	-	2108	2123	2208	2223						
then changes to or connects with Route No:																	
Burnley Bus Station, Gate 4	depart	1907	1928	1950	2013	2028	-	2113	2128	2213	2228						
Burnley Padham Road, Tim Bobbin		1915	1936	1958	2021	2036	-	2121	2136	2221	2236						
Whitegate Crawthorpe turning circle		1918	1939	2001	2024	2039	-	2124	2139	2224	2239						
Padham Bridge Inn		1921	1942	2004	2027	2042	-	2127	2142	2227	2242						
Padham Memorial Park		1923	1945	2007	2029	2045	-	2129	2145	2229	2245						
Shuttleworth Mead Bus, Park Blackburn Rd	▼	▼	1946	2008	▼	2046	-	▼	2146	▼	2246						
Shuttleworth Mead Business Park, Mead Way	▼	▼	▼	▼	▼	▼	-	▼	▼	▼	▼						
Road Whalley Road, Constitutional Club	▼	▼	▼	2035	▼	▼	-	2135	▼	2235	▼						
Sabden Four Lane Ends	▼	▼	▼	2045	▼	▼	-	▼	▼	2245	▼						
Whalley King Street, Stop D	▼	▼	▼	2053	▼	▼	-	2143	▼	2253	▼						
Clitheroe Interchange	▼	▼	▼	2105	▼	▼	-	2155	▼	2305	▼						
Clitheroe Well Terrace	▼	▼	▼	2112	▼	▼	-	2201	▼	2312	▼						
Blackburn Boulevard Bus Station	arrive	-	2012	2034	-	2112	-	-	2212	-	2312						
Preston Bus Station			2050		-	2150		-	2250		-						

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Sundays		Route No: 24 24 28 24 28 25 28 24 28 25 28 24 28 25 28 24															
Cable Bus Station, Stand 1	depart	0822	0832	0937	0952	1037	1052	1137	1152	1237	1252	1337	1352	1437	1452	1537	1552
Nelson Interchange, Stand 3	depart	0836	0906	0951	1006	1051	1106	1151	1206	1251	1306	1351	1406	1451	1506	1551	1606
Burnley Bus Station	arrive	0853	0923	1008	1023	1108	1123	1208	1223	1308	1323	1408	1423	1508	1523	1608	1623
then changes to or connects with Route No:		24	24	28	24	28	25	28	24	28	25	28	24	28	25	28	24
Burnley Bus Station, Gate 4	depart	0858	0928	1013	1028	1113	1128	1213	1228	1313	1328	1413	1428	1513	1528	1613	1628
Burnley Padham Road, Tim Bobbin		0905	0936	1020	1036	1120	1136	1220	1236	1320	1336	1420	1436	1520	1536	1620	1636
Whitegate Garthorpe turning circle		0909	0939	1024	1039	1124	1139	1224	1239	1324	1339	1424	1439	1524	1539	1624	1639
Padham Bridge Inn		0912	0942	1027	1042	1127	1142	1227	1242	1327	1342	1427	1442	1527	1542	1627	1642
Padham Memorial Park		0914	0945	1029	1045	1129	1145	1229	1245	1329	1345	1429	1445	1529	1545	1629	1645
Shuttleworth Mead Bus, Park Blackburn Rd			0946		1046		1146		1246		1346		1446		1546		1646
Shuttleworth Mead Business Park Mead Way																	
Read Whalley Road, Constitutional Club		0920		1035		1135		1235		1335		1435		1535		1635	
Sabden Four Lane Ends				1045				1245				1445				1645	
Whalley King Street, Stop D		0928		1053		1143		1253		1343		1453		1543		1653	
Clietherie Interchange		0941		1106		1156		1306		1356		1406		1556		1706	
Clietherie Well Terrace		1001		1112		1201		1312		1401		1512		1601		1712	
Blackburn Boulevard Bus Station	arrive		1012		1112		1212		1312		1412		1512		1612		1712
Preston Bus Station			1051		1151		1251		1351		1451		1551		1651		1751

		Route No: 28 25 28 24 28 25 28 24 28 25 28															
Cable Bus Station, Stand 1	depart	1637	1652	1737	1752	1837	1852	1937	1952	2037	2052	2137					
Nelson Interchange, Stand 3	depart	1651	1706	1751	1806	1851	1906	1951	2006	2051	2106	2151					
Burnley Bus Station	arrive	1708	1723	1808	1823	1908	1923	2008	2023	2108	2123	2208					
then changes to or connects with Route No:		24	24	28	24	28	25	28	24	28	25	28					
Burnley Bus Station, Gate 4	depart	1713	1728	1813	1828	1913	1928	2013	2028	2113	2128	2213					
Burnley Padham Road, Tim Bobbin		1720	1736	1820	1836	1920	1936	2020	2036	2120	2136	2220					
Whitegate Garthorpe turning circle		1724	1739	1824	1839	1924	1939	2024	2039	2124	2139	2224					
Padham Bridge Inn		1727	1742	1827	1842	1927	1942	2027	2042	2127	2142	2227					
Padham Memorial Park		1729	1745	1829	1845	1929	1945	2029	2045	2129	2145	2229					
Shuttleworth Mead Bus, Park Blackburn Rd			1746		1846		1946		2046		2146						
Shuttleworth Mead Business Park Mead Way																	
Read Whalley Road, Constitutional Club		1735		1835		1935		2035		2135							
Sabden Four Lane Ends				1845				2045									
Whalley King Street, Stop D		1743		1853		1943		2053		2143							
Clietherie Interchange		1756		1906		1956		2106		2156							
Clietherie Well Terrace		1801		1912		2001		2112		2201							
Blackburn Boulevard Bus Station	arrive		1812		1912		2012		2112		2212						
Preston Bus Station			1851		1951		2051		2151								

The site therefore has a bus route that passes the site for weekday and weekends from an hourly to 2 hourly frequency.

Summary

In summary, therefore, the application site can be considered as having potential to be accessible by public transport in accordance with planning policy guidance related to rural areas.

5 THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

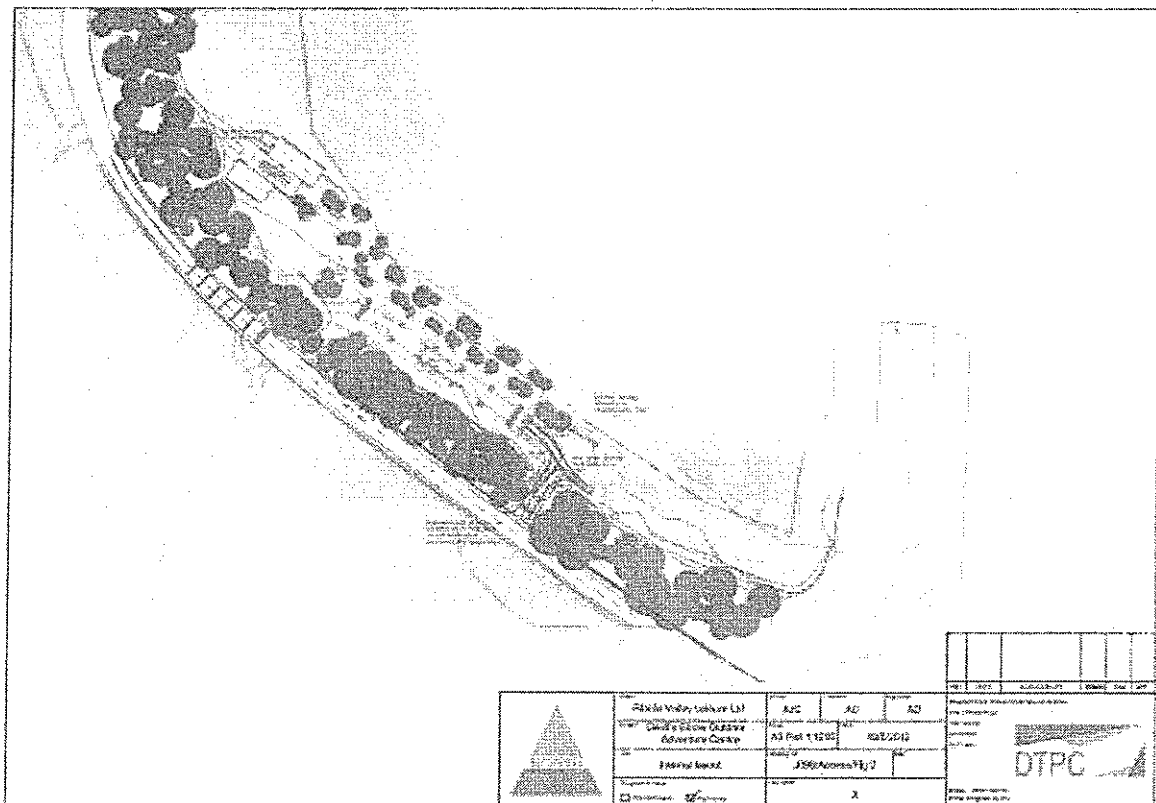
It is proposed to provide a development of outdoor adventure centre to include (i) treetop aerial adventure course, (ii) Segway courses; (iii) barefoot trails, (iv) children's adventure play / trail, (v) education / interpretation trails. Erection of building to provide ticketing, customer service facilities, toilets, restaurant and café, covered seating areas and ancillary retail sales.

Construction of new access to the A671 with parking for approximately 50 cars, parking for 5 coaches, together with mobility impaired facilities, cycle and motorcycle parking and associated roads and landscaping catering for a wide variety of ages and abilities.

It is anticipated that the site will operate from 9 00 until dusk and will be accessed from the A671 by a simple priority junction around the midpoint of the straight to ensure visibility is maintained.

Layout

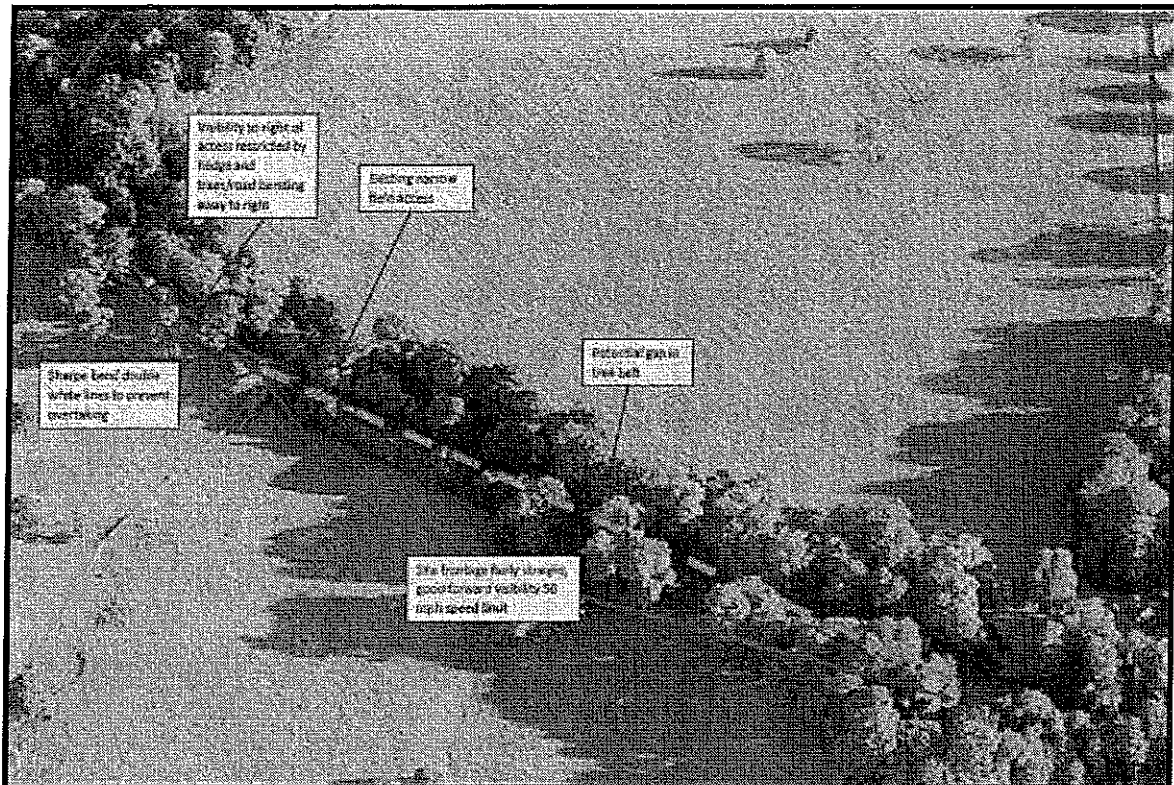
The site layout has one access with car parking and an internal turning area for coaches to pick up and drop off as well as limited parking for 5 on site.



PLAN

Site access strategy

A detailed assessment of the frontage taking on board the horizontal alignment and the speed surveys, the following strategy was derived.



The key criteria is therefore the sight lines which will dictate the final location of the access.

Sight lines

The A671 Whalley Road is a 50 mph route along the site frontage, speed surveys were undertaken to confirm the 85%ile speed and these show a speed of 46.8 mph in either direction.

Adjusting for wet weather speeds the figure is reduced by 2.5 for single carriageway roads (TA22/81) giving a wet speed of 44.3 mph. This over the 37 in the MFS guidance table but can be assessed in a similar manner using good practice.

Sight line guidance has been updated in recent years to take on board new research using both the MFS and DMRB guidance

Both guides use the same formula as shown below but a different range of reaction time and deceleration.

10.1.5 The basic formula for calculating SSD (in metres) is:

$$SSD = vt + \frac{v^2}{2(d+0.1a)}$$

where:

v = speed (m/s)

t = driver perception-reaction time (seconds)

d = deceleration (m/s²)

a = longitudinal gradient (%)

(+ for upgrades and - for downgrades)

MFS 1.5 seconds and 4.41 m/s², DMRB 2 seconds and 2.5 m/s².

The DMRB figures were used in DB32 which has now been discredited as not evidence based, the DMRB guidance is now several years old.

The traffic surveys indicate that the average peak % hgv and bus is 7.5% as such the guidance indicates that 0.375g or 3.68m/s² would be appropriate. Level assessment indicates that the sight line to the right has a gradient of 1:100 or 1%.

$V = 44.3 \times 1.609$ to kph = 71.28 kph = 71280/3600 to give 19.8 m/s.

$T = 1.5$ sec

$D = 3.68$

$A = -1$

$$19.8 \times 1.5 + (19.8 \times 19.8) / (2(3.68 + (0.1 \times 1))) = 29.7 + 392.04 / 7.56 = 55.78$$

If the DMRB - D figure of 2.5 is used instead of the 3.68 the sight line increases to 105m worst case.

DMRB also uses standard tables to aid designers and this is provided overleaf.

Using the 44 mph as the appropriate factor the sight line required is 120m

The requirement therefore should lie between 105 and 120m

The layout shows a 105m and 120m sight line which meets the DMRB 85%ile requirements as such the sight lines are felt to be more than sufficient.

Major road speed (85%ile)	miles/h (km/h)	75 (120)	62.50 (100)	53 (85)	44 (70)	37.5 (60)	31 (50)	25 (40)	19 (30)
Major road (y) distance	m	295	215	160	120	90	70	45	33

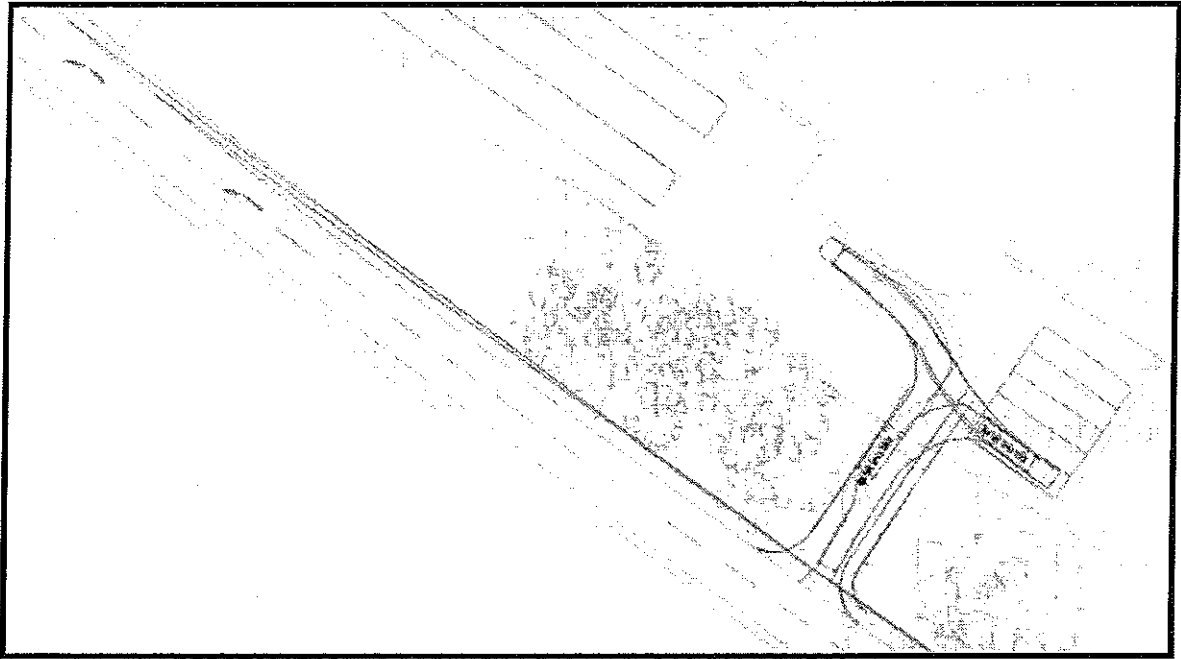
Table 38.2: Visibility distance based upon 85th percentile wet weather speed

Speed Limit on Major Road	miles/h (km/h)	70 (113)	60 (96)	50 (80)	40 (64)	30 (48)	20 (32)
Major road (y) distance	m	295	215	160	120	90*	45*

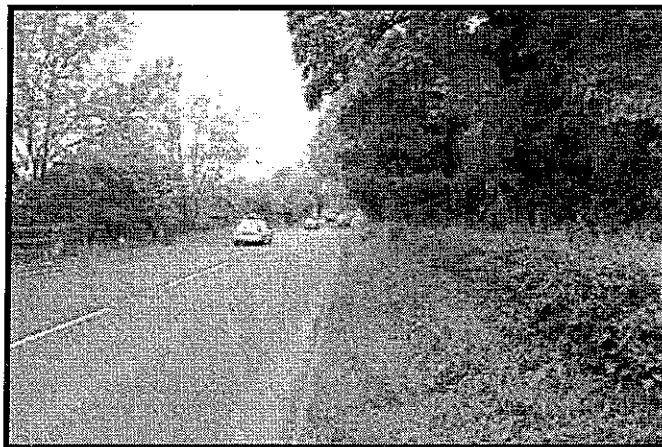
* includes an allowance for vehicles travelling 10 km/h above the speed limit.

Table 38.3: Visibility distance based upon prevailing speed-limit

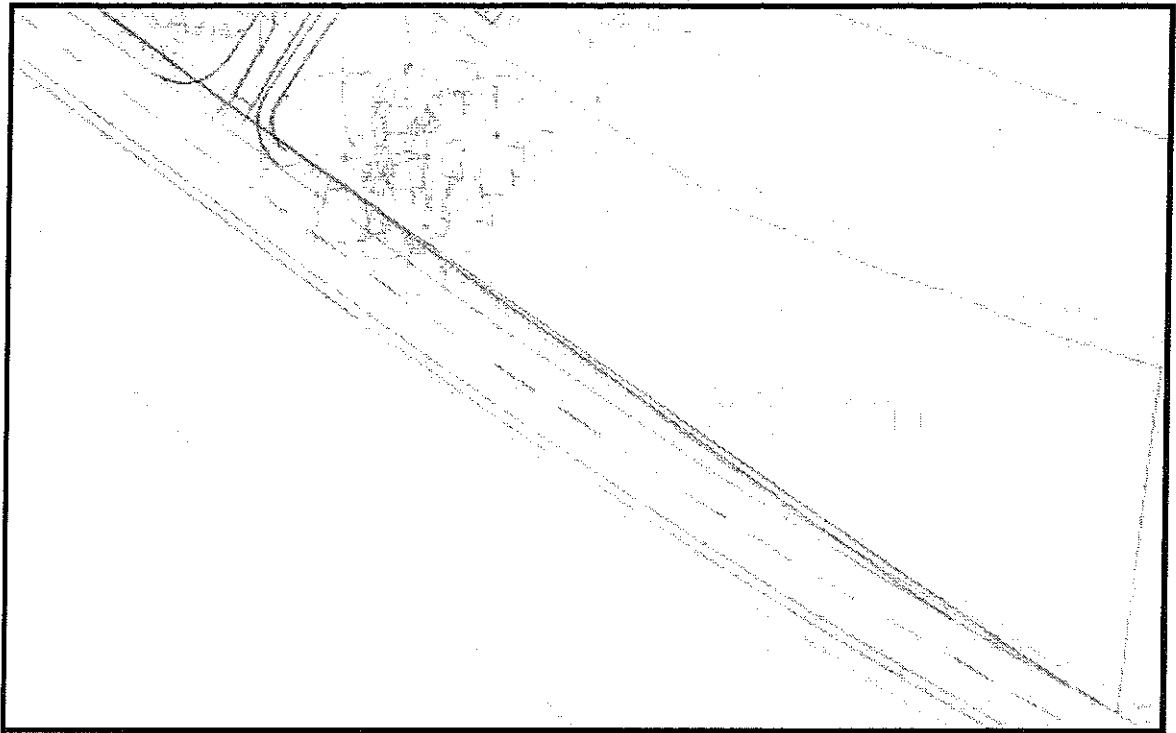
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Sight line to the right for 105/120m, the reduced sight line would save approx 30m of additional hedge and thus reduce the visual impact of the new junction.



Similarly the sight line to the left has the same 105/120m range the lower figure again saving approx 20m of hedging.



The site access is in the form of a priority junction with 6m radii and 6.1 road width at the junction area to accommodate coaches and provided in the figures section.

Car parking

In order to assess the car parking needs reference has been made to the business plan which reviews the possible visitor levels to the proposed attraction based on the offer and the scale of the area to accommodate visitors.

Visitor levels would be spread across the year subject to seasonal opening times and weather etc.

The report indicates a possible 80k visitors with 80% under 16 sharing some or all of the activities i.e.

- Treetop aerial adventure = 20,000
- Segway = 15,000
- Barefoot trail = 40,000
- Children's adventure play/trail = 70,000

Using an average 3 visitors per car and 50 per coach the following trip levels have been derived

80% by car = 64000, 20% by coach 16000.

$64000/3 = 21333$, $16000/50 = 320$

Assume a 30 week activity period, (the site will be open longer than this so robust review) gives an average of 820 cars per week and 12 coaches per week.

$820/7 = 117$ per day, stay of 4hrs and a 10 hr day would give $117/2.2 = 46$ car park space demand or 138 visitors at any one time.

Using a full car figure i.e. 3.5 the demand falls to 40 spaces demand or 140 visitors.

12 coaches per week could spike as shared school trips i.e. with 150 visitor demand we have 3 coaches and a need to accommodate turn over hence 5 spaces plus turn around area.

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6. SUMMARY

The scheme accords with local and national policy to provide leisure and cultural facilities with the ability to form a shared activity trio with cycle and walk based on a rural location.

The site access accords with good practice.

Traffic flows have been assessed for up to date levels, the network has no capacity issues based on a robust view of the flows.

As such the scheme would have little or no impact on the local network

As such it is considered that there are no reasons why the scheme should not be approved from a transportation point of view.

Devil's Elbow Outdoor Adventure Centre Read
Transport Statement



Report No J098FTP
June 2012

DTPC

320120578P

PROPOSED LEISURE DEVELOPMENT AT
DEVIL'S ELBOW OUTDOOR ADVENTURE CENTRE, READ

FRAMEWORK TRAVEL PLAN

**PROPOSED LEISURE DEVELOPMENT AT
DEVIL'S ELBOW OUTDOOR ADVENTURE CENTRE, READ**

FRAMEWORK TRAVEL PLAN

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J098/FTP	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	6 th June 2012

<i>Revision Record</i>		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A	-	

**PROPOSED LEISURE DEVELOPMENT AT
DEVIL'S ELBOW OUTDOOR ADVENTURE CENTRE, READ**

FRAMEWORK TRAVEL PLAN

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1. INTRODUCTION

DTPC has been appointed by De Pol Associates Ltd on behalf of Ribble Valley Leisure Ltd to provide transport and highway advice for the traffic and transportation implications associated with their proposed leisure development at the Devil's Elbow Outdoor Adventure Centre, Read.

The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Framework Travel Plan to enable the business travel plan needs to be delivered.

This FTP discusses the following issues:

- Government Planning and Transportation Policy
- Site and Local Area
- Sustainability
- Measures and Targets
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published "Smarter Choices – Changing the Way We Travel" focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives would be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity***

National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

For 12 months from publication of the NPPF decision makers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with the NPPF. In other cases and following the 12 month period due weight should be given to relevant policies in existing plans according to their "degree of consistency" with the NPPF.

Policies in emerging plans may be given weight according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections, and the degree of consistency of relevant policies in the emerging plan to the policies in the NPPF.

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – **contributing to building a strong, responsive and competitive economy**, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – **supporting strong, vibrant and healthy communities**, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy

The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework **is a presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - **any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;** or
 - specific policies in this Framework indicate development should be restricted

Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- **encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;**
- **actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling,** and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise **sustainable transport solutions will vary from urban to rural areas**

32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. **Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe**

34 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

36 A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

37 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38 For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Decision-taking

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186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 ***Local planning authorities should look for solutions rather than problems***, and decision-takers at every level should seek to approve applications for sustainable development where possible. ***Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area***

Delivering Travel Plans through the Planning Process

This guidance published in 2009 by the DFT sets out how the Travel Plan should be sought through the planning process. Travel plans are, it states "an important tool for delivering sustainable access to new development". The guidelines are intended to set out best practice that can be taken to produce "high quality robust travel plans".

Suggested targets for travel plans relate to the non car trips and car sharing, during weekday and peak hours. Indicators measure success against the number of trips per employee or customer per day per mode.

The following chapters of this report will show that the proposed development is compliant with local and national policy in this respect.

3. WHAT IS A TRAVEL PLAN

What is a Travel Plan?

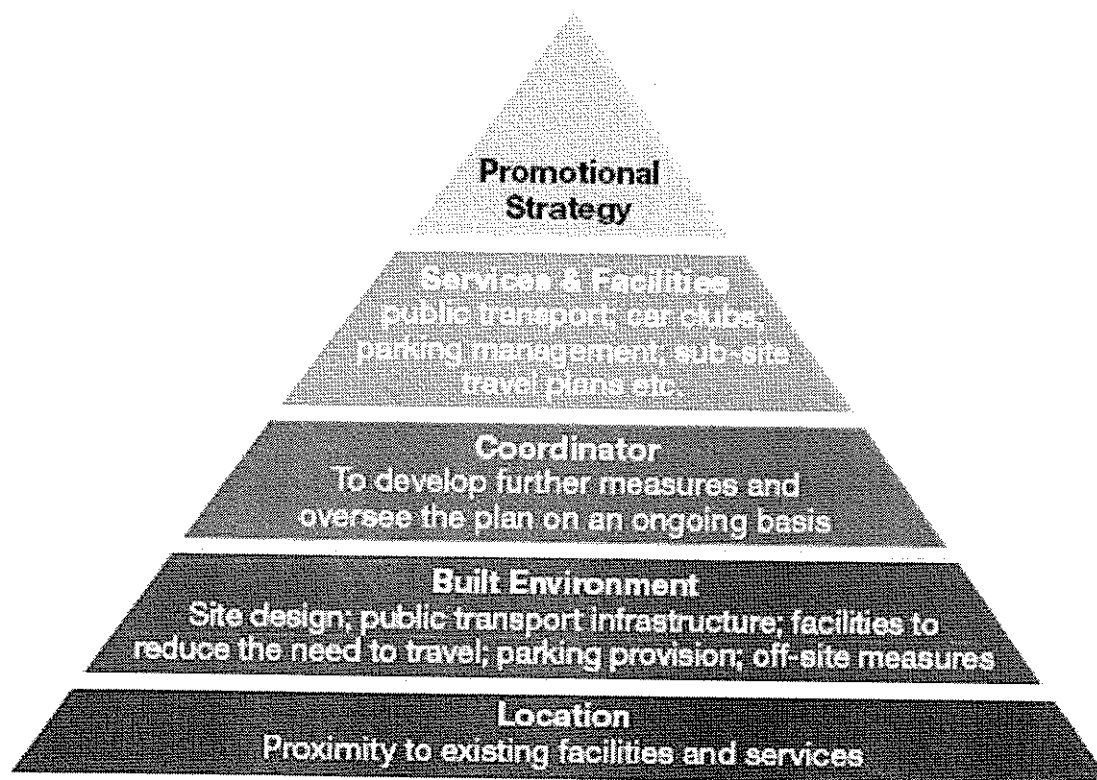
A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of staff and customers in a new way and require partnerships between developers, local authorities and local.

How the Travel Plan accords with planning policy

The Site Travel Plan will need to accord with national and local planning policy related to the development of softer-transport measures and sustainable travel objectives.

All the measures put forward should be integrated into the design, marketing and occupation of the site. In addition parking restraint is often crucial to the success of the plan in reducing car use, responsible car use rather than ownership is seen as the key factor.



Travel Plan Triangle

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

"Reduce the number of car borne trips particularly single occupancy trips on the network from the site to a significantly lower level than predicated within the Transport Assessment and to encourage staff, parents and visitors to travel by car share or sustainable modes of transport".

The targets should be SMART:-

*A statement of intent (the objectives) including a series of qualitative and quantitative SMART Travel Plan targets (Sustainable, Measurable, Accessible, Realistic, Time sensitive);
An assessment of the current problems/issues for the given 'target group';
An action plan of measures intended to address these issues and move toward
Attainment of the targets including a marketing and promotion strategy;
A monitoring and review element to ensure it remains a 'living' document*

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of the Devil's Elbow Outdoor Adventure Centre.

"Smarter Choices" aims to show that all transport providers and transport users – everyone at large - can make significant contributions to reducing traffic congestion and cutting pollution by attempting to offer people genuine travel choices to the private car. "Smarter Choices" can also make cost-effective contributions to other related policies, such as improving accessibility and social inclusion, encouraging regeneration, improving air quality and helping to increase levels of physical activity. The ethos for the development of the Framework Travel Plan is reflected in the policy approach for Smarter Choices.

Specific travel planning guidance is provided by the Travel Wise initiative: A summary of the guidance with key questions for determination by the applicant in the development of this Travel Plan follows in Table 1:

Travel Plan guidance –questions	Employment Travel Plan
How many people will be employed at the site?	The proposed development will employ approximately 20 full and part time staff.
Are there to be any attempts to employ local people or will people be travelling long distances to get to work?	A policy of local recruitment for the staff to be employed on site
Will employees be working regular hours or will be there shift patterns in operation? Will there be evening and weekend working?	The staff will be working to both daily and variable shift patterns. It is possible that disparate pattern of trips will be created
Is the site located in an existing main town/industrial area/business park?	The site is located within an existing employment zone.
What is the nature/operation/activity of the business?	To provide high quality supplies to the local area
How does the site relate to the infrastructure?	The development will utilise existing highway access and public transport links with the local area

Table 1 –Travel Planning Guidance and Travel Plan Development

The Aims and Objectives of the Travel Planning process are to:

1. Maximise the sustainability of trips to/from the site for all site users (namely the staff and visitors);

2. Increase awareness amongst site users of the alternative travel options from first occupation;
3. Reduce the average cost of travel to and from work for staff through the promotion of alternative travel modes;
4. Enhance the environmental sustainability and efficiency of business operations on site;
5. Educate and raise awareness of current travel issues amongst staff regarding transport and the environment;

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of the facility.

How will the Travel Plan be managed?

This Travel Plan has been prepared in support of an outline planning application. As the site has a known occupier the key management will be via on site management and the TPC for the site.

Implementation of the Travel Plan

On the finalisation of the Travel Plan (following approval by the Travel Plan Officer at Ribble Council) the document will be launched by the nominated Site Travel Plan Co-ordinator on behalf of **the** Devil's Elbow Outdoor Adventure Centre.

They will be task to deliver guidance to enable a promotion and awareness campaign will be launched encouraging staff to review their journeys to and from site, and to consider the provision of accessible transport alternatives.

The TPC will be responsible for developing and managing the business's Travel Plan. This will involve undertaking the staff surveys; target setting; identification and implementation of the detailed measures; marketing; monitoring and reporting to RBC.

To maximise success of the Travel Plan it is important that they are initiated from first occupation of the development. Where possible, the TPC should be appointed prior to the business moving into the units. If this is not possible, the TPC will be appointed and take the role up on occupation.

On the finalisation of the Travel Plan (following approval by the Travel Plan Officer at the Council) the document will be taken forward by the nominated Site Travel Plan Co-ordinator and a promotion and awareness campaign will be launched encouraging new staff to review their journeys to and from estate, and to consider the provision of accessible transport alternatives.

At this time it will be important that the measures set out in this Travel Plan are fully developed and implemented in accordance with the agreed aims and objectives.

It is not intended that this plan will be issued to staff it is intended to be used by technical officers of the local authority and **the** Devil's Elbow Outdoor Adventure Centre, staff will be provided with a more concise promotional style document at the appropriate time.

4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

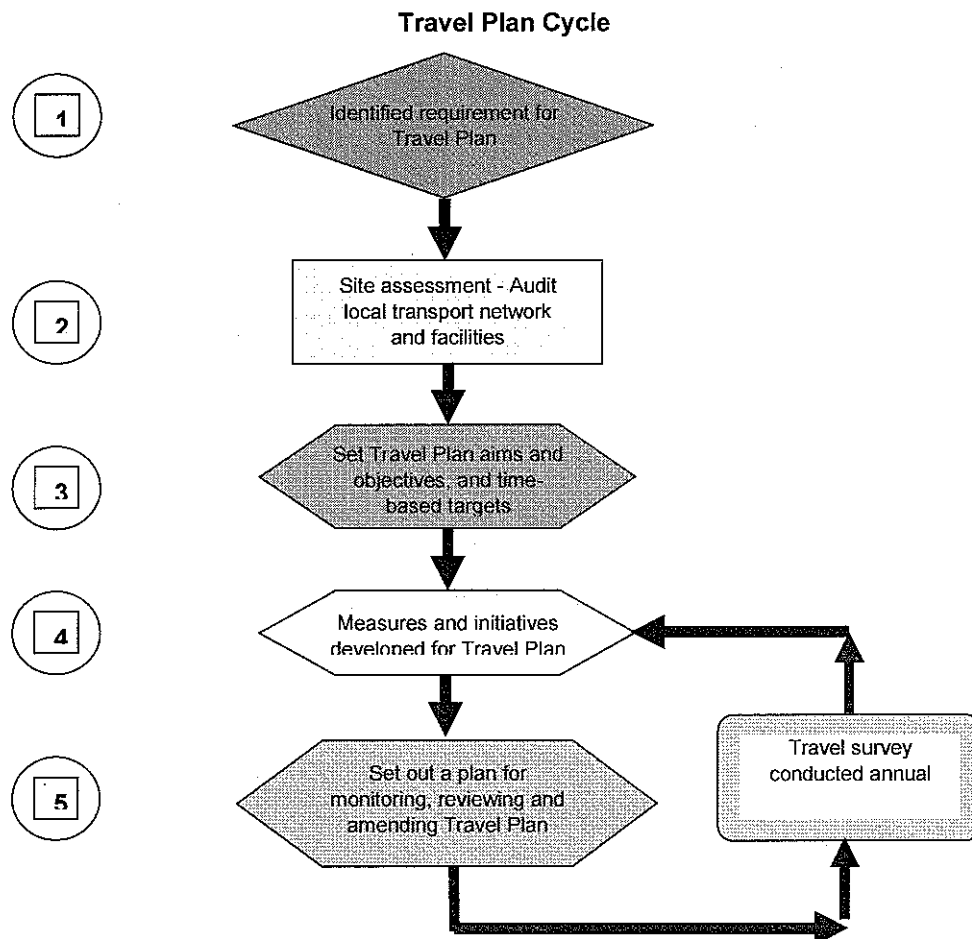
Development of a Travel Plan

A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

Information on travel patterns and traveller opinion is collated and assessed through a multi-user travel survey. This process is used to establish the baseline travel situation for the site. The Travel Plan objectives incorporate national, regional and local planning policy. The Travel Plan allows a package of objectives, targets and measures to be constructed.

At distinct points through the Travel Plan cycle, measures will be actioned and their effectiveness explored through annual post-completion site user travel surveys. The Travel Plan will be annually reviewed by the Council's Travel Plan Co-ordinator and the site appointed Travel Plan advisor, and necessary amendments made, so that the cycle may begin again with a fresh set of targets and measures. Through this process, the Travel Plan will evolve and become more tailored to the site.

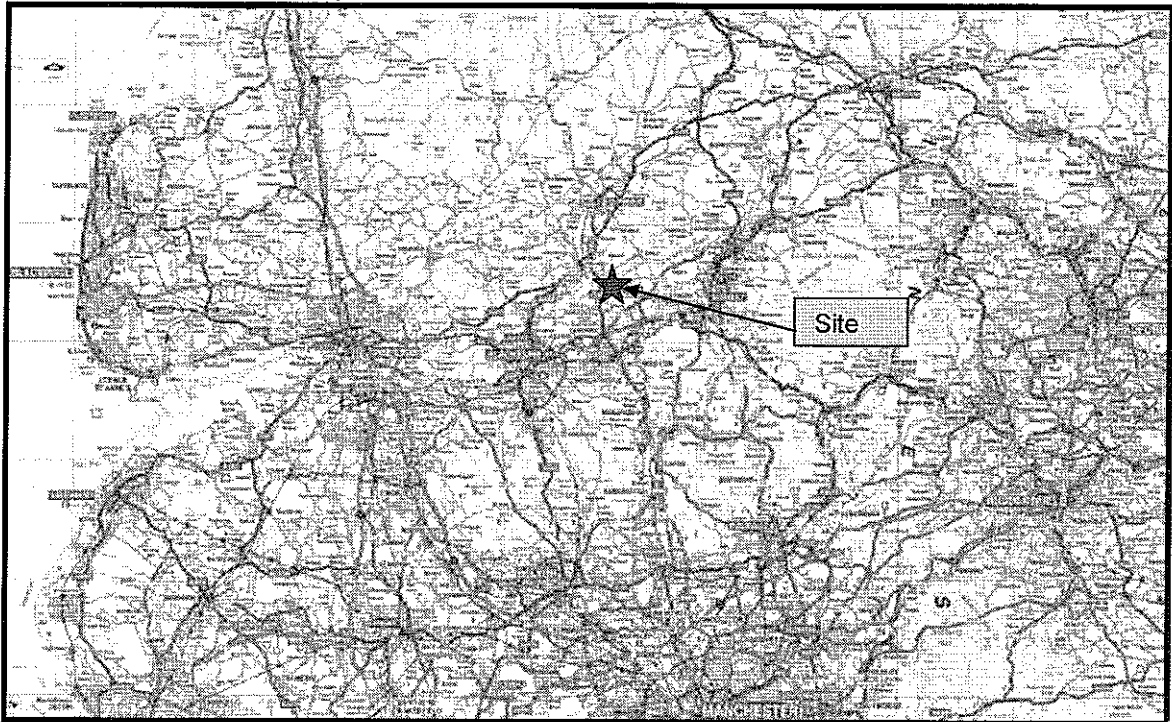
A typical Travel Plan cycle comprises of the components outlined below.



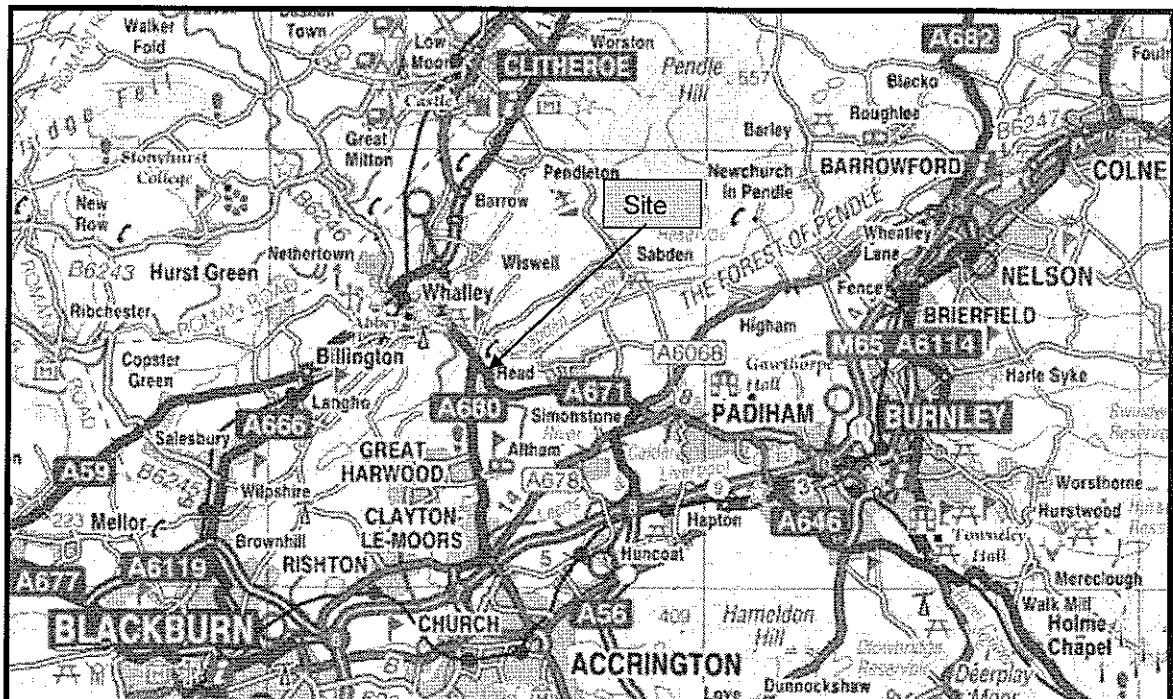
5. SITE DESCRIPTION

Site location context

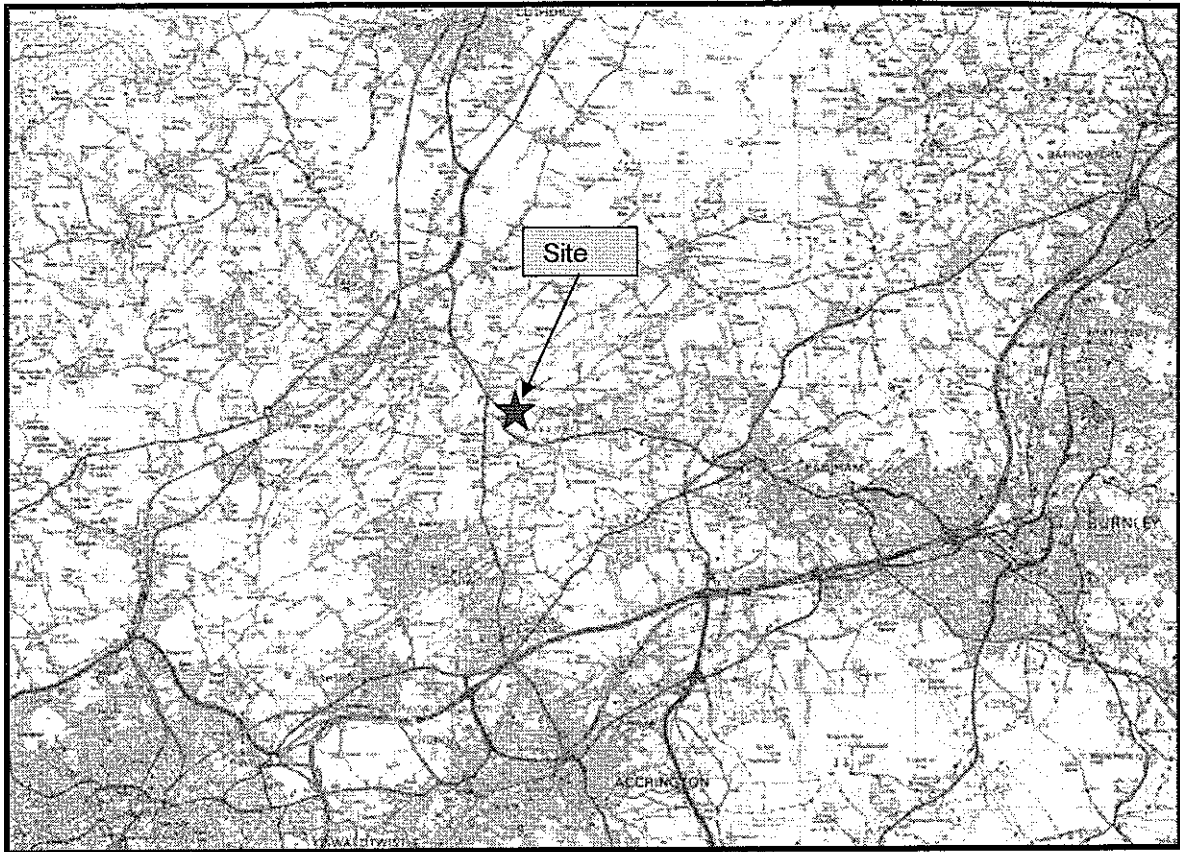
The site is located within the rural area to the north of Accrington and south of Clitheroe on the A680 corridor linking the A59 east west corridor to M65 and M66 corridors.



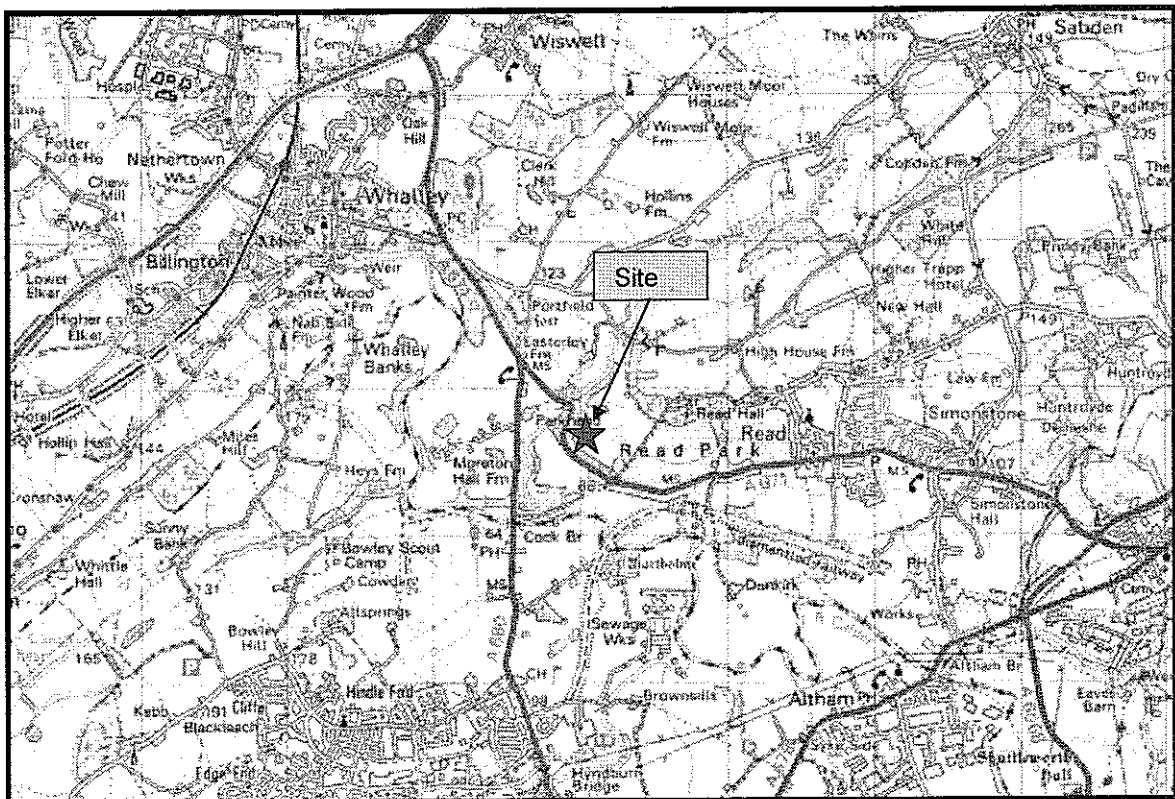
Site location plan in relation to the wider area and neighbouring settlements below



320120578P

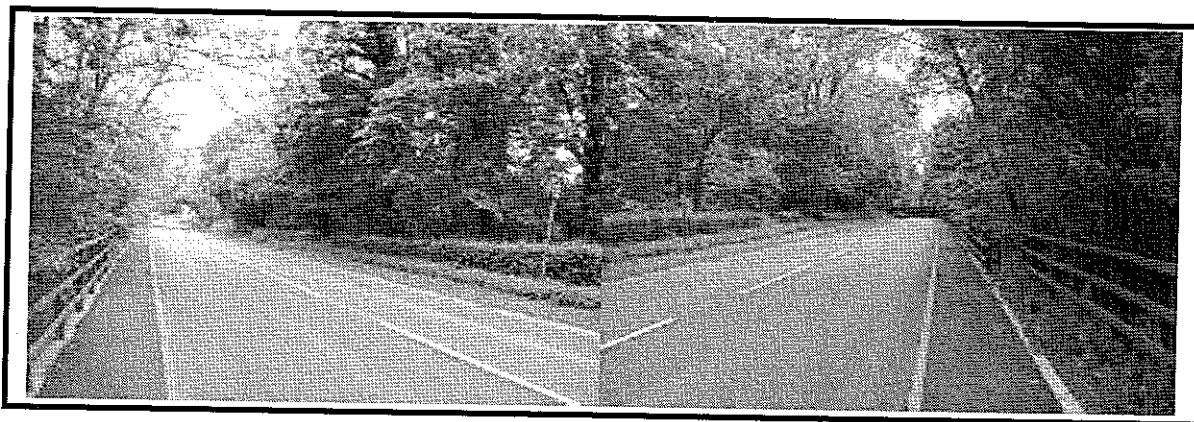


Local access corridors



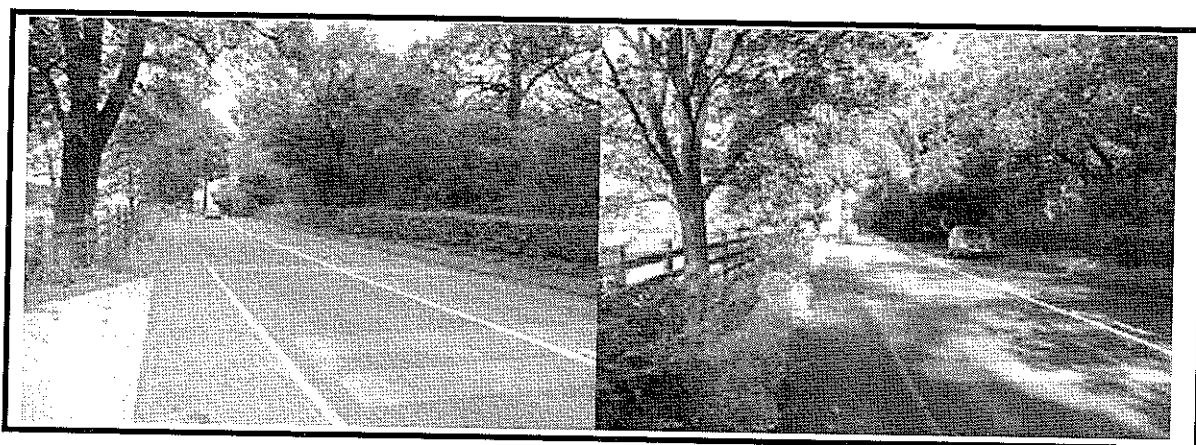
Existing highway setting

The site lies to the north of the village of Read and has one field gate type access point to the northerly edge of the development



View of the frontage to the north and south

The road alignment has a 50 mph speed limit and is straight along the frontage with bends at either end. The road has normal centre line markings leading to double solid white lines in the northerly direction preventing overtaking in either direction on the approach to or away from extreme northerly edge of the site.



320120578P



The approach from and to the south has a much easier bend alignment with little or no associated road or coloured surfacing to highlight the change in alignment.

Development Proposals

It is proposed to provide a development of outdoor adventure centre to include (i) treetop aerial adventure course, (ii) Segway courses; (iii) barefoot trails, (iv) children's adventure play / trail, (v) education / interpretation trails. Erection of building to provide ticketing, customer service facilities, toilets, restaurant and café, covered seating areas and ancillary retail sales.

Construction of new access to the A671 with parking for approximately 50 cars, parking for 5 coaches, together with mobility impaired facilities, cycle and motorcycle parking and associated roads and landscaping catering for a wide variety of ages and abilities

It is anticipated that the site will operate from 9.00 until dusk and will be accessed from the A671 by a simple priority junction around the midpoint of the straight to ensure visibility is maintained.

Layout

The site layout has one access with car parking and an internal turning area for coaches to pick up and drop off as well as limited parking for 5 on site.

6. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

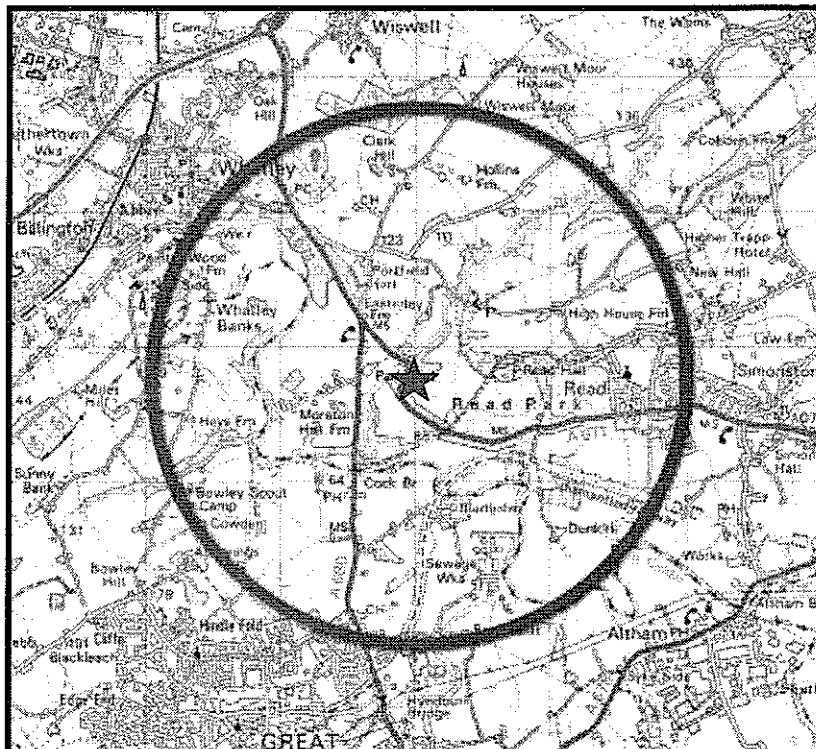
1. Accessibility on foot;
2. Accessibility by cycle;
3. Accessibility by public transport;

Emerging policy does now indicate that lower levels of accessibility is not in itself a reason for objection but good practice still remains that non car modes should be encouraged.

Walking and cycling

The proposed development site is located in the rural area, experience from good practice in Travel Planning development generally suggests that 90% of pedestrians are prepared to walk up to 2kms between the site and other facilities, provided that accessible footway routes are identified.

The pedestrian catchment area for the proposed development site extends to cover some of the neighbouring settlements indicated by the dark circles for the 2km distance.

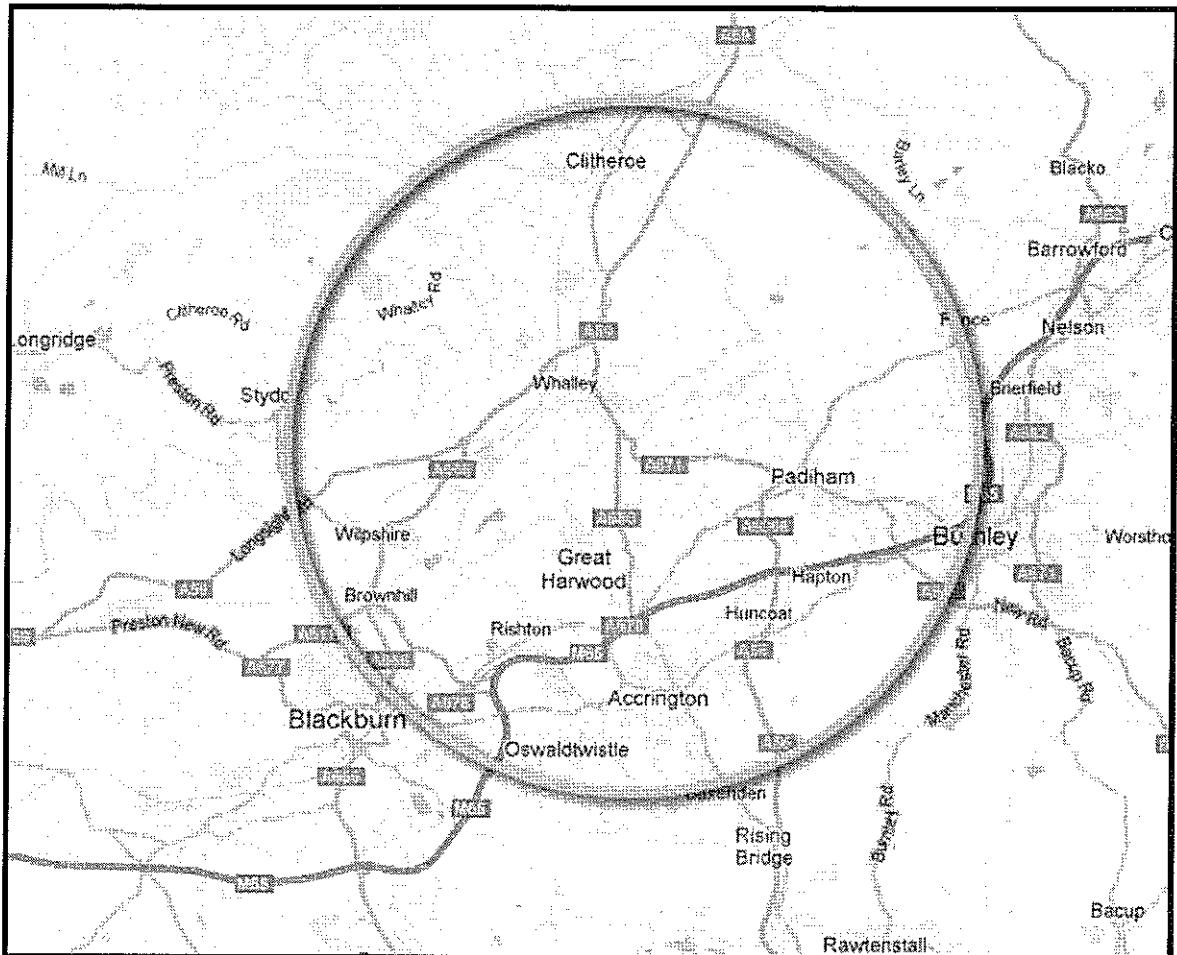


Walk Catchments

The walk catchment as a standalone mode is limited however there is also potential for walking to form part of a longer journey for residents of the proposed development in combination with buses.

The 2005 National Travel Survey NTS (undertaken annually by the Dft) has identified that bicycle dependant on the topography considers a mean distance of between 5 – 10 kilometres a reasonable travel distance between home and workplace.

There are a range of residential areas within the cycle catchment area that could access the site, and would be expected to as part of a shared trip, the 10km distance is also more likely to come into play for this type of activity. This is shown below



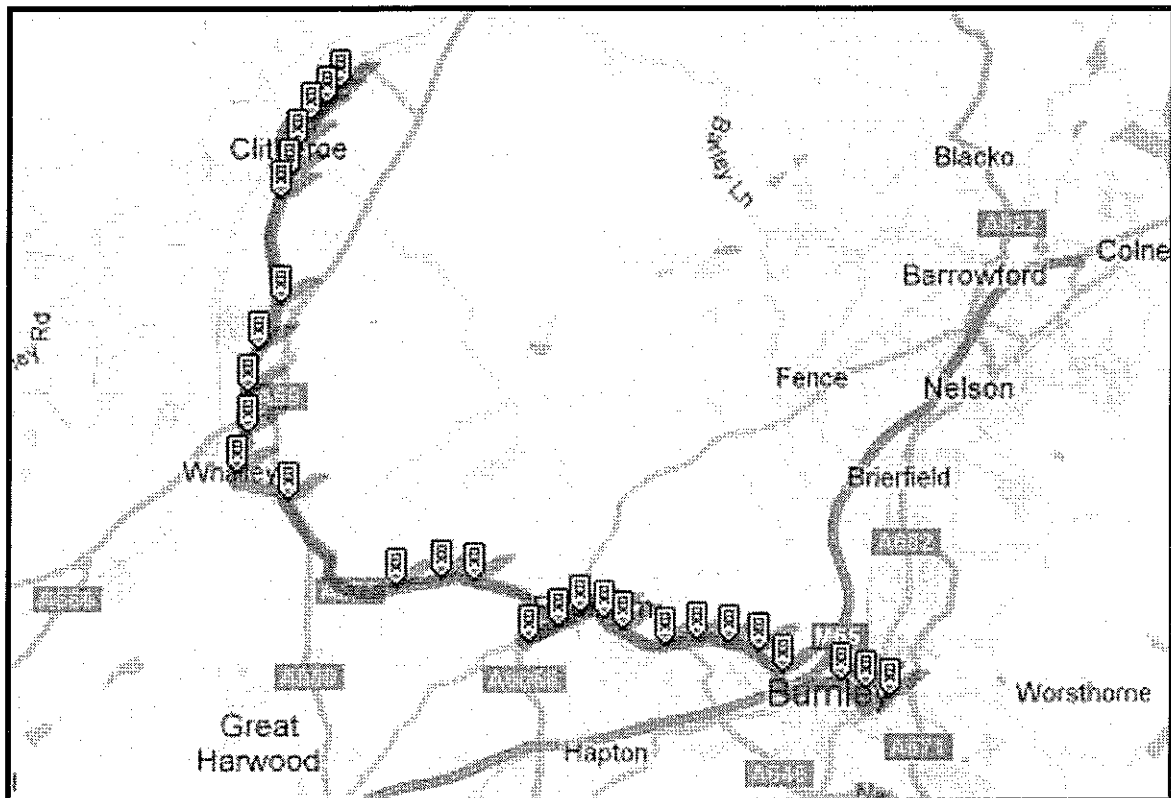
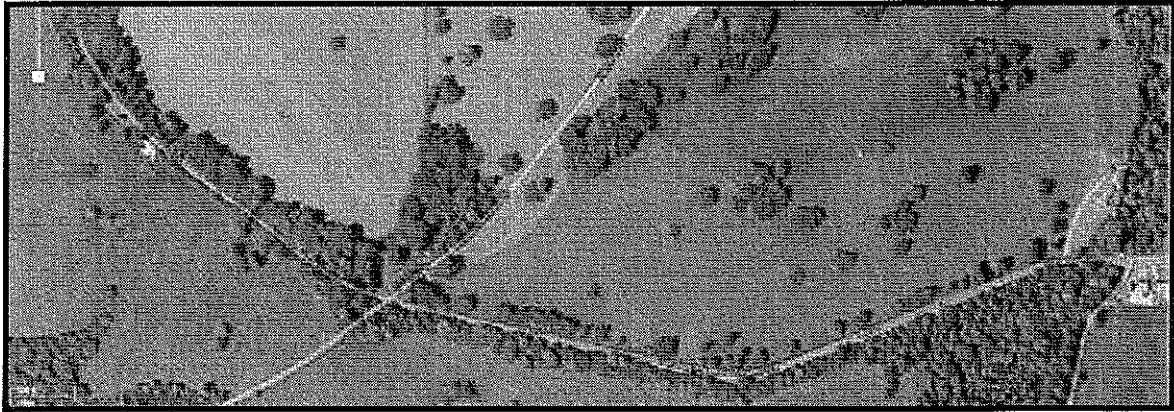
10km Cycle catchment

As described in the historic guidance set out in PPG13, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle

Public Transport

The site has public transport links, with bus services providing connections to nearby centres. The map below shows the bus stops closest to the site and approx 1km south of the site.



Local services for route 26

As the leisure offer is activity based the greater walk distance is not considered to be as a high deterrent for walking/bus journeys as would normally be expected if it was in an urban area.

These services provide an opportunity for customers and staff to access the proposed development via public transport.

A - bus continues to Alibon Business Park (arrives 0536)
Q - bus starts from Greenestgate, Bus Depot (departs 0614)

Monday to Friday: continued

arrives in Preston at 1556 during School Holidays

1000

Route No:		24	21	24	24	21	21	21	21	25	26	25	28	25	28
Caine Bus Station, Stand 1	depart	0609	0639	0659	0659	0731	0731	0801	0801	0831	0839	0901	0909	0931	0939
Nelson Interchange, Stand 3	depart	0622	0652	0713	0713	0745	0745	0815	0815	0845	0853	0915	0923	0945	0953
Burnley Bus Station	arrive	0637	0707	0730	0730	0807	0807	0837	0837	0907	0915	0937	0945	1007	1015
then changes to or connects with Route No:		152	228	252	152	228	152	228	152	228	152	228	152	228	152
Burnley Bus Station, Gate 4	depart	0630	0642	0712	0720	0742	0750	0812	0820	0842	0850	0912	0920	0942	0950
Burnley Padham Road, Tim Bobbin	depart	0636	0647	0718	0727	0750	0757	0820	0827	0850	0857	0920	0928	0950	0958
Whitegate Garrowthorpe turning circle	depart	0638	0651	0722	0731	0753	0801	0823	0831	0853	0901	0923	0931	0953	1001
Padham Bridge Inn	depart	0641	0654	0725	0733	0758	0803	0828	0833	0858	0903	0928	0933	0958	1003
Padham Memorial Park	depart	0642	0654	0738	0758	0808	0808	0838	0838	0908	0931	0938	1001	1009	1031
Shuttleworth Mead Bus, Park Blackburn Rd	depart	0643	0654	0739	0759	0809	0809	0839	0839	0909	0939	0939	1010	1010	1040
Shuttleworth Mead Business Park Mead Way	depart	0643	0654	0739	0759	0809	0809	0839	0839	0909	0939	0939	1010	1010	1040
Padham, Slade Lane	depart	0658	0730	0804	0832	0904	0904	0934	0934	1004	1004	1034	1034	1064	1064
Read Whalley Road, Constitutional Club	depart	0706	0738	0810	0840	0910	0910	0940	0940	1010	1010	1040	1040	1070	1070
Sabden Four Lane Ends	depart	0717	0749	0821	0851	0921	0921	0951	0951	1021	1021	1051	1051	1081	1081
Whalley King Street, Stop D	depart	0726	0746	0830	0848	0930	0930	0948	0948	1030	1030	1048	1048	1088	1088
Clietherie Interchange	depart	0738	0758	0842	0902	0942	0942	1000	1000	1042	1042	1100	1100	1140	1140
Clietherie West Terrace	depart	0749	0806	0848	0906	0948	0948	1006	1006	1048	1048	1106	1106	1146	1146
Blackburn Boulevard Bus Station	arrive	0715	0811	0841	0911	0941	0941	1013	1013	1043	1043	1113	1113	1153	1153
Preston Bus Station	arrive	0736	0836	0926	0956	1026	1026	1056	1056	1126	1126	1156	1156	1196	1196
In Padham, these journeys run via Slade Lane, NOT via Blackburn Road or Shuttleworth Mead															
Route No:		25	28	25	28	25	28	25	28	25	28	25	28	25	28
Caine Bus Station, Stand 1	depart	1001	1009	1031	1039	1101	1109	1131	1139	1201	1209	1231	1239	1301	1309
Nelson Interchange, Stand 3	depart	1015	1023	1045	1053	1115	1123	1145	1153	1215	1223	1245	1253	1315	1323
Burnley Bus Station	arrive	1037	1045	1107	1115	1137	1145	1207	1215	1237	1245	1307	1315	1337	1345
then changes to or connects with Route No:		152	228	252	152	228	152	228	152	228	152	228	152	228	152
Burnley Bus Station, Gate 4	depart	1042	1050	1112	1120	1142	1150	1212	1220	1242	1250	1312	1320	1342	1350
Burnley Padham Road, Tim Bobbin	depart	1050	1058	1120	1128	1150	1158	1220	1228	1250	1258	1320	1328	1350	1358
Whitegate Garrowthorpe turning circle	depart	1053	1101	1123	1131	1153	1201	1223	1231	1253	1301	1323	1331	1353	1401
Padham Bridge Inn	depart	1058	1105	1128	1135	1158	1205	1228	1235	1258	1305	1328	1335	1358	1405
Padham Memorial Park	depart	1101	1109	1131	1139	1201	1209	1231	1239	1301	1309	1331	1339	1401	1409
Shuttleworth Mead Bus, Park Blackburn Rd	depart	1110	1118	1140	1148	1210	1218	1240	1248	1310	1318	1340	1348	1410	1418
Shuttleworth Mead Business Park Mead Way	depart	1110	1118	1140	1148	1210	1218	1240	1248	1310	1318	1340	1348	1410	1418
Read Whalley Road, Constitutional Club	depart	1120	1128	1150	1158	1220	1228	1250	1258	1320	1328	1350	1358	1420	1428
Sabden Four Lane Ends	depart	1121	1129	1151	1159	1221	1229	1251	1259	1321	1329	1351	1359	1421	1429
Whalley King Street, Stop D	depart	1130	1138	1200	1208	1230	1238	1300	1308	1330	1338	1400	1408	1430	1438
Clietherie Interchange	depart	1142	1150	1212	1220	1242	1250	1312	1320	1342	1350	1412	1420	1442	1450
Clietherie West Terrace	depart	1145	1153	1215	1223	1245	1253	1315	1323	1345	1353	1415	1423	1445	1453
Blackburn Boulevard Bus Station	arrive	1143	1213	1243	1313	1343	1343	1413	1413	1443	1443	1513	1513	1543	1543
Preston Bus Station	arrive	1226	1256	1326	1356	1426	1426	1456	1456	1526	1526	1556	1556	1586	1586
Route No:		25	28	25	28	25	28	25	28	25	28	25	28	25	28
Caine Bus Station, Stand 1	depart	1401	1409	1431	1439	1501	1509	1531	1539	1601	1609	1631	1639	1701	1709
Nelson Interchange, Stand 3	depart	1415	1423	1445	1453	1515	1523	1545	1553	1615	1623	1645	1653	1715	1723
Burnley Bus Station	arrive	1437	1445	1507	1515	1537	1545	1607	1615	1637	1645	1707	1715	1737	1745
then changes to or connects with Route No:		152	228	252	152	228	152	228	152	228	152	228	152	228	152
Burnley Bus Station, Gate 4	depart	1442	1450	1512	1520	1542	1550	1612	1620	1642	1650	1712	1720	1742	1750
Burnley Padham Road, Tim Bobbin	depart	1450	1458	1520	1528	1550	1600	1620	1628	1650	1658	1720	1728	1750	1758
Whitegate Garrowthorpe turning circle	depart	1453	1501	1523	1531	1553	1601	1623	1631	1653	1701	1723	1731	1753	1801
Padham Bridge Inn	depart	1458	1505	1528	1535	1558	1608	1628	1635	1658	1705	1728	1735	1758	1805
Padham Memorial Park	depart	1501	1509	1531	1539	1601	1609	1631	1639	1701	1709	1731	1739	1801	1809
Shuttleworth Mead Bus, Park Blackburn Rd	depart	1510	1518	1540	1548	1610	1618	1640	1648	1710	1718	1740	1748	1810	1818
Shuttleworth Mead Business Park Mead Way	depart	1510	1518	1540	1548	1610	1618	1640	1648	1710	1718	1740	1748	1810	1818
Read Whalley Road, Constitutional Club	depart	1520	1528	1550	1558	1620	1628	1650	1658	1720	1728	1750	1758	1820	1828
Sabden Four Lane Ends	depart	1521	1529	1551	1559	1621	1629	1651	1659	1721	1729	1751	1759	1821	1829
Whalley King Street, Stop D	depart	1530	1538	1600	1608	1630	1638	1700	1708	1730	1738	1800	1808	1830	1838
Clietherie Interchange	depart	1542	1550	1612	1620	1642	1650	1712	1720	1742	1750	1812	1820	1842	1850
Clietherie West Terrace	depart	1545	1553	1615	1623	1645	1653	1715	1723	1745	1753	1815	1823	1845	1853
Blackburn Boulevard Bus Station	arrive	1543	1613	1643	1713	1743	1743	1813	1813	1843	1843	1913	1913	1943	1943
Preston Bus Station	arrive	1626	1656	1726	1756	1824	1824	1851	1851	1921	1921	1950	1950	1980	1980
Route No:		25	21	28	28	21	28	21	28	24	24	21	28	24	24
Caine Bus Station, Stand 1	depart	1834	1854	1907	1937	1952	2037	2052	2137	2152	2037	2052	2137	2152	2037
Nelson Interchange, Stand 3	depart	1848	1908	1921	1951	2006	2051	2106	2151	2206	2051	2106	2151	2206	2051
Burnley Bus Station	arrive	1905	1925	1938	2008	2023	2109	2123	2208	2223	2109	2123	2208	2223	2109
then changes to or connects with Route No:		228	152	152	228	152	228	152	152	228	228	152	152	228	228
Burnley Bus Station, Gate 4	depart	1907	1928	1950	2013	2028	2113	2128	2213	2228	2113	2128	2213	2228	2113
Burnley Padham Road, Tim Bobbin	depart	1915	1936	1958	2021	2036	2121	2136	2221	2236	2121	2136	2221	2236	2121
Whitegate Garrowthorpe turning circle	depart	1918	1939	2001	2024	2039	2124	2139	2224	2239	2124	2139	2224	2239	2124
Padham Bridge Inn	depart	1921	1942	2004	2027	2042	2127	2142	2227	2242	2127	2142	2227	2242	2127
Padham Memorial Park	depart	1923	1945	2007	2029	2045	2129	2145	2229	2245	2129	2145	2229	2245	2129
Shuttleworth Mead Bus, Park Blackburn Rd	depart	1946	2008	2046	2046	2046	2146	2146	2246	2246	2146	2146	2246	2246	2146
Shuttleworth Mead Business Park Mead Way	depart	1946	2008	2046	2046	2046	2146	2146	2246	2246	2146	2146	2246	2246	2146
Read Whalley Road, Constitutional Club	depart	1929	1949	2035	2035	2035	2135	2135	2235	2235	2135	2135	2235	2235	2135
Sabden Four Lane Ends	depart	1930	1950	2045	2045	2045	2145	2145	2245	2245	2145	2145	2245	2245	2145
Whalley King Street, Stop D	depart	1937	1957	2053	2053	2053	2153	2153	2253	2253	2153	2153	2253	2253	2153
Clietherie Interchange	depart	1949	1969	2105	2105	2105	2205	2205	2305	2305	2205	2205	2305	2305	2205
Clietherie West Terrace	depart	2001	2021	2112	2112	2112	2201	2201	2312	2312	2201	2201	2312	2312	2201
Blackburn Boulevard Bus Station	arrive	2012	2034	2112	2112	2112	2212	2212	2312	2312	2212	2212	2312	2312	2212
Preston Bus Station	arrive	2050	2150	2150	2150	2150	2250	2250	2350	2350	2250	2250	2350	2350	2250

Sundays		Route No: 24 24 28 24 28 25 28 24 28 25 28 24 28 25 28 24																							
Colne Bus Station, Stand 1	depart	0822	0852	0937	0952	1037	1052	1137	1152	1237	1252	1337	1352	1437	1452	1537	1552								
Nelson Interchange, Stand 3	depart	0836	0906	0951	1006	1051	1106	1151	1206	1251	1306	1351	1406	1451	1506	1551	1606								
Burnley Bus Station	arrive	0853	0923	1008	1023	1108	1123	1208	1223	1308	1323	1408	1423	1508	1523	1608	1623								
then changes to or connects with Route No:		24	24	28	24	28	25	28	24	28	25	28	24	28	25	28	24								
Burnley Bus Station, Gate 4	depart	0958	0928	1013	1028	1113	1128	1213	1228	1313	1328	1413	1428	1513	1528	1613	1628								
Burnley Padham Road, Tim Bobbin		0905	0936	1020	1036	1120	1136	1220	1236	1320	1336	1420	1436	1520	1536	1620	1636								
Whitegate Gowthorpe turning circle		0909	0939	1024	1039	1124	1139	1224	1239	1324	1339	1424	1439	1524	1539	1624	1639								
Padham Bridge Inn		0912	0942	1027	1042	1127	1142	1227	1242	1327	1342	1427	1442	1527	1542	1627	1642								
Padham Memorial Park		0914	0945	1029	1045	1129	1145	1229	1245	1329	1345	1429	1445	1529	1545	1629	1645								
Shuttleworth Mead Bus, Park Blackburn Rd		▼	0946	▼	1046	▼	1146	▼	1246	▼	1346	▼	1446	▼	1546	▼	1646								
Shuttleworth Mead Business Park Mead Way		▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼								
Read Whalley Road, Constitutional Club		0920	▼	1035	▼	1135	▼	1235	▼	1335	▼	1435	▼	1535	▼	1635	▼								
Sabden Four Lane Ends		▼	▼	1045	▼	▼	▼	1245	▼	▼	▼	1445	▼	▼	▼	1645	▼								
Whalley King Street, Stop D		0928	▼	1053	▼	1143	▼	1253	▼	1343	▼	1453	▼	1543	▼	1653	▼								
Clitheroe Interchange		0941	▼	1106	▼	1156	▼	1306	▼	1356	▼	1506	▼	1556	▼	1706	▼								
Clitheroe West Terrace		1001	▼	1112	▼	1201	▼	1312	▼	1401	▼	1512	▼	1601	▼	1712	▼								
Blackburn Boulevard Bus Station	arrive	-	1012	-	1112	-	1212	-	1312	-	1412	-	1512	-	1612	-	1712								
Preston Bus Station		-	1051	-	1151	-	1251	-	1351	-	1451	-	1551	-	1651	-	1751								

Route No: 28 25 28 24 28 25 28 24 28 25 28		Route No: 28 25 28 24 28 25 28 24 28 25 28																							
Colne Bus Station, Stand 1	depart	1637	1652	1737	1752	1837	1852	1937	1952	2037	2052	2137													
Nelson Interchange, Stand 3	depart	1651	1706	1751	1806	1851	1906	1951	2006	2051	2106	2151													
Burnley Bus Station	arrive	1708	1723	1808	1823	1908	1923	2008	2023	2108	2123	2208													
then changes to or connects with Route No:		24	24	28	24	28	25	28	24	28	25	28													
Burnley Bus Station, Gate 4	depart	1713	1728	1813	1828	1913	1928	2013	2028	2113	2128	2213													
Burnley Padham Road, Tim Bobbin		1720	1736	1820	1836	1920	1936	2020	2036	2120	2136	2220													
Whitegate Gowthorpe turning circle		1724	1739	1824	1839	1924	1939	2024	2039	2124	2139	2224													
Padham Bridge Inn		1727	1742	1827	1842	1927	1942	2027	2042	2127	2142	2227													
Padham Memorial Park		1729	1745	1829	1845	1929	1945	2029	2045	2129	2145	2229													
Shuttleworth Mead Bus, Park Blackburn Rd		▼	1746	▼	1846	▼	1946	▼	2046	▼	2146	-													
Shuttleworth Mead Business Park Mead Way		▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼													
Read Whalley Road, Constitutional Club		1735	▼	1835	▼	1935	▼	2035	▼	2135	▼	-													
Sabden Four Lane Ends		▼	▼	1845	▼	▼	▼	2045	▼	▼	▼	-													
Whalley King Street, Stop D		1743	▼	1853	▼	1943	▼	2053	▼	2143	▼	-													
Clitheroe Interchange		1756	▼	1906	▼	1956	▼	2106	▼	2156	▼	-													
Clitheroe West Terrace		1801	▼	1912	▼	2001	▼	2112	▼	2201	▼	-													
Blackburn Boulevard Bus Station	arrive	-	1812	-	1912	-	2012	-	2112	-	2212	-													
Preston Bus Station		-	1851	-	1951	-	2051	-	2151	-	-	-													

The site therefore has a bus route that passes the site for weekday and weekends from an hourly to 2 hourly frequency.

Summary

In summary, therefore, the application site can be considered as having potential to be accessible by public transport in accordance with planning policy guidance related to rural areas.

7. TRAVEL PLAN MEASURES

Overarching Measures

To achieve a change in modal split it is proposed that a number of measures designed to promote non car borne journeys are implemented.

The following measures are focussed on those which the site promoter would be responsible for, it may be necessary to refine or modify some of the measures as part of the detailed Travel Plan following discussions and negotiations with the approving authorities.

Layout and design of the development

The layout of the site has been design to be permeable as possible with regard to pedestrian and cycle linkages, with direct connections being provided to adjacent footpaths.

Travel Plan Co-ordinator

The role of the Travel Plan Co-ordinator must be actioned before the occupation of the new office units takes place, ***details will need to be provided to Ribble Council as soon as the name is known.*** This will ensure that new staff can be made aware of the Travel Plan as soon as practically possible.

The Travel Plan Co-ordinator will ensure new occupiers aware of the overall aim of the plan, including targets for reducing car usage by a given level over a defined period. Travel packs can be used to raise awareness of the scheme and can be provided to potential staff enabling them to be made aware of sustainable travel measures being implemented as part of the Travel Plan.

The information provided should include details of the services offered (currently walking, cycling routes and public transport information including bus frequencies).

The responsibilities of the Travel Plan Co-ordinator are to generally assist in the promotion of sustainable transport and will include:

- to ensure that tasks in travel plan development are undertaken,
- be the first point of contact for all matters regarding the Travel Plan,
- Liaise with the Council's Travel Co-ordinator to discuss any issues of the Travel Plan (for instance to give advice on any new local and national initiatives, incentives and guidance notes etc)
- Co-ordinating the monitoring programme for the travel plan, including target setting.

Main Objectives of the Job

The Travel Plan (TP) Co-ordinator will:

- Lead the development and implementation of the TP
- Have responsibility for raising awareness of sustainable travel issues
- Promote schemes which reduce the use of the private car.

Principal Duties

1. To work proactively to raise awareness of sustainable transport issues
2. To lead the development of TP (s) to include:
 - Engage advisors as necessary to gathering information about how users travel to work through regular surveys

- Designing (with support) and implementing an effective marketing and awareness campaign. (Including information, through appropriate media about how to travel to and from the site, thus promoting the concept and development of the TP)
 - Acting as a point of contact for those requiring information
 - Developing and implementing relevant (deliverable and appealing to a variety of people) TP initiatives, using the results of the Surveys, (i.e. review of the travel arrangements, public transport provision, cycling, walking, etc.)
3. Co-ordinating the monitoring and reporting of the TP implementation and progress towards achieving targets, setting clear dates for actions to ensure that the TP makes progress
 4. Working in partnership with other organisations (e.g. local authority / Sustrans Living Streets) on the development of safer cycling and walking routes
 5. Promoting the concept and development of the TP with publicity and awareness events as appropriate
 6. Keeping abreast of developing TP techniques.

Welcome Pack – to encourage staff to travel sustainably

The staff and customers will be provided with a welcome pack either hard copy or pdf/web based which will contain a variety of travel and transport related information specific to the site including:

- Walking and cycling maps, location of the local facilities such as bus stops, rail, health centres, dentist, hospital, schools, pubs, shopping and leisure facilities etc
- Site specific public transport information – explaining where buses operate in the proximity and which services can be taken to access specific facilities. Maps and timetables should be included. In discussion with local leisure operators and the council it may be possible to provide discount vouchers for travelling by sustainable modes
- Information of the car share scheme
- An offer of free local cycle training
- Discounts for purchase of new bikes and equipment from local suppliers for staff.

Induction

With training for senior staff and staff can be made of the travel arrangements and the access options serving the site from the outset as part of the normal place allocation and staff appointment.

If there is an onsite notice board this could be used to provide details etc, if not consider one as part of the outside space provision.

Walking – to encourage staff and customers to walk

Many of the key factors in successfully supporting walking already exist in and around the site.

Campaigning to promote the benefits of walking can be achieved through running healthy walk weeks.

Ideas for promoting walking to and from the site include:

- Map showing walking routes serving the area– which may also be useful for visitors
- Walking could also be encouraged as part of a longer journey such as to public transport connections.

The greatest potential involves encouraging walking as part of longer journey such as to public transport connections.

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Cycling

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their sites by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

Consideration would be given when forward planning to:

- Provision of safe, secure parking for staff and customers

In order to further encourage the use of cycling the following measures could also be implemented:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to and from the site
- Free cycle training offered to staff.
- The operator seeks to negotiate with a local cycle supplier to gain discounts for the purchase of new bikes and equipment.
- Provision of reflective bands to encourage use outside daylight hours On request 2 per staff

Promotion tools to encourage cycling include Bike to Work Weeks. This can also coincide with a police tagging scheme.

Car Sharing – to reduce single occupancy car trips

Customers are likely to car share anyway but for staff there is a current Lancashire council based car share website which offer such a service or the site can develop its own. "Travelling with others can save up to £1000 a year on transport costs.

A car with 2 people in it is twice as efficient, takes up much less road space, uses half the fuel and produces half the pollution as 2 cars with just one driver each".

- **FREE** to use - simply share travel costs
- Find drivers and passengers on-line instantly
- Find information on travel and public transport
- Reduce the congestion and pollution on our roads

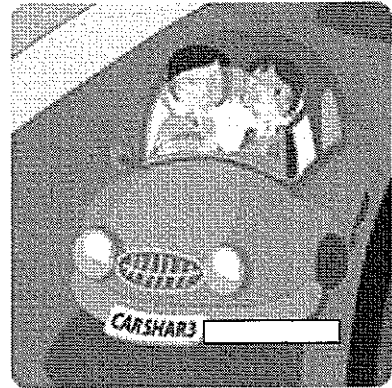
Most are powered by award-winning liftshare.com software programme.

One example is shown below.

Car Sharing and Reducing Car Use

If you often travel in the car why not try a more sustainable mode of transport and see how the benefits can work for you? Private car usage is a convenient option for some journeys, however it is often not the quickest, healthiest, cheapest or most suitable travel option for many journeys.

By increasing your transport options, you could save money, enjoy safer, stress-free journeys, get healthier and much more. It doesn't have to be a major lifestyle change, even small changes to your routine such as walking to the local shops, or catching the bus occasionally to work can make a difference. Click on the links for more information about how you can cycle, walk, or use public transport, or click here to plan your journey.



Shared Wheels

Car sharing is an excellent way to share costs, cut stress, reduce parking problems and prevent traffic congestion. Travelling with others enables you to save up to £1000 a year on transport costs (www.liftshare.co.uk) and even car-sharing once a week will save you money and reduce wear and tear on your car.

Shared Wheels is a website for people who live or work in Lancashire developed in partnership by Blackpool Council, Blackburn with Darwen Borough Council, Lancashire County Council and Lancaster University. The aim of the website is to maximise your travel options whilst helping to reduce traffic congestion and pollution. There are over 38 million empty seats on the UK's roads every weekday, so by registering with Shared Wheels and sharing some of your car journeys you will be helping to make our roads cleaner, safer and traffic free.

Shared Wheels is not just about the journey to work - it will also help you plan your leisure and recreational journeys, such as trips to the shops and sporting events. Register your work and leisure journeys now by visiting www.sharedwheels.co.uk. Businesses can also use Shared Wheels to develop their own car share schemes.

Public Transport

The site needs to be committed to promoting public transport through:

- Advertising current timetables and routes in the welcome pack
- Advertise local proposals and amendments to services
- Provide details of ticketing options, fares and monthly tickets.

Information about journey routes and times can be gained from the Lancashire website and provided to staff.

Website

The details above and how to access the site will be added to the company website with a view to encouraging car share or coach based trips.

8. TARGETS / MONITORING

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Mode split comparison

In order to understand more fully the potential trip generation for all modes reference has been made to the census data.

The 2001 Census indicates that the modal split for journeys to work by the Borough's residents in employment based on the NW and England is as follows:

	Working from home	Metro, light rail or train	Bus or coach	Motor cycle	Car driver	Passenger	Taxi	Bicycle	On foot	Other
North West	8.4	2.5	8.6	0.9	58.4	7.5	0.8	2.3	10.3	0.5
		11.1			65.9					
England & Wales	9.2	7.1	7.4	1.1	55.2	6.3	0.5	2.8	10.0	0.5
					61.3					

The 2001 Census also found that the trip length to work by the Borough's residents in employment was as follows:-

- Less than 5km: 49%;
- 5km – 9km: 16%;
- Greater than 9km: 25% and
- Other 10% (work from home/to fixed place of work)

Clearly there is potential to reduce single occupancy trips to car share trips based on the leisure offer and cycling by an improved environment at street level.

As indicated previously the sites ability to achieve high walk, cycle and bus use is not limited by topography, these are the key area of focus as part of a non car mode share changes.

Targets

From the above there is a marked split between car use and PT modes, the ability to increase cycle/buses is clearly a target opportunity.

Targets

The overall objective proposed for the five year mode split targets are that the staff mode split will be no worse than the NW after monitoring commences to achieve the existing mode split for pedestrians but reduce single car use to car share, buses and cycle to meet NW splits.

Targets	Working from home	Metro, light rail or train	Bus or coach	Motor cycle	Car driver	Passenger	Taxi	Bicycle	On foot	Other
Site	0	0	10	3	71.7 with 90% passengers		0	5.0	10.3	0

Note adjusted to reflect the five modes set out

It is proposed that monitoring will begin 6 months after occupation and that staff travel survey will then be conducted on a yearly basis.

As stated a new questionnaire will be issued to the staff and visitors to ascertain the changes in travel mode.

Quick Wins

These will be subject to review following the updating of the TP and analysis of the new questionnaire surveys.

There are a number of measures that will be taken in the short term in order to promote sustainability for existing and new members of permanent and temporary staff. These include:

- Provide all new visitors and staff with a travel pack printed or pdf from website
- Making local bus and train timetables accessible to all via the newsletter.
- Encourage participation in the initiative through campaigns issued by the TP Coordinator
- Support and encourage participation in national initiatives such as Bike to Work Week with information issued by the TP Coordinator
- Promote health aspect of not using a car, i.e. benefits of brisk walks or cycling with information issued by the TP Coordinator

Longer term measures would include:

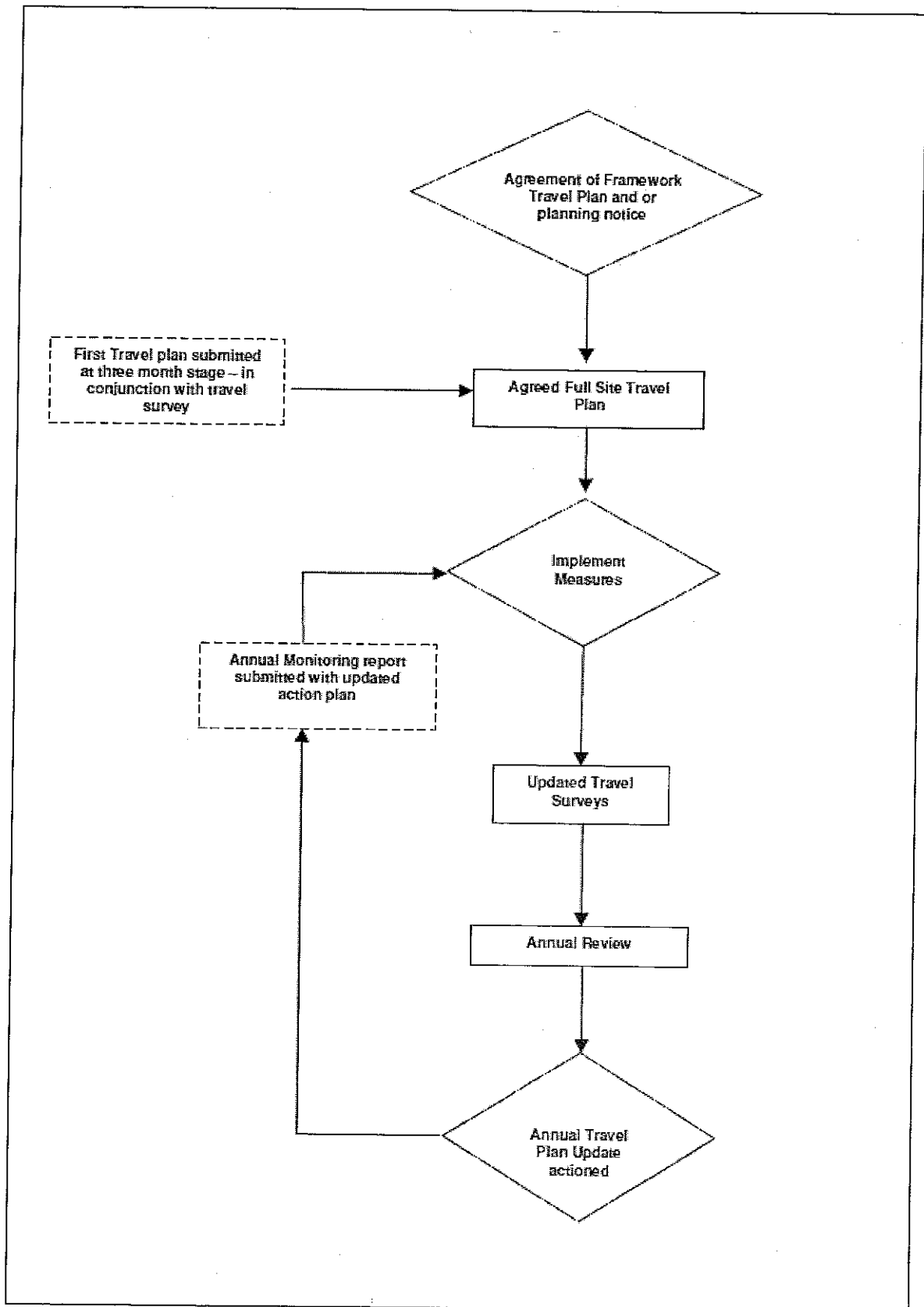
- Provision of a car share scheme

Provision should be made in the Travel Plan for future changes to be implemented in the light of:

- Changing good practice in the development and application of Travel Plan measures;
- Policy requirements of the Travel Plan Co-ordinator and Travel Plan targets;
- Changing operations influencing the pattern, mode and trip frequency of modal share to/from the facility;

Clearly all of these needs to be tempered by the ability of the occupiers to obtain and programme the funds for the investments needed including a publicity budget

An indicative monitoring and review process is summarised overleaf along with an outline programme for the monitoring process and investment/initiative programme.



Indicative Programme

Assumed start Oct 2012

Pre occupation:

- Appoint Travel Coordinator after start on site
- Prepare the welcome packs for staff
- Negotiates discounts with local suppliers

From Day One

Nominate Travel Plan Coordinator at occupation (or prior to if possible)

All staff to be issued with promotional material / non-car access maps with job appointment letter.

Display notice board / bus timetable information etc at occupation

Provide details on website

Following Occupation

Undertake Staff Questionnaire Survey within 3 months of occupation

Travel Plan Co-ordinator to analyse questionnaires and develop potential measures. Issue Draft Company Travel Plan to Ribble within 6 months of occupation

Publish Travel Plan and issue to staff within 1 month of Ribble agreeing Travel Plan

Annual Review within 1 year of Ribble agreeing Travel Plan

Repeat for 5 years