

BAE Systems,
MAI Training Academy

Travel Plan

Report Prepared for

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Travel Plan

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Travel Plan

BAE Systems, MAI Training Academy

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1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by BAE Systems (BAE) to prepare a Travel Plan (TP) for the BAE MAI Training Academy, Samlesbury Enterprise Zone (henceforth referred to as the Site). The location of the development is indicated on Figure 1.

1.2 OVERVIEW

1.2.1 The training facility is situated within the Lancashire Enterprise Zone (LEZ). Access to the LEZ is via a traffic signal junction on A59. It is proposed that a further access to the LEZ will be provided from A677, with a spine road linking the A59 and A677 junctions.

1.2.2 The training academy will consolidate BAE training operations which currently take place at a number of facilities. The development comprises circa 7000sm classroom, workshop and lecture theatre accommodation. Occupation of the training academy is programmed for September 2016.

1.2.3 The main training operations that are to be consolidated at the Site comprise four business groups:

- Group 1: Lean Learning,
- Group 2: Continual Professional Development,
- Group 3: MAI Early Careers and Apprentice Training Centre,
- Group 4: Learning Resource Centre.

1.2.4 Groups 1, 2 and 4 generally comprise existing BAE employees based at Samlesbury or Warton. All existing travel options to Samlesbury Site are available to these groups. Group 3 are occupants of the existing Preston Training School (PTS), which will be relocated to the development. Circa 50% of students are 16-18 years old. The users of the PTS are divided into 2 groups:

- Further Education (FE) students are based at Warton or Samlesbury, and attend PTS one day a week. Up to 75no FE students attend PTS each day,

- Workshop apprentices (75no) attend PTS Monday to Thursday.

1.2.5 The likely hours of operation for apprentice courses are 0800 – 1715. It is anticipated that Lean Learning, Continuous Professional Development and Learning Resource Centre courses will be at similar times.

1.2.6 The total maximum occupancy of the development by the four main user groups is estimated to be:

- Staff: 40
- Students: 250
- Total: 290

1.2.7 The parking provision for the development comprises:

- 195 car parking spaces, including 10 accessible spaces,
- 17 motorcycle spaces,
- 30 cycle parking spaces.

1.3 **TRAVEL PLAN OBJECTIVES**

1.3.1 The TP provides the context and means of achieving the development access strategy and objectives, and its formulation is ongoing and dynamic, in accordance with best practice.

1.3.2 The key objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national, regional and local policies,
- Improve accessibility of the Site by sustainable modes of transport and address traffic and parking issues,
- Widen choice of travel mode for all those travelling to/from the Site.

1.3.3 It is imperative that the TP measures are effective and efficient.

1.3.4 The Planning Practice Guidance (PPG) 'Travel Plans, transport assessments and statements in decision taking' provides the most up-to-date national guidance.

1.3.5 PPG states that Travel Plans are a way of *"mitigating the negative impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."* (Reference ID: 42-002-20140306)

1.5 **SCOPE OF TRAVEL PLAN**

1.5.1 It is established and acknowledged that there are two broad types of TP:

- 'Destination': designed to increase sustainable travel to a particular location, and
- 'Origin': Travel Plans where journeys are made to varied locations.

The development comprises employment/educational use and is thus a 'destination' TP.

1.5.2 The outcomes approach is an established TP approach and is adopted for this TP. In the outcomes approach, the focus is on securing the performance of the TP through ensuring targets are met. To work, the approach needs the operator to commit to achieving specific targets/outcomes and agree to a review and monitoring process. The advantage of this approach is that it is objective led. The outcomes sought should relate to the local situation and individual Site requirements. The approach provides scope for adjusting the means of achieving the outcomes over time in relation to experience at the Site.

1.5.3 The underlying purpose of a TP is to reduce car travel and encourage alternative modal choices that are more sustainable, such as walk, cycle and public transport, as well as car share.

1.6 COMPREHENSIVE STRATEGY

- 1.6.1 It is essential to recognise that in order to achieve the optimal benefits from a TP, there is more required than ensuring provision of facilities for sustainable modes of travel. What is required, to meet the TP outcomes and objectives (refer Chapter 4), is a shift in behavioural attitudes, leading consequently to a change in behaviour when choosing the mode for making journeys.
- 1.6.2 Achieving changes to behavioural attitudes to travel, and the achievement of the associated TP targets, requires a considered approach comprising many strands. For example, for some people the highlighting of health benefits and/or environmental benefits may 'do the trick', but for others this will not be as successful, for a variety of reasons.
- 1.6.3 The role of the Travel Plan Coordinator (TPC, refer Chapters 6 & 8) in addressing this is critical to the degree of success of the TP. The TPC must explore and identify these 'other reasons', and recognise that there is a need for a range of strategies to be employed to achieve the TP target result of people actually choosing to not make a journey driving alone, but rather to plan their travel needs in a more sustainable way.
- 1.6.4 It is imperative to understand and accept that behavioural change is for many people only achieved via a series of 'small steps'. In other words, there is a substantial body of people that will not take an 'overnight' decision to stop making journeys by driving alone (eg to work), but who can be gradually and positively influenced to change their attitudes and choices (to and for travel). The 'small steps' approach forms a key part of the TP comprehensive strategy, and is discussed further in Chapter 6. This is wholly consistent with the strategies being pursued nationally for travel behavioural change.
- 1.6.5 The success of the TP is dependent upon the TP strategy proposals of the TPC. There is not a 'one size fits all formula' for a successful TP. Within the context of the overall principles that apply for any TP, the operation of a specific TP must be responsive to the specifics of individual sites. This approach is adopted for the development TP.

2 Existing Conditions

2.1 **SITE LOCATION**

The training facility is situated within the Lancashire Enterprise Zone (LEZ), adjacent to the existing BAE Samlesbury Site.

2.2 **ACCESSIBILITY BY WALK**

2.2.1 It is established and acknowledged that walking is the most important mode of travel at the local level, and offers the greatest potential to replace short car trips, particularly under 2km.

2.2.2 The CIHT provides guidance about journeys on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips.

2.2.3 The main residential area within 2km of the development is Mellor Brook, to the east of the Site. There is continuous footway and street lighting on A59 and Myerscough Smith Road connecting the existing BAE Samlesbury Accesses, the A59 LEZ access location, and Mellor Brook. Additionally, there is continuous footway and street lighting on A677 opposite the Site frontage, and continuing to Mellor Brook. This provides opportunity for people living within Mellor Brook to walk to the development.

2.2.10 **Proposed Walk Measures**

Measures to promote walking as part of the development proposals are outlined in Section 7.1, Chapter 7.

2.3 **CYCLE**

2.3.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

2.3.2 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person."(para 2.3)

2.3.3 Parts of Blackburn and Preston are within 8km of the Site, which provides opportunity for people living within these areas to access the Site by cycle.

2.3.4 Existing cycle facilities in the vicinity of the Site comprise:

- Shared footway/cycleway on A59 in the vicinity of the existing BAE Samlesbury Main Gate,
- Toucan crossing facilities in the vicinity at the existing BAE Samlesbury Main Gate access junction,
- Continuous on-road cycle route on A59 between the shared footway/cycleway and the A59/A677 junction,
- Toucan crossing facilities at A59/A677 signal junction.

This provides opportunity for users of the Site to safely access the Site by cycle.

2.3.5 As set out in Chapter 3, existing measures available to BAE staff to encourage cycle use include:

- Availability of cycle facilities, comprising secure cycle parking and shower facilities,
- Government cycle purchase scheme, which allows employees to purchase cycles out of pre-taxed income, via salary sacrifice.

2.3.6 **Proposed Cycle Measures**

Measures to promote cycling as part of the development proposals are outlined in Section 7.2, Chapter 7.

2.4 ACCESSIBILITY BY PUBLIC TRANSPORT

2.4.1 The bus stops within 800m of the Site on Myerscough Smithy Road. There is a shelter at the eastbound stop on Myerscough Smithy Road.

2.4.2 Table 1 sets out the existing public bus services calling at stops on Myerscough Smithy Road. It is clear from Table 1 that it is possible to access the Site by bus from locations such as Preston, Blackburn and Clitheroe.

2.4.3 In addition to the bus stops on Myerscough Smithy Road, there are bus stops on A677 to the south of the Site. At present there is no footway link to these bus stops. The most frequent service calling at stops on the A677 is the number 59 service between Preston and Blackburn, which typically operates at a 30 minute frequency on weekdays.

2.4.4 At present there are 3no BAE Systems dedicated bus services calling at Samlesbury Site. For security purposes the exact routes and timetables cannot be published. However, the routes can be broadly summarised as:

- North Preston – Samlesbury,
- South Preston – Samlesbury,
- St Annes – BAE Warton – Kirkham – Samlesbury.

2.4.5 At present the buses are only for the use of BAE employees who have a security pass for the Samlesbury Site.

2.4.6 Proposed Public Transport Measures

Measures proposed to improve public transport infrastructure, as part of the development proposals, are outlined in Section 7.3, Chapter 7.

2.5 DISABLED ACCESS

2.5.1 There is current infrastructure in the vicinity of the Site to facilitate access for people with disability. All footways are level and suitable for users with mobility impairment

including wheelchair users, and there are dropped kerbs at all assisted pedestrian crossings.

- 2.5.2 There is presently no low floor access at bus stops within 800m of the Site.
- 2.5.3 There is tactile paving at all toucan pedestrian crossings described in para 2.3.4 to assist users with visual impairment. Measures to provide infrastructure within the development to facilitate disabled access are outlined in Chapter 8.

3 BAE Samlesbury Travel Plan

- 3.1 The BAE Samlesbury Travel Plan (TP) was introduced in 2008 as part of the expansion in staff numbers at the Samlesbury Site. The initial TP document (ref 987/5/F) was prepared by AHA in 2006, in support of a successful planning application for a major development programme at the Samlesbury Site.
- 3.2 The TP was implemented over a period of 5 years, commencing in April 2008.
- 3.3 The TP target was that the: **Percentage of employee arrivals in a single occupancy vehicle (SOV) does not exceed 70% during 0800-0900 hours.**
- 3.4 Ongoing monitoring and review of the TP was undertaken over the 5 year period. An annual monitoring survey was undertaken to ensure progress towards the target. The final monitoring survey was undertaken in June 2013. A monitoring and review report was prepared and distributed to all stakeholders in July 2013, reporting the final TP monitoring results. A copy of the report is included in Appendix A.
- 3.5 The June 2013 travel survey recorded the following modal split of people arriving at the Site between 0645 and 1000.

MODE	NO OF ARRIVALS (PERSONS)	% OF ARRIVALS
SOV	2339	71.0
Car Share – Driver	304	9.2
Car Share – Passenger	365	11.1
Cycle	73	2.2
Motorcycle	47	1.4
Bus	41	1.2
Walk	44	1.3
Construction/delivery	83	2.5

(Source: Samlesbury Site Travel Plan Monitoring and Review Report 2013)

3.6 The above provides a valuable starting point for identifying the TP strategy for the development, as well as being useful in identifying a suitable level of parking provision.

3.7 It is acknowledged in the 2013 report that pedestrian arrivals at the Samlesbury Site are generally unlikely to have undertaken the whole of their journey on foot due to the location of Samlesbury Site. It is assumed that the most walk arrivals are either car passengers who are dropped off close to the Samlesbury Site, or users of public bus services calling close to the Samlesbury Site.

3.8 The 2013 report identifies that 80.2% of existing BAE Samlesbury staff arrive at the Site as car driver.

3.9 **SAMLESBURY TP MEASURES**

3.9.1 The BAE Samlesbury TP achieved a 16.5% reduction in SOV arrivals at the Site over a 5 year period.

3.9.2 A comprehensive range of measures were introduced as part of the Samlesbury TP to achieve a 16.5% this modal shift, including:

- Site-wide car share scheme, operated by Liftshare,
- Improved cycle facilities, comprising secure cycle parking and improved shower facilities,
- Government cycle purchase scheme, which allows employees to purchase cycles out of pre-taxed income, via salary sacrifice,
- 4no dedicated staff bus services; North Preston, Central Preston, South Preston and St Annes,
- 2no inter-site bus services,
- Improved sustainable travel information and TP marketing via the Military Air and Information (MAI) intranet site, and other staff communications.

3.10 **MODAL SHIFT**

3.10.1 A comparison of the baseline data, collected in 2006, and the June 2009 monitoring survey is as follows:

MODE	% OF ARRIVALS 2006	% OF ARRIVALS 2013
SOV	87.5	71.0
Car Share – Driver	3.3	9.2
Car Share – Passenger	4.0	11.1
Cycle	2.1	2.2
Motorcycle	1.6	1.4
Bus	0.8	1.2
Walk	0.0	1.3
Other	0.7	2.5

- 3.10.2 The above demonstrates that the most significant modal shift was from SOV to car share. This is important in informing the development TP.

4 Objectives and Outcomes

4.1 The underlying objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national, regional and local policies,
- Promote accessibility to the development by sustainable modes of transport.

4.2 A key objective is that the TP measures are effective and efficient.

4.3 Specific outcomes sought from the development TP are to:

- Achieve the minimum number of car traffic movements to/from the development,
- Address the access needs of Site users, by supporting walking, cycling and public transport and other sustainable transport options,
- Reduce the need for travel to/from the Site.

These outcomes are consistent with the underlying objectives of the TP (refer para 4.1).

4.4 As explained in Chapter 1, this TP is a 'destination' TP.

4.5 It is important that, as far as possible, measures are in place that provide good active encouragement for sustainable transport choices, from the commencement of people working/studying at the development. Thus, emphasis is placed on achieving, from the outset, a development 'culture' oriented to offering sustainable transport choices that are attractive to employees.

4.6 The TP seeks to influence the choices made by people travelling to/from the Site, to favour selection of sustainable travel modes for journeys. Emphasis is to be placed on promoting all sustainable modes of travel.

5 Targets and Indicators

5.1 The term 'targets' is used in relation to a TP to cover any measurable aim that will be monitored and is agreed with stakeholders to be an important indicator to the TP's effectiveness.

5.2 The TP is a tool identified by the local authority to be employed to assist in supporting and promoting identified policies to reduce car travel. Similarly, at national level the TP is an identified instrument for pursuing sustainable transport policies. A general target for what such sustainable transport policies must achieve is represented by the SMART criteria (as defined for example by the DfT, 2004). The SMART criteria adopted for this TP, that are consistent with the criteria identified by the DfT, are:

Specific	there must be no ambiguity in the output,
Measurable	the policy target(s) can be set against directly observable output(s),
Achievable	the policy must be feasible (rocket science should be avoided...),
Realistic	target should be within reasonable bounds and not too optimistic,
Time bound	the output of the policy should be observable over a pre-determined time frame.

The TP provides a mechanism for implementing the above SMART transport policies.

5.3 **BENCHMARKING: 2013 BAE SAMLESBURY MONITORING REPORT**

5.3.1 At present, prior to an initial staff questionnaire travel survey being undertaken, there is no recorded information about modal choices for the users of the development. However, there is recorded information about existing BAE Samlesbury employees, as set out in the 2013 BAE Samlesbury Monitoring and Review Report.

5.3.2 The 2013 report identifies that 80.2% of existing BAE Samlesbury staff arrive at the Site as car driver.

5.3.3 As set out on para 1.2.3, the main training operations that are to be consolidated at the Site comprise four business groups:

- Group 1: Lean Learning,
- Group 2: Continual Professional Development,
- Group 3: MAI Early Careers and Apprentice Training Centre,
- Group 4: Learning Resource Centre.

5.3.4 The peak occupancy of the development attributable to these groups is estimated to be:

	STAFF	STUDENTS
• Group 1:	9	18
• Group 2:	2	30
• Group 3:	24	150
• Group 4:	4	52
• Total:	40	250

5.3.5 The above groups are all existing BAE employees. Therefore, it is reasonable to assume that their travel characteristics are likely to be similar to existing BAE staff based at Samlesbury Site. However, it should be recognised that the Group 3 students are apprentices circa 50% of whom are between 16 and 18 years old. It is probable that this group are less likely to drive than older staff and students as many will not hold a full driving license.

5.4 TP TARGET: APPROACH

5.4.1 The 2013 Samlesbury TP monitoring data provides information about journeys to work at Samlesbury Site, and is thus confirmed as a suitable data source to inform the TP target setting.

5.4.2 The methodology adopted for target setting for the TP is to set a **numerical percentage car driver target**. This represents a reduction in the number of employees driving to work than would otherwise be the case in the absence of a TP.

5.5 TP TARGET

5.5.1 The TP target is set as **percentage of staff and students driving to the training centre will not exceed 65%**, to be achieved over a five year period from first occupation. This target relates to all car drivers, not just drivers of single occupancy vehicles (SOV). This target complies with **all** of the SMART criteria (para 5.2 above), being specific, measurable, achievable, realistic and time bound.

5.5.2 The explanation of how this is derived is as follows:

- Recorded car driver percentage at the main BAE Samlesbury Site is circa 80%, following 5 year implementation of the Samlesbury TP,
- Circa 25% of the peak occupancy staff and students are apprentices in the 16-18 age group, who are less likely to drive than other staff at the BAE Samlesbury Site,
- Assume that only 20% of the circa 25% of staff and students who are in the 16-18 age group will drive to the to the academy
- Assume that the car driver percentage for the remaining 75% of peak occupancy staff and students is 80% (ie the same as the main BAE Samlesbury Site),
- Assume a target based on a combination of the 16-18 age group (circa 25% of peak users) and the over 18 age group (circa 75% of peak users),
- Hence, the target is calculated as $(0.2 \times 25\% = 5\%) + (0.8 \times 75\% = 60\%) = 65\%$.

5.5.3 The chosen TP target has advantages, including:

- Simple easy to understand target, which assists in 'getting the message across' to the staff and students of the training facility,
- Self-evidently, all journeys to work by modes other than car driver are by sustainable travel choices, and each of these options is as valuable as any other in terms of achieving the TP car driver reduction target. Therefore, there is no need to set specific individual modal split targets for the sustainable modes, rather there is in effect a 'group' sustainable travel modes target (which is the balance of trips not made by all other modes except car driver).

5.6 **TIMESCALE**

5.6.1 A specified timescale is required to provide the context for aiming to achieve the TP target. This is in accordance with the SMART criterion of 'time bound' (refer para 5.2 above).

5.6.2 It is proposed that the TP sets a timescale of 5 years from first occupation, for achievement of the TP target. This can be kept under review on an ongoing basis as part of the TP monitoring and review regime (refer Chapter 9).

5.7 **INDICATORS**

TP indicators will also be recorded through the monitoring process, including, but not necessarily exclusively:

- Pedestrian movements to/from the development,
- Cycle movements to/from the development.

6 Management Strategy

6.1 PRE-OCCUPATION

PPG highlights that:

"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new Site rather than retrofitted after occupation." (Reference ID: 42-003-20140306)

6.2 TRAVEL PLAN COORDINATOR (TPC)

6.2.1 Consequently, it is a good practice requirement that a TP Coordinator (TPC) is appointed and in-post prior to first occupation. This is necessary so that there is someone responsible for undertaking tasks prior to first occupation, to ensure that sustainable travel choices and information are available and people made aware of this. This role will be undertaken by the TPC.

6.2.2 BAE Systems is responsible for appointing the TPC.

6.2.3 A TPC has been appointed. The contact details of the TPC are:

- Name: Ian Cronshaw
- Position: Associate Director, Ashley Helme Associates
- Telephone contact number: 0161 972 0552
- Email contact details: aha@ashleyhelme.co.uk
- Date of taking up post: July 2016

6.2.4 The TPC acts as the promoter of the TP to the apprentices/employees and provides a key point of contact.

6.2.5 There are a range of tasks that the TPC should undertake prior to first occupation, and this is why the TPC must be in post some months beforehand. Prior to first occupation

the TPC will work in partnership with the local authority and others to undertake the following:

- Manage the implementation of measures set out in the TP,
- Oversee review of bus services and communication of services to users of the development,
- Collect data and other information relevant to the implementation and future monitoring of the TP,
- Prepare and produce TP information for staff and students,
- Set up appropriate management arrangements, eg contact arrangements with local authority.

6.2.6 A key objective of the early stages of the TPC being in post is to provide the optimal platform for the TPC to work with the employees before their travel habits to the Site are set.

6.2.7 In general terms, the duties of the TPC include:

- Identifying transport initiatives, including information and marketing, (refer Chapter 8),
- Arranging questionnaire Travel Surveys and statistical analysis of findings,
- Arranging other travel/monitoring surveys,
- Monitoring and review of TP,
- Preparation of annual report,
- Liaison with the employees, local authority and other key stakeholders.

6.2.8 More specifically, the TPC responsibilities include inter alia:

- Day to day operation of the TP,
- Maintaining all public transport and database records up-to-date,
- Promotion of car sharing & ongoing promotion of the car share scheme,
- Liaison with local public transport operators,
- Promotion of bus travel,
- Promotion of walking and cycling to work,
- Liaison with the local authority,

- Liaison with employees of the development, including for example promotional activities,
- Liaison with other companies located within the Lancashire Enterprise Zone,
- Undertaking and analysing questionnaire Travel Surveys,
- Monitoring car and cycle usage,
- Preparing and maintaining information/promotional material for the TP,
- Undertaking continual Monitoring and Review of the TP and preparing the annual Monitoring & Review report for submission to the Council, including review of the TP targets.

6.2.9 As part of the ongoing management of the TP, the TPC will maintain a dialogue with the Council, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.

6.3 **FINANCIAL ARRANGEMENTS**

6.3.1 As set out in para 6.2.2 above, BAE Systems are responsible for the appointment of the TPC.

6.3.2 The TPC should be in post for a period of 5 years after first occupation of the development. This means that BAE Systems has identified a sufficient revenue budget to employ the TPC for a period of 5 years after first occupation of the development. This is on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

6.4 **COMMUNITY INTERACTION**

The management strategy of the TP includes liaison with other interested parties and relevant bodies, eg local authority, other employers at Lancashire Enterprise Zone, BAE employees, bus operators, to seek to work with and support any travel initiatives being developed for the wider community, and in particular other business located at Lancashire Enterprise Zone.

7 Measures to Encourage Sustainable Travel

7.1 WALK

- 7.1.1 It is acknowledged that, due to the location of the Site, there are unlikely to be a significant number of walking trips to the training centre from locations beyond Samlesbury and Mellor Brook. Notwithstanding this, the training centre is designed enable extensions to existing internal pedestrian links within the Samlesbury Site. This will encourage trips between the training centre and the existing Samlesbury Site to be undertaken on foot.
- 7.1.2 The LEZ access junction on A59 includes minimum 2.0m wide footways, and assisted pedestrian crossing facilities (refer Appendix B). This provides good pedestrian access to the LEZ from A59.
- 7.1.3 As set out in the LEZ Masterplan, pedestrian access is provided to A59 as part of the Phase 1 proposals, and the A677 as part of the Phase 2 proposals.
- 7.1.4 The LEZ Masterplan layout indicates a pedestrian friendly Site layout, with footway provided on all internal roads.

7.2 CYCLE

- 7.2.1 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:
- "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person."*(para 2.3)
- 7.2.2 Parts of Blackburn and Preston are within 8km of the Site, which provides opportunity for people living within these areas to access the Site by cycle.
- 7.2.3 The LEZ access junction on A59 includes cycle lanes and advance cycle stop lines to assist cyclists at the junction (refer Appendix B).

7.2.4 As set out in Chapter 2, existing measures available to BAE staff to encourage cycle use include:

- Availability of cycle facilities, comprising secure cycle parking and shower facilities,
- Government cycle purchase scheme, which allows employees to purchase cycles out of pre-taxed income, via salary sacrifice.

These measures are also available to existing BAE employees using the training academy. Some of the apprentices may not be eligible to participate in the cycle to work scheme due to their apprentice status. Notwithstanding this, the TPC will ensure that all new apprentices based at the training academy are informed of the cycle purchase scheme and the qualifying criteria via the Travel Induction Pack, refer Chapter 8.

7.2.5 15no sheffield stands (ie 30no cycle parking spaces) are provided close to the training academy entrance. This is to be complemented by shower and locker facilities within the building.

7.3 **PUBLIC TRANSPORT**

7.3.1 Table 1 sets out the existing public bus services calling within 800m of the Site. It is clear from Table 1 that it is possible to access the Site by bus from locations such as Preston, Blackburn and Clitheroe.

7.3.2 As part of the LEZ Masterplan proposals, it is proposed to improve local bus service provision to the LEZ by providing the following:

- Introduce bus stops on A59 close to the LEZ access for service 280 and 217 services, within circa 400m of the Site,
- Introduce bus stops within the LEZ within 400m of the training facility including low floor access for disabled users (refer LEZ masterplan),
- Explore the possibility of diverting existing bus services into the LEZ to serve the internal bus stops,
- Introduce bus stops on the A677 close to the EZ boundary, and provide a pedestrian link to the proposed bus stops.

7.3.3 The above measures will provide users of the training academy with access public to bus services within a short walk of the Site.

7.3.4 At the time of writing, a review of the 3no existing BAE Samlesbury bus services is being undertaken to establish access to the training academy via the BAE dedicated staff bus services. 2no options are presently be considered:

- Extension of existing route(s) to serve training academy,
- Introduction of new dedicated bus service for training academy.

The outcome of the review is subject to staff and union consultation. However, it is anticipated that the review will be completed and bus accessibility established to the training academy prior to first occupation.

7.3.5 Existing BAE Systems staff can utilise the existing bus services to get to Samlesbury, and then undertake walk trips from the main Site to the training academy. The existing North Preston and South Preston routes reach the Site prior to apprentice starting times, and depart after apprentice finish times. The St Annes/Warton route provides opportunity for staff based at Warton who are undertaking training sessions at the academy to undertake their usual journey to work at Warton, then undertake trips to the training academy by bus. The TPC will promote this option to staff.

7.3.6 The majority of apprentices live in Lancashire. However, circa 10no apprentices per year are based at BAE Systems site at Brough in Humberside. These apprentices stay in hotel accommodation within Preston city centre. The TPC will ensure that a bus service or alternative cost-effective transport solution between Preston city centre and the training academy is available for these apprentices. At present the existing South Preston – Samlesbury bus service calls at Preston rail station, a short walk from the hotel accommodation. Therefore, providing apprentices with access to the existing South Preston bus may achieve this. Alternatively, a dedicated bus service for the training academy could call at the hotel accommodation, or shared taxis could be provided.

7.3.7 The South Preston bus also provides opportunity for users of the training academy to undertake trips by rail to Preston rail station, then undertake an onward journey

to/from the training academy by bus. This option will be promoted to staff via the induction pack/attendance instructions.

7.4 **CAR SHARE**

7.4.1 Car sharing is proven as an effective means of reducing the number of car trips generated by a Site, especially for commuting trips to work, and is thus an established sustainable travel choice. It is concluded that modal shift to passenger, from car driver travelling alone, ie single occupancy vehicle (SOV), is an important component of the TP strategy. This is supported by evidence of the successful BAE car share scheme operated by Liftshare, as reported in the July 2013 monitoring and review report (Appendix A).

7.4.2 The car share scheme is well used and has 584 registered members. Statistics from the Liftshare website indicate that there are 74 members confirmed as sharing a regular journey.

7.4.3 The car share scheme is available to all BAE Systems Warton Unit employees but not owned by the Company. It is entirely up to individuals to choose to explore the scheme. The awareness of the car share scheme will be made available to all regular users of the training centre to ensure that the benefits of this successful initiative are extended to users of the centre.

7.5 **DISABLED ACCESS**

Infrastructure will be provided within the development and the wider LEZ to facilitate disabled access. This includes:

- Low floor access at bus stops within the LEZ,
- Dropped kerbs and tactile paving at pedestrian crossing points within the LEZ,
- 10no accessible parking spaces located close to the training facility entrance,
- DDA compliance of all entrances to the training facility.

The aim of the above package of measures is to ensure that users of the facility with mobility and visual impairment are able to access the development by a range of transport modes.

7.6 BEHAVIOURAL STRATEGIES

- 7.6.1 If the optimal benefits of the TP are to be achieved in respect of the identified TP outcomes objectives and targets, it is essential that the TP is operated in a way that recognises that, for many, substantial behavioural changes in attitudes to travelling choices are required. The role of the TPC is crucial to success in this endeavour.
- 7.6.2 A transformation of some peoples' behaviour may be achieved with simple strategies, such as, for example highlighting health or environmental benefits. However, it is certain that more sophisticated strategies will be needed for others.
- 7.6.3 An example of this is promoting the concept that travel choice for the journey to work can have inbuilt flexibility of mode choice, with not a single mode choice all of the time. The role of the TPC is essential in assisting people to understand this, and to empower them to find the means to achieve it in practice.
- 7.6.4 A 'small steps' approach is a key part of the TP strategy for changing employees' attitudes to favour, and make, sustainable travel to work choices. This is especially important for people who have been choosing to travel to work as a car driver on their own for some considerable time (to/from a different location than the new development).
- 7.6.5 Information gathering from employees is important to inform the 'small steps' strategy, and to ensure that employees feel 'engaged with', rather than the objects of a 'big brother/nanny' style approach that endeavours to tell them what they 'should do'. The TPC role in developing and overseeing this is critical.

7.7 SUMMARY

A comprehensive TP strategy is needed for encouraging and achieving sustainable travel choices for people working at the development. This must recognise that a sustainable journey can be made by a variety of options, and one sustainable mode choice should not be promoted at the 'expense' of another. It is a crucial task of the TPC to ensure this strategy is taken forward. A key aspect of this is identifying

strategies and initiatives to address the issue of behavioural change of attitudes that is required; in which the 'small steps' approach has a key role to play.

8 Marketing Strategy

8.1 The information and marketing aspects of the TP are crucial to its success. It is of little use having TP initiatives if people are not adequately informed of them and persuaded to try them. The marketing strategy for the TP aims to:

- Raise awareness of sustainable travel options,
- Promote individual measures and initiatives,
- Disseminate travel information from the outset of first occupation, and indeed in advance of occupation and on an ongoing basis.

8.2 The first step is to ensure that good quality information is readily available and well disseminated, and this will be administered by the TPC. The BAE Samlesbury TP was generally successful in communicating the TP to staff, and this is demonstrated by the modal shift achieved by the BAE Samlesbury TP.

8.3 The marketing strategy includes:

- Promotion of TP initiatives via BAE Systems Intranet,
- Promotional events,
- Open email policy for travel related issues,
- Attendance instructions for courses.

8.4 It is the responsibility of the TPC to oversee the marketing strategy, and ensure that promotion is targeted at regular users of the facility, as well as people attending courses on a less frequent basis.

8.5 In addition to the above, The TPC will ensure that an induction pack containing travel information is provided to all apprentices prior to starting their apprenticeship at the Site. This information may include,

- Cycle: health benefits of cycling, information about secure cycle parking, cycle maps, cycle to work scheme, etc

- Public Transport: information about BAE/public bus services and public transport ticketing options,
- Car share scheme: information about the financial benefits/incentives, and the environmental benefits. Details of registering,
- Information sources: eg websites, etc.

9 Monitoring and Review

- 9.1 Implementation of the TP must be monitored and reviewed if the intended and optimum benefits are to be secured.
- 9.2 Key points about the TP monitoring and review regime are that this:
- Is essential to ensure that the TP objectives are being met,
 - Assesses the effectiveness of the TP measures and provides opportunity for review,
 - Must be done over time, and hence requires action and resources.
- 9.3 The monitoring and review process needs to be systematic and planned. The role of the TPC in leading this is crucial.
- 9.4 The monitoring and review process provides the mechanism for identifying amendments to the TP that are agreed with the Council. The optimal approach for the effectiveness of the TP, in achieving the agreed TP outcomes, is that the ongoing management process (throughout the year) led by the TPC includes liaison with the relevant local authority officer.
- 9.5 The key objective of the monitoring of the TP is to measure the effectiveness and to ensure that it remains relevant over time. It is also important that flexibility is retained to amend the TP to respond to changing/emerging circumstances, and that the monitoring and review process provides the mechanism for this.
- 9.6 Monitoring of the TP is to employ two types of survey:
- Questionnaire survey: recording travel mode choices and exploring factors that may influence employees to make more sustainable travel choices.
 - Traffic count surveys: recording the cars entering and leaving the development car park,
- 9.7 The questionnaire travel surveys will be undertaken:

- First survey 3 months after first occupation of the development,
- Subsequently, annually on the anniversary of the initial survey for 5 years.

9.8 The initial traffic count survey will be undertaken:

- First survey within 3 months of first occupation of the development,
- Subsequently, annually on the anniversary of the initial survey for 5 years.

9.9 TP indicators will also be recorded through the monitoring process, including, but not necessarily exclusively:

- Pedestrian movements to/from the development,
- Cycle movements to/from the development.

9.10 Data collected from all the surveys will comply with the Data Protection Act. Employees will be identified only by numbers in the database, and data will not be used or disclosed except for the purpose it was collected.

9.11 The TPC will update all relevant information in the TP including all relevant existing travel information and proposed TP measures within 3 months of undertaking the initial travel surveys. The revised document will be submitted to LCC and the planning authorities.

9.12 The travel surveys will not only provide information about employees/students travel choices and habits, but also, and importantly, about attitudes to change in choice of travel mode. This is vital information for optimising the effectiveness of the targeting of the TP marketing strategy. This will also be helpful in exploring, in liaison with the local authority as part of the monitoring and review process, whether/what further measures need to be considered, agreed and implemented, if the TP target is to be met.

9.13 The monitoring process is not something that is done at a single point in time annually, albeit there is a requirement for a single formal report. TP monitoring is a dynamic process led by the TPC, that must be undertaken on an ongoing manner throughout the year. This is so that the effectiveness of the TP measures and financial resources can be optimised. The ongoing monitoring process throughout the year includes elements such as the promotional activities and mechanisms - if a

particular form of promotion is not yielding benefits, then alternatives should be considered and employed. The key to all this is that the TP measures, be it promotion and/or services/facilities, are not an end in themselves, they are only the means to reach the TP target, and if a measure/activity is not yielding positive results, then the reasons for this should be examined and changes to the strategy and measures implemented to address this, in agreement with the local authority.

9.14 An annual 'Monitoring & Review' report will be prepared by the TPC and submitted to the local authority. This will set out the way in which the TP has been operated throughout the year, providing, inter alia:

- A record of key information collected throughout the year, including results of monitoring surveys (refer para 9.6) and analysis (if applicable),
- A schedule of meetings held throughout the year, and other key contact information,
- A record of TP initiatives introduced/operated during the year, and information about initiatives considered but not implemented (if applicable),
- A record of promotional activities,
- Assess efficacy of TP measures that have been pursued throughout the year and, on the basis of this, reach conclusions about measures to be taken forward for the coming year. This may reflect positive results and/or the need to revise the TP measures/strategy in pursuit of the TP target.

9.15 The first monitoring and review report will be submitted following the first repeat traffic count survey.

10 Action Plan and Budget

- 10.1 It is essential that key tasks in connection with the TP are commenced (and some completed) prior to first occupation. This is so that TP measures are in place prior to the travel habits of the employees being set. It is also important that there is ongoing TP activity that seeks to influence the modal choice of employees to achieve the TP target of: **The percentage of staff and students driving to the training centre will not exceed 65%.**

10.2 ACTION PLAN

Key elements of the Action Plan for the development's TP are set out below, as well as some examples of specific measures to be pursued. This is **not** an exhaustive list, but is intended to confirm that the intention is for the TP to deploy a variety of measures and strategies:

Prior to occupation:

- TPC appointed by the occupier prior to first occupation. TPC contact information to be provided to local authority prior to first occupation,
- Undertake review of bus services to ensure Site is fully accessible by bus,
- TPC establishes contact with relevant Council officer,
- Provisional date for traffic count survey,
- Car share scheme arrangements, and in particular promotional strategy, to be established by TPC.

Upon occupation and subsequently:

- Promotional activities to employees, by a variety of means (and ongoing),
- TPC to pursue and promote to employees various incentives, eg Car share website, cycle scheme, etc,
- Travel information to be provided to all new apprentices,
- Travel information to be provided to all course attendees.

Within 3 months of first occupation:

- Traffic count survey to be undertaken and subsequently analysed,
- Initial Questionnaire Travel Survey to be undertaken,

Within 6 months of first occupation

- Update TP document following initial travel surveys and submit to LCC and planning authorities.

Within 1 month of first year's anniversary of first occupation:

- TPC to prepare and submit annual Monitoring & Review report to Council.

Within 9 months of first occupation:

- Ongoing monitoring, by a variety of means, of TP indicators,
- Ongoing promotional activities arranged by the TPC,

Thereafter the operation of the TP will continue in a similar manner, guided by the evidence that accrues through operation of the TP and the contributions of the local authority. The timing of subsequent monitoring surveys is as set out in paras 9.8-9.10. An annual Monitoring & Review report is to be prepared by the TPC and submitted to the local authority.

10.3 Table 2 presents a summary of the proposed TP measures, and includes timescales and responsibilities for each measure.

10.4 **FUNDING/BUDGET**

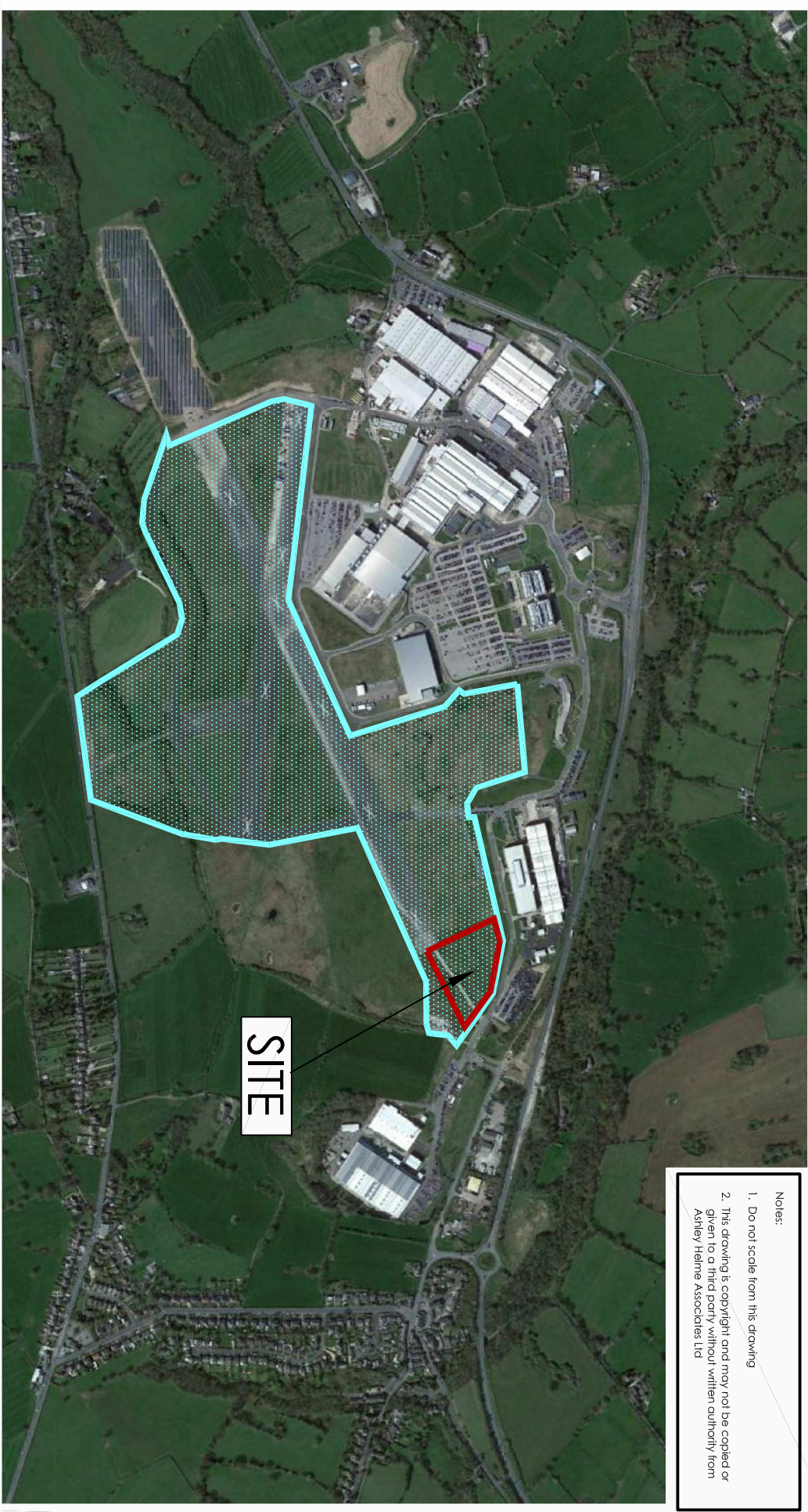
10.4.1 BAE Systems are responsible for the appointment of the TPC and other monetary aspects of the funding of the TP.

10.4.2 A sufficient budget has been identified by BAE Systems to employ the TPC for a period of 5 years after first occupation of the development. The budget is sufficient to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

11 Conclusions

- 11.1 A Travel Plan (TP) promotes sustainable travel awareness and encourages sustainable travel choices. This TP is prepared taking account of currently available best practice guidance (PPG 2014) and evolving experience.
- 11.2 The training facility will consolidate BAE training operations which currently take place at a number of facilities. The development comprises circa 7000sm classroom, workshop and lecture theatre accommodation.
- 11.3 The TP will be managed and operated by the Travel Plan Coordinator (TPC) who is:
- Name: Ian Cronshaw
 - Position: Associate Director, Ashley Helme Associates
 - Telephone contact number: 0161 972 0552
 - Email contact details: aha@ashleyhelme.co.uk
 - Date of taking up post: July 2016
- 11.4 The outcomes approach is adopted for the TP.
- 11.5 The TP target is set as: **The percentage of staff and students driving to the training centre will not exceed 65%.**
- 11.6 Chapter 10 and Table 2 sets out the Action Plan and Funding/Budget arrangements for the TP. This summarises identified measures, and indicates the timing for the measures. This illustrates the holistic approach adopted for the TP, aimed at encouraging from the outset a positive sustainable transport awareness and culture for the development. The TP measures will be reviewed and amended as appropriate as part of the ongoing dynamic monitoring and review process for the TP.

Figures



read upon/reproduced from the Ordnance Survey Map with the Permission of The Controller of Her Majesty's Stationery Office.
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FIGURE 1 LOCATION PLAN

ashleyhelme
associates
76 washway road, sale, manchester, m33 7re
e: aha@ashleyhelme.co.uk t: 0161 972 0552 f: 0161 972 0553

Tables

BUS No	Route	FREQUENCY			OPERATOR	START/END TIME OF SERVICE (MON-FRI) ⁽⁵⁾
		Mon- Sat		Sun		
		Day	Eve			
Services calling on Myerscough Smithy Road- Mellor Brook						
217	Mellor Brook-Osbaldeston-Preston	2 trips ⁽¹⁾	-	-	HWC	First- 0945 (leaves Mellor Brook) Last- 1345 (leaves Preston)
280	Clitheroe-Preston	60mins	-	120mins	LUL	First- 0652 (leaves Clitheroe) -0740 (leaves Preston) Last- 1826 (leaves Clitheroe) -1910 (leaves Preston)
D15	Blackburn-Mellor-Blackburn	7 trips ⁽²⁾	-	-	HWC	First- 0720 (leaves Blackburn) -0745 (leaves Mellor) Last- 1700 (leaves Blackburn) -1725 (leaves Mellor)
Services calling on A677						
59	Blackburn-Preston	30mins	-	60mins	STG	First- 0700 (leaves Blackburn) -0625 (leaves Preston) Last- 1855 (leaves Blackburn) -1815 (leaves Preston)

Source: www.lancashire.gov.uk & www.traveline-northwest.co.uk.

Notes

1. 1 trip to Preston in AM and 1 trip to Mellor Brook in PM, Wednesdays and Fridays only,
2. 6 trips on non-school days.

Key:

HWC Holmeswood Coaches Ltd
LUL Lancashire United Ltd
STG Stagecoach in Lancashire

TABLE 1 BUS SERVICES AND FREQUENCIES

ITEM	MEASURE	TIMESCALE	RESPONSIBILITY	FUNDING/BUDGET
Public transport	Bus and rail timetable information and bus stop locations to be provided as part of Apprentice Travel Induction Pack	Prior to first occupation and ongoing	TPC	TPC staff time
	Review of existing BAE bus services to provide access to Training Academy	Prior to first occupation and ongoing	TPC	BAE Systems funding /TPC staff time
	Provision of public transport information as part of course attendance instructions	Upon first occupation and ongoing	TPC	TPC staff time
	Bus stops to be provided on A59 close to LEZ Site access, and within LEZ	Prior to first occupation	LCC	LCC Funding
Car Share	Training academy users made aware of BAE systems car share website	Prior to first occupation and ongoing	TPC	BAE Systems funding /TPC staff time
	Car share promotional strategy to be established through Induction Packs and course attendance instructions	Prior to first occupation	TPC	BAE Systems funding /TPC staff time
Walk	Provision of footway at LEZ Site access junction and on LEZ internal roads	Prior to first occupation	LCC	LCC Funding
Cycle/PTW	15no sheffield stands to be provided for use by staff and students. This complemented by showers and lockers within the proposed buildings	Prior to first occupation	TPC	BAE Systems
	17no motorcycle parking spaces to be provided for use by staff and students	Prior to first occupation	TPC	BAE Systems
	Extension of existing BAE cycle to work scheme to incorporate apprentices, and promotion of scheme	Prior to first occupation and ongoing	TPC	BAE Systems funding /TPC staff time
	Promotional events and literature	Prior to first occupation and ongoing	TPC	TPC staff time
	Local cycle maps to be distributed as part of apprentice Travel Induction Pack	Prior to first occupation and ongoing	TPC	TPC staff time
Management	TPC to be appointed	Prior to first occupation	BAE Systems	Sufficient budget for 5 years after completion

TABLE 2 TP ACTION PLAN SUMMARY

	TPC establishes contact with relevant Council officer	Prior to first occupation	TPC	TPC staff time
Monitoring and Review	Questionnaire Travel Survey to be undertaken	Within 3 months of first occupation, and subsequently annually on the anniversary of the initial survey	TPC	TPC staff time
	Traffic count survey to be undertaken, recording cars entering and leaving the development.	Within 3 months of first occupation, and subsequently annually on the anniversary of the initial survey	TPC	BAE Systems funding/TPC staff time
	Update TP following initial travel surveys and submit to LCC and planning authorities	Within 3 months of initial travel survey	TPC	TPC staff time
	Preparation of Annual Monitoring and Review report to Council	Within 1 month of first year's anniversary of first occupation, and annually thereafter	TPC	TPC staff time
	Ongoing monitoring of TP indicators	Ongoing	TPC	TPC staff time
Promotion and Marketing	Travel Induction Pack prepared	Prior to first occupation and regularly reviewed	TPC	TPC staff time
	Course attendance information prepared	Prior to first occupation and regularly reviewed	TPC	TPC staff time
	Occasional promotional initiatives, eg National Bike Week to be promoted to staff and students	Ongoing	TPC	TPC staff time

TABLE 2 TP ACTION PLAN SUMMARY

Appendix A

MAI – IIS

Samlesbury site Travel Plan Monitoring and Review Report 2013

Project Title
<u>Samlesbury site Travel Plan Monitoring and Review Report 2013</u>

	Name	Job Title	Signature
Originator:	Simon Jarvis	<i>Sustainability Lead</i>	
Sponsored by:	Stuart Barker	<i>Site, Sustainability and SHE Manager</i>	

EXECUTIVE SUMMARY

- This document is to report the current status of the Samlesbury site Travel Plan, reflecting the fifth, **and final**, year of implementation following the major development programme at the Site,
- The Samlesbury site Travel Plan was implemented in 2008,
- It has been developed in accordance with the national guidance of the time (Department for Transport (DfT) August 2002),
- The target is to reduce the percentage of employee arrivals in a single occupancy vehicle (SOV) to no more than 70% during peak hours (nominally 07:30AM and 08:30AM),
- We have demonstrated continued success with a further 0.8% reduction in SOVs in 2013.

BAE Systems

Samlesbury site Travel Plan Monitoring and Review Report 2013

INTRODUCTION

This Monitoring and Review Report is to update all stakeholders, both internal and external, on the current status of the Samlesbury Site (the Site) Travel Plan (TP) for the fifth, and final, year of its implementation. The TP has been drafted in accordance with DfT guidance and set the target of reducing the percentage of employee arrivals in a SOV to no more than 70% during peak hours (nominally 07:30am and 08:30am) over a 5 year period. Other key objectives were to contribute to travel reduction and other sustainable transport objectives set out in national, regional and local policies, improve accessibility of the Site by sustainable modes of transport and to widen the choice of travel mode for all those travelling to/from the Site.

Following completion of the 2013 survey, BAE Systems can report that the current SOV percentage for Year 5 of the TP is 71.0% - **a 16.5% reduction in SOVs from the 2006 baseline** - a further **0.8% reduction for Year 5** of the Travel Plan, towards the 5 year target of no more than 70% SOVs entering the Site.

BACKGROUND

BAE Systems operate a staff TP at the Site. Implementation of the TP commenced in April 2008. It has been developed in accordance with good practice and hopefully serves as an example of such. A brief summary of the measures undertaken to encourage sustainable travel at the Site is as follows:

- Continuation of the government cycle purchase scheme (first launched in September 2009), during Q4 2011, Q2/Q3 2012 and Q3 2013, which offered purchase savings to employees for cycles used to travel to work with a designated retailer, via a salary sacrifice scheme.
- Improved cyclist infrastructure facilities at Samlesbury site, such as secure cycle parking and improved showering facilities.
- Improved interaction with the BAE Systems Bike User Group.
- Engagement with Lancashire County Council to discuss promotional ideas and events.
- Introduction of two 'inter-site' bus services at Samlesbury.
- Introduction of four BAE Systems subsidised bus services, covering North Preston, South Preston, St Annes and Central Preston.
- Car sharing – operation of a dedicated BAE Systems car sharing website via liftshare.com, which is available to all staff across BAE Systems Warton unit.
- A constantly updated "Travelling to Work" section on the Military Air & Information intranet site.
- Continual marketing and promotion of all Travel Plan initiatives, via the dedicated website on the BAE Systems intranet, promotional events, an 'open' e-mail policy for any travel related issues, cascading of information through 'desk drops', posters, 'e-zines' and the employee monthly 'Frontline Brief'.

SURVEY METHODOLOGY

The survey objective was to record the entrants to the Site during the AM period (i.e. AM Arrivals), disaggregated by mode of travel. The survey was undertaken on Wednesday 19th June 2013, between the hours of 06:45AM and 10:00AM. This recorded the vast majority of people arriving at the Site during the morning period. The Arrivals were recorded in time blocks of fifteen minutes.

The modes of travel recorded are:

- SOV
- Car Share – Driver
- Car Share – Passenger
- Cycle
- Motorcycle
- Bus Passenger
- On foot
- Construction/Delivery Vehicle

There are two entrances to the Site, the new Main Gate (opened 24th March 2009) and East/Mellor Gate. Survey staff were located at each of these locations.

SURVEY RESULTS

June 2013 Survey

Table 1 summarises the results of the 19th June 2013 survey for all AM Arrivals entering the Site between 06:45AM and 10:00AM.

A total of 3296 employees entered the Site over the 3.25 hour survey period, which is made up of 2931 counted in the survey plus 365 car share passengers, *which is using an approximated 1.2 passengers per car, in line with previous Site surveys.*

- SOV: 2339
- Car Share – Driver: 304
- Car Share – Passenger: 365
- Cycle: 73
- Motorcycle: 47
- Bus: 41
- On foot: 44
- Construction/Delivery Vans: 83

Table 2 shows the actual total number of **vehicles** entering the Site was **2850**, the breakdown of which is as follows:

- SOV: 2339
- Car Share – Driver: 304 (Containing 669 employees)
- Cycle: 73
- Motorcycle: 47
- Bus: 4 (Containing 41 employees)
- Construction/Delivery Vans: 83

Table 3 gives a more detailed breakdown, showing the AM Arrivals by fifteen minute time slot and via which gate.

Review of the information shows that:

- Peak hour for AM Arrivals is 06:45AM – 07:45AM, with maximum hourly Arrival total of 1497 vehicles. The breakdown for this is; 1199 SOVs, 163 car-share, 32 motorcyclists, 45 cyclists, 31 bus users, 9 on foot and 18 construction/delivery vehicles.
- 07:30AM – 08:30AM vehicle Arrivals total is 1173 vehicles, of which 934 are SOVs, 122 are car-sharers, 15 are motorcyclists, 23 are cyclists, 20 are bus users, 30 on foot and 29 construction/delivery vehicles. (07:30AM – 08:30AM is the AM peak hour on the highway network and the time period to which the planning conditions relate.)

2013 Modal Split

Review of Table 1 identifies the modal split of BAE Systems' employees (and visitors) AM Arrivals:

- SOV: 71.0%
- Car Share – Driver: 9.2%
- Car Share – Passenger: 11.1%
- Cycle: 2.2%
- Motorcycle: 1.4%
- Bus: 1.2%
- On foot: 1.3%*
- Construction/Delivery: 2.5%

* Due to the location of the Site, anyone arriving 'on foot' is assumed to be a visitor to the site. After liaising with Samlesbury site Security this figure is seen as consistent with an average day's number of visitors. An alternative assumption could be that a number of 'On foot' Arrivals may have been dropped off at the Site by another driver and could therefore be seen as a Car Share – Passenger, or may have used a public bus service.

As a comparison with the 2012 Travel survey, the corresponding modal split comprised as follows:

- SOV: 71.8%
- Car Share – Driver: 8.6%
- Car Share – Passenger: 10.3%
- Cycle: 1.3%
- Motorcycle: 1.1%
- Bus: 1.5%
- On foot: 2.4%*
- Construction/Delivery: 3.0%

The conclusion from the above data is clearly that there has been a reduction achieved in SOV AM Arrivals at the Site in June 2013, compared with October 2012. This is attributable to a rise in the number of employees changing their travel behaviours to more sustainable means, such as car sharing. This has resulted in a **0.8% reduction** in SOV AM Arrivals at the Site.

Whilst this represents a good year for the Site TP it should be noted that it is extremely difficult to quantify the number of employees that may either drop someone off on their journey to work, or that are dropped off at the Site by someone else, therefore the Car Share modal split could potentially be even higher. However, due to the significant number of assumptions that would be needed to obtain a view of this information it has been decided not to do so.

CONCLUSION

In final conclusion, following this work BAE Systems can report a **16.5% reduction in SOVs** from the 2006 baseline - a further 0.8% reduction for Year 5 – the Final Year of the Travel Plan, towards the 5 year target of no more than 70% SOVs entering Samlesbury site.

Table 1 – AM Arrivals

2013

Mode		Total	%age		2012 %age
SOV		2339	71.0%	-0.8%	71.8%
Car Share	Driver	304	9.2%	0.7%	8.6%
	Passenger	365	11.1%	0.8%	10.3%
	Total	669	20.3%	1.5%	18.8%
Cycle		73	2.2%	0.9%	1.3%
Motor Cycle		47	1.4%	0.3%	1.1%
Bus Passenger		41	1.2%	-0.3%	1.5%
On foot/Visitor		44	1.3%	-1.1%	2.4%
Construction		83	2.5%	-0.5%	3.0%
TOTAL		3296	100.0%		100.0%

Table 2 – Vehicular Arrivals

Mode		Total
SOV		2339
Car Share	Driver	304
	Passenger	N/A
	Total	304
Cycle		73
Motor Cycle		47
Bus		4
On foot/Visitor		N/A
Construction		83
TOTAL		2850

Table 3 – Full Breakdown by Time and Transportation Type.

Time	Single Occupancy Vehicle			Car + Passenger(s)			Motorcycle/Scooter			Bicycle			Bus User	On-foot/Visitor		Works Vehicle/Van			TOTAL			TOT.
	Main Gate 1	Main Gate 2	Mellor Gate	Main Gate 1	Main Gate 2	Mellor Gate	Main Gate 1	Main Gate 2	Mellor Gate	Main Gate 1	Main Gate 2	Mellor Gate	Mellor Gate	Main Gate	Mellor Gate	Main Gate 1	Main Gate 2	Mellor Gate	Main Gate 1	Main Gate 2	Mellor Gate	
06:45	143	113	98	19	7	16	8	2	3	8		9			1			1	178	122	128	428
07:00	151	136	61	21	14	11	4	1	1	4		4	11					2	180	151	90	421
07:15	122	119	55	18	12	9	4		3	6		7	10	5		1		8	156	131	92	379
07:30	90	55	56	17	11	8	4		2	6		1	10	3		2		4	122	66	81	269
07:45	132	97	36	18	9	6	1	1	3	4		5		7	1	1		7	163	107	58	328
08:00	147	98	36	12	7	7	1			1		2	10	8	4	1		7	170	105	66	341
08:15	113	38	36	13	8	6	3			3		1		6	1	1		6	139	46	50	235
08:30	61	45	22	11	6	5				2		3		5	1			6	79	51	37	167
08:45	48	28	16	5	4	3	1			3		1		1				8	58	32	28	118
09:00	35	15	23	4	3	2				2		1						7	41	18	33	92
09:15	22	14	6	3	2	1			1									6	25	16	14	55
09:30	25	9	7	2	1	2	1		1					1		5		6	33	10	17	60
09:45	26	4	1			1	1		1							1		3	28	4	6	38
TOTAL	1115	771	453	143	84	77	28	4	15	39	0	34	41	35	9	12	0	71	1372	859	700	2931
%AGE	38.0%	26.3%	15.5%	4.9%	2.9%	2.6%	1.0%	0.1%	0.5%	1.3%	0.0%	1.2%	1.4%	1.2%	0.3%	0.4%	0.0%	2.4%	46.8%	29.3%	23.9%	

Appendix B

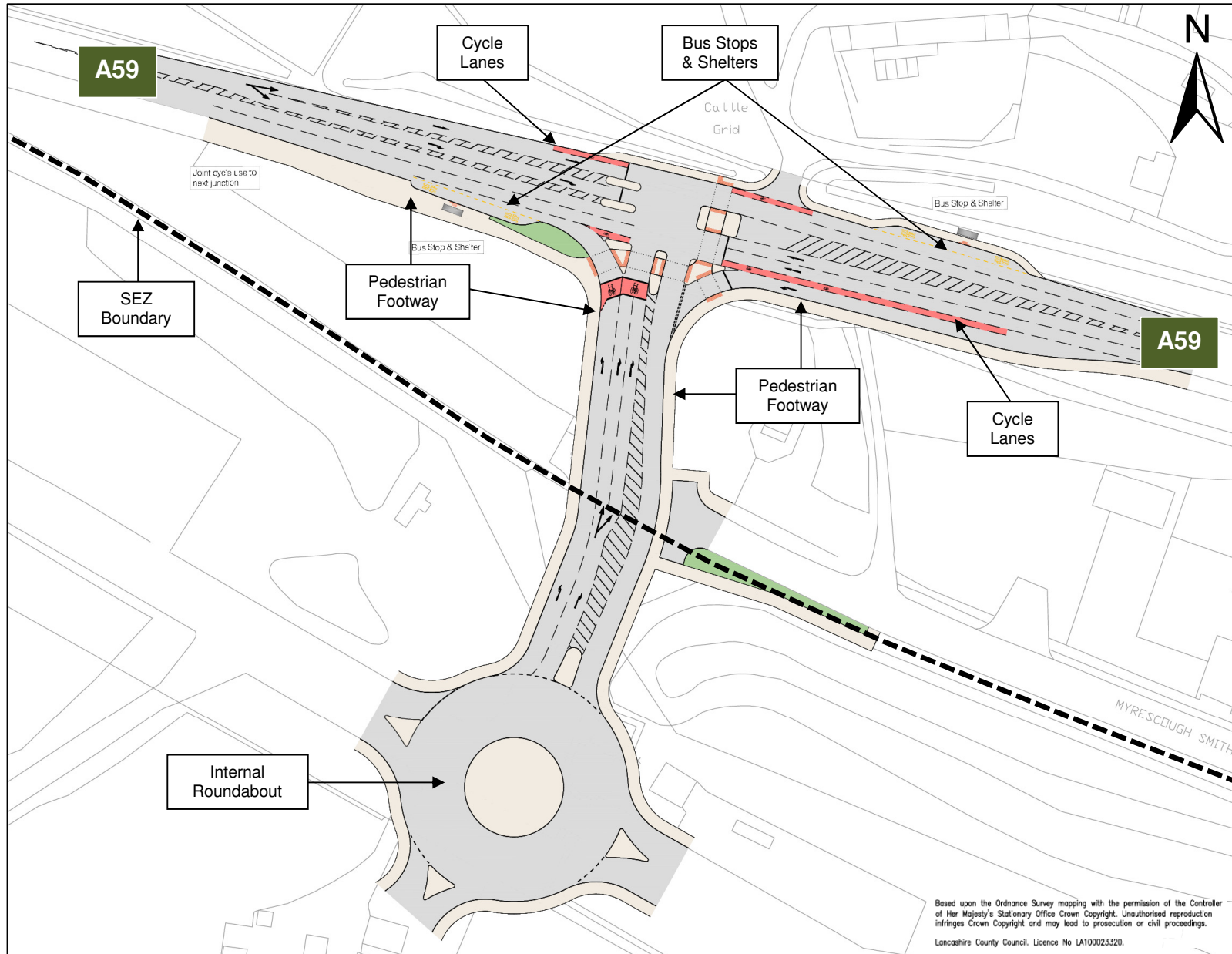


Figure 1-B Proposed A59 Junction Design