DTPC

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March 2018

FRAMEWORK TRAVEL PLAN

LINCOLN WAY, CLITHEROE

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LINCOLN WAY, CLITHEROE

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LINCOLN WAY, CLITHEROE

FRAMEWORK TRAVEL PLAN

C O N T E N T S

Page

1. INTRODUCTION 3
Purpose of report 3
Liability of Report 3
2. NATIONAL AND LOCAL POLICY GUIDANCE 4
National Policy 4
Transport White Paper (TWP) 4
National Planning Policy Framework 4
Addressing health equity within travel plans 6
Local government has a new role in improving health. 7
3. WHAT IS A TRAVEL PLAN 11
What is a Travel Plan? 11
How the Travel Plan accords with planning policy 12
Aims and Objectives of a Travel Plan 12
Implementation of the Travel Plan 13
4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS 14
Development of a Travel Plan 14
5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS 15
Site location context 15
Local Highway Provision 16
Traffic counts 18
Development Proposals 21
Layout 22
Proposed Development Trips 22
Trip Rates and Trips 23
6. ACCESSIBILITY BY MODE 24
Walking 24
Travel by public transport 27
Summary 29
7. TRAVEL PLAN MEASURES 30
Overarching Measures 30
Layout and design of the development 30
Travel Plan Co-ordinator 30
Welcome Pack – to encourage staff to travel sustainably 31
Walking – to encourage employees to walk 31
Cycling 32
Car Sharing – to reduce single occupancy car trips 32
Public Transport 34
Personal Travel Packs: 34
8. TARGETS / MONITORING 35
Mode split comparison 35
Targets 36

Monitoring..... 36
Indicative Programme 38

1. INTRODUCTION

DTPC has been appointed by Avalon Town Planning on behalf of James Alpe Ltd to provide transport and highway advice for the traffic and transportation implications associated with the proposed industrial development on land off Lincoln Way, Clitheroe.

The application relates to a site located on the edge of the urban area, currently has approval for a similar type scheme of at total for full site GFA 10,455.0m2; Plot ratio 47%. Units 1-17 B1c and Units 18-21 B2 as a worst case use for assessment purposes.

Purpose of report

The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Framework Travel Plan to enable the residential 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.

Liability of Report

This report is 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 CO_2 emissions. Travel planning to date has focused on reducing single occupancy car use to specific 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 will 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.

Transport White Paper (TWP)

The Transport White Paper promotes developments that enable the choice of transport access to be maximised. It requires local authorities to draw up five-year transport plans known as Local Transport Plans (LTP). These plans are intended to co-ordinate and improve local transport, set out strategies for promoting walking, cycling and adoption of Green Transport Plans (GTPS) to employment sites, schools and other destinations.

Improvement in public transport facilities and an increase in their use is a key aim of the TWP. The TWP states that public transport has:

- Become the focus of our efficient transport system that gets people to where they want to be, quickly and comfortably without having to rely on our cars; and
- It aims to improve the level of service provided through the uptake of Quality Partnerships which have been given a statutory basis under which Councils can require operators to meet certain quality criteria.

In terms of rail, the Network Rail allows a tougher regulation of standards and a better promotion of integration and interchange with and between other public transport services. With regard to pedestrians, the TWP recommends that priority be given to walking by allocating additional road space to pedestrians. This can be achieved by providing wider footways, more direct and convenient routes for walking and by providing more pedestrian crossings.

A further provision of the TWP is that local authorities will be required to increase provision of secure cycle parking as well as allocating more road space for cyclists and applying speed restraints.

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.

Paragraph 36 of the National Planning Policy Framework sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan.

Local planning authorities must make a judgement as to whether a proposed development would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development which proposes no car parking in an area of high public transport accessibility).

In determining whether a Travel Plan will be needed for a proposed development the local planning authorities should take into account the following considerations:

- the Travel Plan policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area;
- whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and
- relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.

Paragraph 36 of National Planning Policy Framework asks how should the need for and scope of a travel plan be established?

The anticipated need for a Travel Plan should be established early on, preferably in the pre-application stage but otherwise within the application determination process itself.

Consideration should be given at the pre-application stage to:

- the form and scope of the Travel Plan;
- the outcomes sought by the Travel Plan;
- the processes, timetables and costs potentially involved in delivering the required outcomes (including any relevant conditions and obligations);
- the scope of the information needed; and
- the proposals for the ongoing management, implementation and review processes.

Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

They should evaluate and consider:

- benchmark travel data including trip generation databases;
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
- relevant information about existing travel habits in the surrounding area;
- proposals to reduce the need for travel to and from the site via all modes of transport; and
- provision of improved public transport services.

They may also include:

- parking strategy options (if appropriate – and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and
- proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives).

These active measures may assist in creating new capacity within the local network that can be utilised to accommodate the residual trip demand of the site(s) under consideration.

It is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating so that it can be based upon the occupational and operational characteristics of the development.

Any sanctions (for example financial sanctions on breaching outcomes/ processes) need to be reasonable and proportionate, with careful attention paid to the viability of the development. It may often be more appropriate to use non-financial sanctions where outcomes/ processes are not adhered to (such as more active or different marketing of sustainable transport modes or additional traffic management measures). Relevant implications for planning permission must be set out clearly, including (for example) whether the Travel Plan is secured by a condition or planning obligation.

Travel Plans can only impose such requirements where these are consistent with Government policy on planning obligations.

Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.

The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer or qualifying body for neighbourhood planning. Who has responsibility for monitoring compliance should be clear.

Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative.

Addressing health equity within travel plans

The World Health Organization Global Commission on the Social Determinants of Health advocates for a Health Equity in All Policies approach to tackling inequalities/inequities in health. In particular the Commission recommends that agencies consider the health equity impact of transport and urban design to promote physical activity through investment in active transport (WHO 2008).

Equity in health implies that ideally everyone should have a fair opportunity to attain their full health potential and, more pragmatically, that no one should be disadvantaged from achieving this potential, if it can be avoided. Inequity refers to differences in health which are not only unnecessary and avoidable, but in additional are considered unfair and unjust (World Health Organization, 1998). The social determinants of health are mostly responsible for health inequalities - these are the conditions in which people are born, grow, live, work and age, including the health system. These circumstances are

shaped by the distribution of money, power and resources at global, national and local levels, which are themselves influenced by policy choices (World Health Organization, 2008).

Local government has a new role in improving health.

The important role of transport in improving health has been recognised and reflected in changes to local government responsibilities and resources that came into place in March 2013. Local authorities are now responsible for demonstrating improvements in 68 indicators of the health of their residents. Many of these indicators relate to streets and transport including road traffic injuries, air quality, noise, physical activity and social connectedness.

The recent changes in local government have brought this role to the fore. In particular, the importance of the walking and cycling people do as part of their everyday routine, as they will deliver huge economic and social benefits by keeping people active and healthy. The expected growth of cycling up to 2026 is estimated to deliver £250m in health economic benefits annually.

Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries. These issues are all connected, and to deliver the biggest benefits from more walking and cycling there is a need to ensure the streets invite people to walk and cycle whenever possible.

Indicators of a healthy street environment

Source	Main health impacts that can be improved
Physical activity	Obesity Heart disease Stroke Depression Type 2 diabetes
Air quality	Cardiovascular disease Respiratory diseases
Road traffic collisions	Physical injuries Psychological trauma
Noise	Mental health Blood pressure Child development
Access and severance	Mental wellbeing Personal resilience Stress Social isolation

New local government responsibilities for public health

The Health and Social Care Act 2012 transferred responsibility for public health from the National Health Service to local government. Local authorities now have a statutory responsibility to use their powers and resources across all sectors to improve the health of their population.

Council's are responsible for delivering a Local Implementation Plan for transport and a Health and Wellbeing Strategy that will improve the health of its population.

Local authorities are measured against 68 Public Health Outcome Measures to assess how they are improving the health of their population. Many of these health impacts can be directly and indirectly delivered through improving street environments and public transport. Some examples include obesity, physical activity, air quality, noise, deaths and serious injuries on the road, and social connectedness. See table overleaf.

High level outcomes	Wider determinants	Health improvements	Healthcare improvements
• Healthy life expectancy • Health inequalities	• Children in poverty • Pupil absence • 16–18 year old NEET • Employment for people with a LTC • Sickness absence rate • Killed and seriously injured on the road • Violent crime • Population affected by noise • Use of green space for exercise • Social connectedness • Older people's perception of safety	• Low birth rate • Breastfeeding • Early childhood development • Childhood obesity • Wellbeing of looked after children • Diet • Adult obesity • Physical inactivity • Diabetes • Self-reported wellbeing • Falls and fall injuries in the over-65s	• Preventable deaths • Premature deaths from cardiovascular disease • Premature deaths from all cancers • Early death from respiratory disease • Suicide • Quality of life for older people • Hip fractures in the over-65s • Dementia
Health protection • Air pollution • Sustainable development plans for public sector organisations			

10 indicators to a healthy street, source Lucy Saunders.

Indicator	How it relates to health
Pedestrians from all walks of life	Everybody needs to be active every day. If the mix of people walking in the street does not include certain groups such as children, older people or those with disabilities then the street environment is excluding some people from staying active.
People choose to walk and cycle	Some people walk or cycle not out of choice but due to poor access by other modes of transport. This can have negative impacts on their health and wellbeing. Success should be measured by people choosing to walk and cycle, rather than levels of walking and cycling.
Clean air	The health impacts of air quality include cardiovascular disease and respiratory disease.
People feel safe	People need to feel that they will be safe from injury and crime when they are on the street.
Not too noisy	Noise has a range of health impacts including stress and high blood pressure. It also discourages people from walking and cycling.
Easy to cross	If streets are difficult to cross because of physical barriers or traffic, people will be discouraged from using the street, particularly on foot. This can be socially as well as physically restricting.
Shade and shelter	Some people have difficulty moderating their body temperature, and this can put their health at risk in hot weather. Shade is needed on streets to enable people to keep cool.
Places to stop	Many people can only walk short distances without taking a rest, particularly those who are older, young, pregnant, injured or who have a disability or health condition such as chronic obstructive pulmonary disease. Providing seating at regular intervals is necessary to enable these people to incorporate much needed physical activity into their daily routine.
Things to see and do	Street environments need to be stimulating and engaging to invite people to walk and cycle more. This highlights the importance of good urban design and maintenance of public spaces in delivering health benefits.
People feel relaxed	Walking or cycling in the street should not be a stressful experience. If people are not relaxed it indicates that issues such as noise, insufficient space or fear of danger have not been addressed.

Examples of the evidence base overleaf.

Evidence for effective measures to improve health through transport		
Owner	**Resource**	**What it is for**
NICE	Public Health Guidance 8 Physical activity and the environment (January 2008)	'Gold standard' evidence-based guidance from the National Institute for Health and Care Excellence (NICE) relating to active travel. These are summarised in NICE's pathway for local authorities.
NICE	Public Health Guidance 13 Promoting physical activity in the workplace (May 2008)	
NICE	Public Health Guidance 17 Promoting physical activity for children and young people (January 2009)	
NICE	Public Health Guidance 25 Prevention of cardiovascular disease (June 2010)	
NICE	Public Health Guidance 31 Preventing unintentional road injuries among under-15s: road design (November 2010)	
NICE	Public Health Guidance 41 Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (November 2012)	

Policy guidance on transport and health		
Owner	**Resource**	**What it is for**
UK Faculty of Public Health	Transport & health: Position statement and briefing statement (2013)	These papers set out the position of the UK body of public health specialists part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
UK Faculty of Public Health	Built environment & physical activity: Position statement and briefing Statement (2013)	These papers set out the position of the UK body of public health specialists, part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
Public Health England & Local Government Association	Obesity and the environment: Increasing physical activity and active travel (2013)	This document summarises the importance of active travel in tackling obesity and outlines the regulatory and policy approaches that can be taken.

Evidence of the health impacts of transport		
Owner	**Resource**	**What it is for**
Mindell JS, Watkins SJ, Cohen JM (eds.), Stockport: Transport and Health Study Group	Health on the Move 2. Policies for health promoting transport (2011)	This report provides a detailed compendium of evidence and expert opinion on the full range of health impacts of transport as well as policy recommendations.
Saunders et al, Plosone	What Are the Health Benefits of Active Travel? A Systematic Review of Trials and Cohort Studies (2013)	This paper brings together for the first time every published study that measured a health outcome of walking or cycling for transport in either a trial or a cohort study (empirical studies not cross-sectional ones). It shows the wide range of health benefits associated with active travel including diabetes, mental wellbeing, obesity, bone strength and breast cancer.
British Medical Association	Healthy Transport = Healthy Lives (2012)	This accessible report describes the main impacts of transport on health in the UK and includes clear graphs and illustrations.
Mackett RL & Brown B, University College London	Transport, Physical Activity and Health: Present knowledge and the way ahead (2011)	This report explores in detail the links between transport and its biggest health impact, physical activity.
Sustainable Development Commission	Fairness in a Car Dependent Society (2011)	This report presents the range of health inequalities that arise from car-dependent societies.

The use of walk/cycle modes either as an individual mode or part of a linked travel mode is key to delivering healthy outcomes.

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?

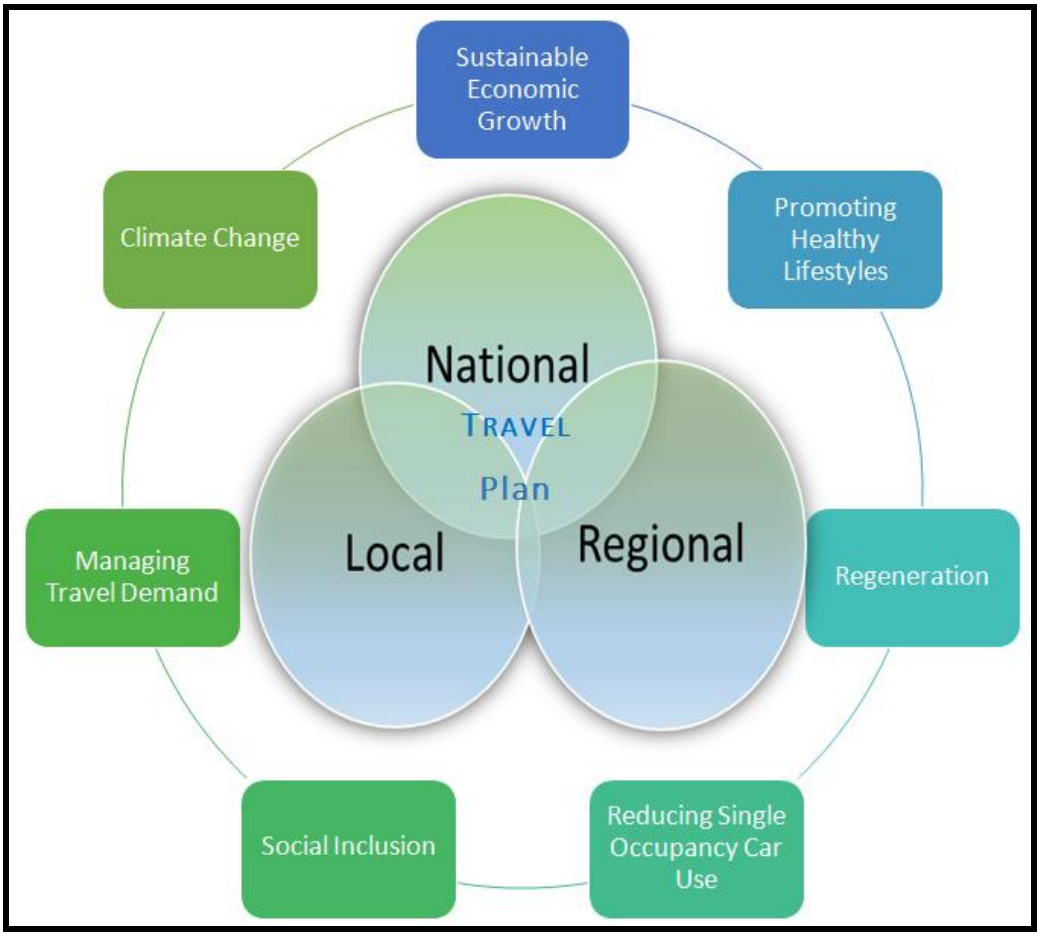
A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

National planning policy states that single occupant car trips are unsustainable, and should be mitigated wherever possible in favour of trips by walking, cycling or public transport.

A Travel Plan achieves this by raising awareness of available alternative transport modes, and offering incentives to site users to make the switch away from car journeys. It is important for a development to take responsibility for the impact of the vehicle trips that it generates on the local highway network and surrounding environment.

A Travel Plan provides a robust evaluation tool to ensure that developments are achieving gains in environmental sustainability, and are more efficiently managing the demand for travel to and from the site. This will benefits to all parties involved – public, private and community.

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 occupants and staff in a new way and require partnerships between developers, local authorities, local communities and new residents.



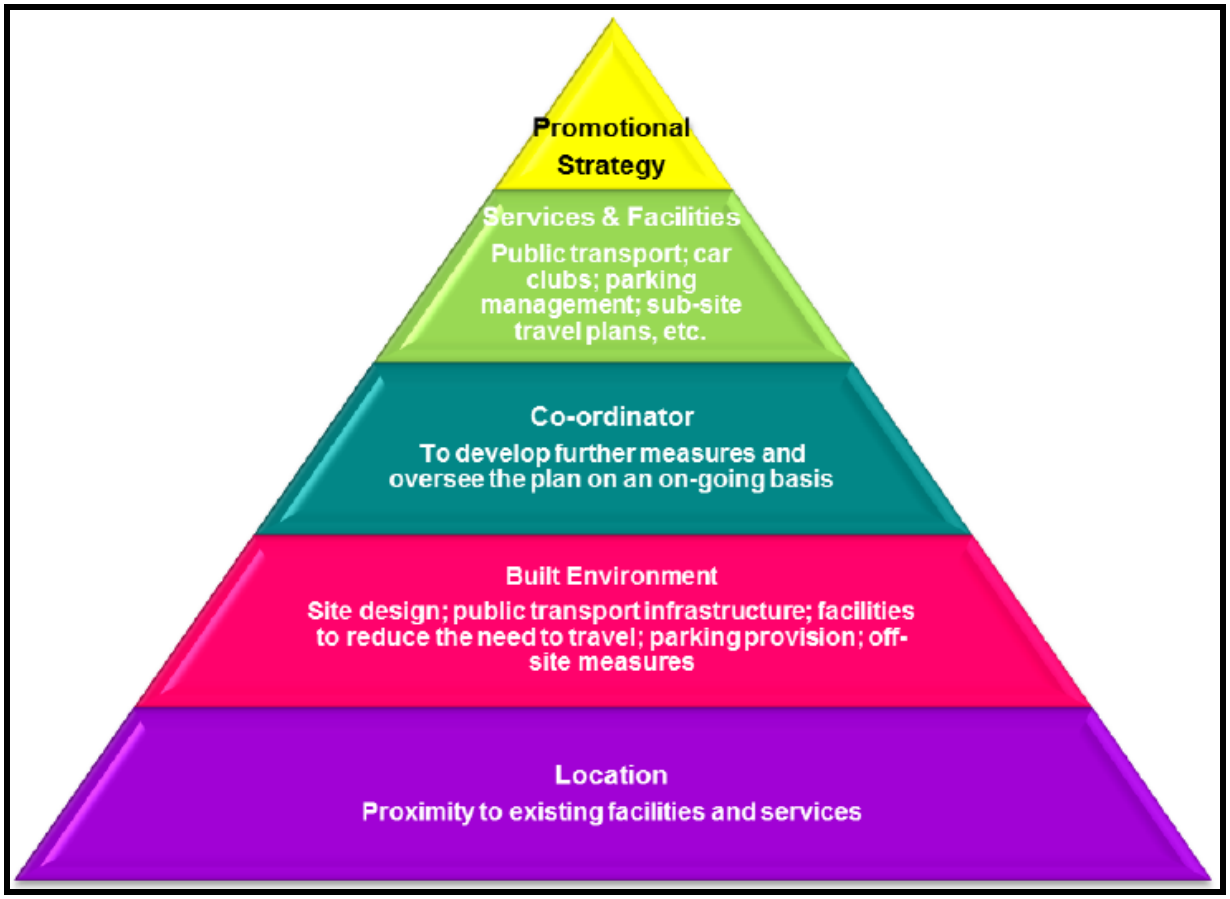
How the Travel Plan accords with planning policy

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.

The Department for Transport (DfT) published the report, **"Using The Planning Process To Secure Travel Plans, Best Practice Guide"** in 2002, which set out government policy on travel plans and how they are to be implemented and secured through the planning process.

Of recent importance was the publication of the DfT's policy guidance contained in '**The essential guide to travel planning'** issued in 2008. These attempts to create a one-stop policy approach in developing practical measures which can more effectively attempt to manage the demand for transport in an increasingly environmentally sustainable and economically cost-effective manner.

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 employees and visitors to travel by 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 (**S**ustainable, **M**easurable, **A**ccessible, **R**ealistic, **T**ime 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 James Alpe Ltd the promoter.

Implementation of the Travel Plan

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 Travel Plan Co-ordinator and a promotion and awareness campaign will be launched encouraging new employees to review their journeys to and from location, 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 employees it is intended to be used by technical officers of the local authority and JAL, 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

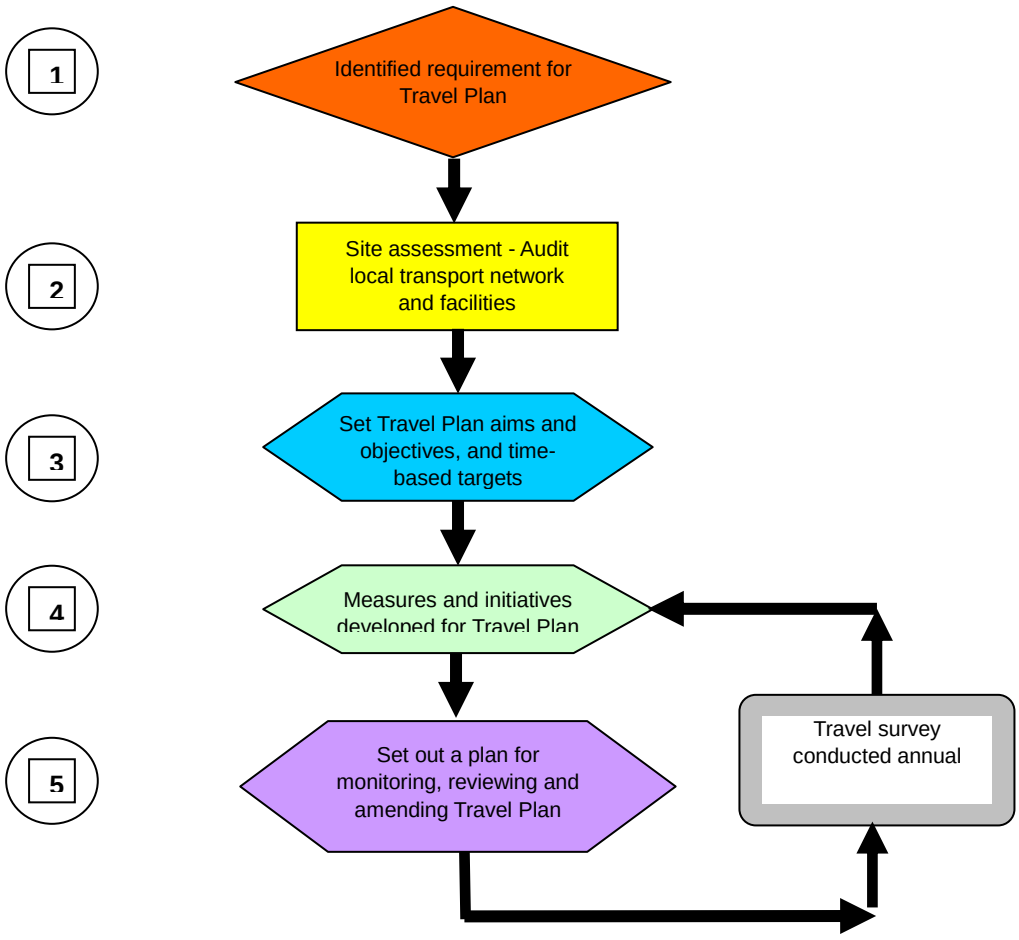
A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

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 for 5 years after the agreed trigger by the Council's Travel Plan Co-ordinator and the site appointed Travel Plan advisor (for the purposes of the FTP this will be A Davies of DTPC, 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.

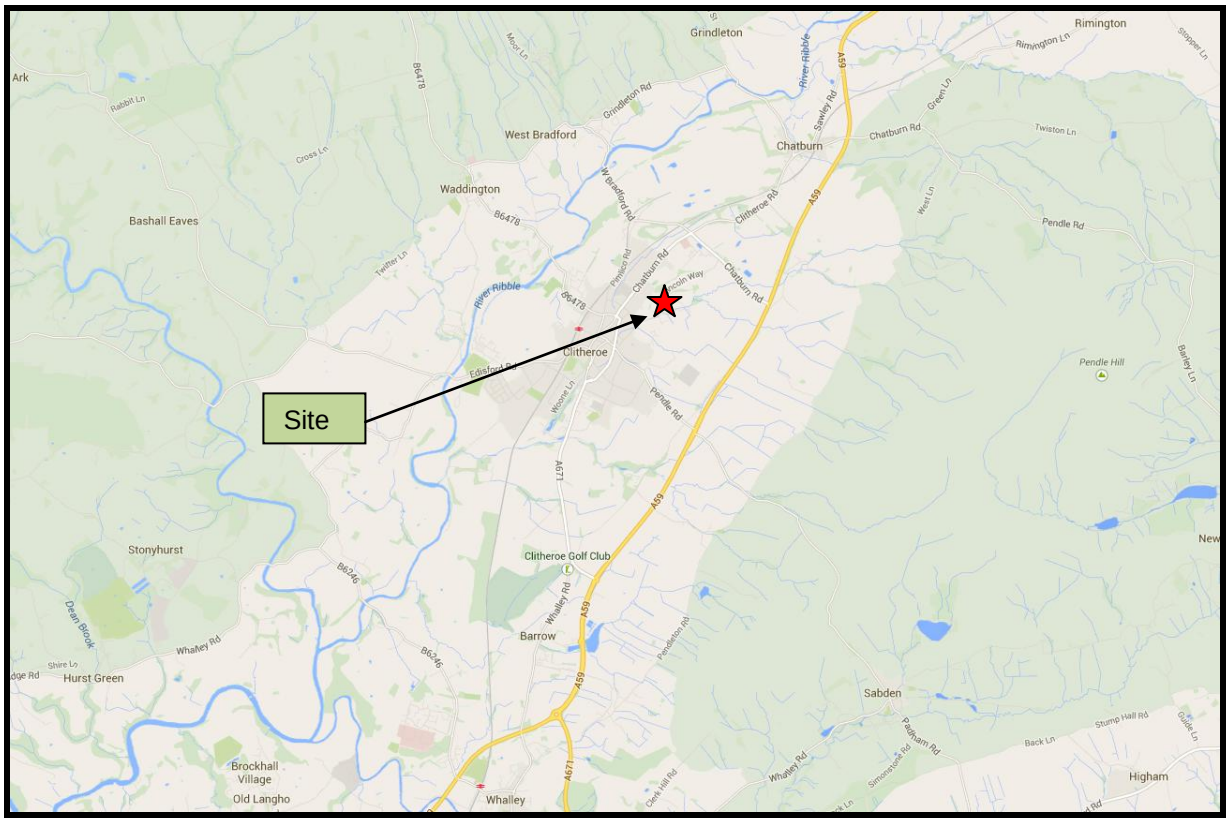
Travel Plan Cycle



5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS

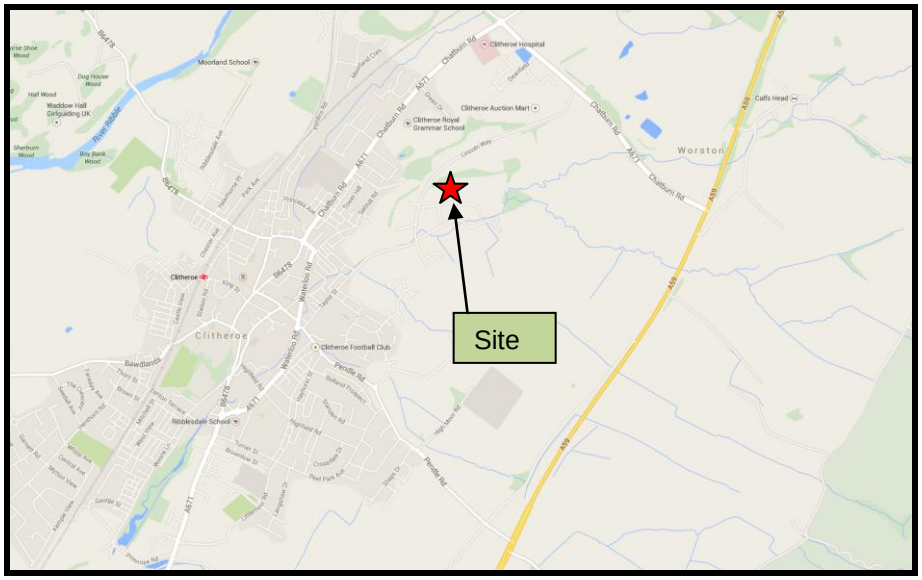
Site location context

The site lies to the west side the A59 which lies to the east of the Clitheroe urban area. The site forms a previously undeveloped area in an existing employment area. It will be accessed by a new junction on Lincoln Way for car parking and landscaping.



Site location plan in relation to neighbouring settlements

The location of the site in the local setting is shown below.



It is bounded by employment/units to the west and north, to the south small scale residential and to the east a golf driving range.

Site in the street location

Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage and locally are all 30 mph along Lincoln Way.

Lincoln Way locally connects to the south west onto Taylor Street and then to Shawbridge Street via a single lane carriageway with tarmaced footpaths provided on the both sides and street lighting. To the north east the route runs Chatburn Road and then SE to the A59.

It serves primarliy an employment catchment. The area has a typical traffic flow charateristic associated with an urban area i.e. distinct AM and PM flow periods.

A photographic record of the local access and setting is provided below for future reference

View west and east along the site frontage

The image shows that the road is heavily parked by employees, overspill parking and temporary parking of vehicles as they are passed through the works, an application has been submitted to provide additional parking to remove the on street parking shown.

View towards Lincoln Way

View at the junction showing parking to radii

View left and right from junction

The main Lincoln Way route has no parking restrictions on it but no overspill parking which shows the parking on street is concentrated around the employment units.

Sight line left and right from Lincoln Way junction

Traffic counts

The local network has been surveyed at the site junction with Lincoln Way and Pimlico link for the traffic flows.

LINCOLN WAY/CRABTREE LANE/UN-NAMED ACCESS ROAD, CLITHEROE - WEDNESDAY 17 SEPTEMBER 2014 (08:00-09:00)

A - Lincoln Way (North)

To A		A - D	A - C	A - B	Total
34	Cars	0	66	22	88
13	LGV	0	20	3	23
4	OGV1	0	4	3	7
2	OGV2	0	0	0	0
2	P/C	0	0	0	0
0	M/C	0	0	0	0
1	PSV	0	0	0	0
56	Total	0	90	28	118

D - Un-named Access Road

	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total
D - A	0	1	0	0	0	0	0	1
D - B	0	0	0	0	0	0	0	0
D - C	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	1
To D	0	0	0	0	0	0	0	0

40	10	4	0	0	0	0	54	To B

Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	
4	3	2	0	0	0	0	9	B - A
0	0	0	0	0	0	0	0	B - D
1	9	2	0	0	0	0	12	B - C
5	12	4	0	0	0	0	21	Total

B - Crabtree Lane

C - D	C - A	C - B	Total		To C
0	30	18	48	Cars	67
0	9	7	16	LGV	29
0	2	1	3	OGV1	6
0	2	0	2	OGV2	0
0	2	0	2	P/C	0
0	0	0	0	M/C	0
0	1	0	1	PSV	0
0	46	26	72	Total	102

C - Lincoln Way (South)

LINCOLN WAY/CRABTREE LANE/UN-NAMED ACCESS ROAD, CLITHEROE - WEDNESDAY 17 SEPTEMBER 2014 (16:30-17:30)

A - Lincoln Way (North)

	A - D	A - C	A - B	Total
Cars	0	50	15	65
LGV	0	14	4	18
OGV1	0	2	1	3
OGV2	0	2	1	3
P/C	0	2	0	2
M/C	0	0	0	0
PSV	0	0	0	0
Total	0	70	21	91

To A
111
15
2
1
1
0
1
131

D - Un-named Access Road

D - A	1	1	0	0	0	0	0	2
D - B	0	0	0	0	0	0	0	0
D - C	0	1	0	0	0	0	0	1
Total	1	2	0	0	0	0	0	3
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total
To D	0	1	0	0	0	0	0	1

27	5	1	2	0	1	0	36	To B

Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	
39	5	0	0	1	0	0	45	B - A
0	0	0	0	0	0	0	0	B - D
27	5	0	1	3	2	0	38	B - C
66	10	0	1	4	2	0	83	Total

B - Crabtree Lane

C - D	C - A	C - B	Total	
0	71	12	83	Cars
1	9	1	11	LGV
0	2	0	2	OGV1
0	1	1	2	OGV2
0	0	0	0	P/C
0	0	1	1	M/C
0	1	0	1	PSV
1	84	15	100	Total

To C
77
20
2
3
5
2
0
109

C - Lincoln Way (South)

A671 PIMLICO LINK ROAD/LINCOLN WAY, CLITHEROE - WEDNESDAY 17 SEPTEMBER 2014 (08:00-09:00)

C - A671 Clitheroe/Chatburn

C - A	100	19	5	23	0	1	6	154
C - B	48	22	3	1	0	0	0	74
Total	148	41	8	24	0	1	6	228
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total
To C	211	56	14	18	1	1	11	312

111	30	10	24	0	1	6	182	To A

Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	
184	40	9	17	1	0	11	262	A - C
62	18	9	2	0	0	0	91	A - B
246	58	18	19	1	0	11	353	Total

A - A671 Gisburn/Worston

B - C	B - A	Total		
27	11	38	Cars	110
16	11	27	LGV	40
5	5	10	OGV1	12
1	1	2	OGV2	3
0	0	0	P/C	0
1	0	1	M/C	0
0	0	0	PSV	0
50	28	78	Total	165
				To B

B - Lincoln Way

A671 PIMLICO LINK ROAD/LINCOLN WAY, CLITHEROE - WEDNESDAY 17 SEPTEMBER 2014 (16:45-17:45)

C - A671 Clitheroe/Chatburn

C - A	120	28	3	9	1	3	1	165
C - B	37	19	3	3	0	1	0	63
Total	157	47	6	12	1	4	1	228
	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total
To C	218	44	6	8	1	0	0	277

248	53	4	14	1	5	1	326	To A
Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	
152	22	2	7	0	0	0	183	A - C
139	41	4	10	0	2	0	196	A - B
291	63	6	17	0	2	0	379	Total

A - A671 Gisburn/Worston

66	128	194	Cars	176
22	25	47	LGV	60
4	1	5	OGV1	7
1	5	6	OGV2	13
1	0	1	P/C	0
0	2	2	M/C	3
0	0	0	PSV	0
94	161	255	Total	259
B - C	B - A	Total		To B

B - Lincoln Way

Development Proposals

The new scheme is to provide a range of units with a B1c (light industrial) and B1ancillary/B2 land use.

	Gross Industrial Unit	Industrial office element
Building 1		
Unit 1-3 (125 ea)	375m2	37m2
Unit 4	290m2	29m2
Unit 5-6 (100ea)	200m2	20m2
Unit 7	290m2	29m2
Unit 8-9 (125ea)	250m2	25m2
Unit 10-11 (165ea)	330m2	33m2
Unit 12	320m2	32m2
sub-total	2055m2	205m2
Building 2	Gross Industrial Unit	Industrial office element
Unit 13	185m2	18m2
Unit 14	190m2	19m2
Unit 15	190m2	19m2
Unit 16	190m2	19m2
Unit 17	185m2	18m2
Sub-total	940m2	93m2
Building 3	Gross Industrial Unit	Industrial office element
Unit 18	–	448m2
Sub-total		448m2
Building 4	Gross Industrial Unit	
Unit 19	200m2	
Unit 20	200m2	
Sub-total	400m2	
Building 5	Gross Industrial Unit	
Unit 21-22 (150ea)	300m2	
Unit 23-30 (175ea)	1400m2	
Unit 31-32 (150ea)	300m2	
Sub-total	2000m2	
Building 6	Gross Industrial Unit	
Unit 33-34 (155ea)	310m2	
Unit 35-36 (210ea)	420m2	
Unit 37-39 (175ea)	525m2	
sub-total	1260m2	
Building 7	Gross Industrial Unit	
Unit 40-42 (180ea)	540m2	
sub-total	540m2	
Total m2	**7195m2**	**746m2**
ft2	**77,445ft2**	**8030ft2**
GFA	**7941m2**	
	85,475ft2	
Plot ratio	**35%**	

Total for full site GFA 7941 is lower than the approved 10,455.0m2; Plot ratio 35 lower than the 47%.

Parking provision

Industrial B1/B2 (1 car per 50m2) = 144 car spaces, office B1 (1car per 25sqm) = 30 spaces. Parking provided = 176 car spaces (inc disabled)
Disabled parking 5% = 9 disabled car spaces

Layout

The indicative site layout is provided below, for full plan see architects drawing.

PLAN

The layout is in the form of a cul de sac leading off the main network with good external walking connections are provided.

The turning head is designed to the LCC requirements to ensure access by delivery vehicles is provided.

Proposed Development Trips

The development proposals are for the building of 7941 Gross Floor Area (GFA) of B1(c) Light Industrial / B2 General Industrial units immediately to the east of an existing industrial area located off Crabtree Lane in Clitheroe.

Total for full site GFA 7941 is lower than the approved 10,455m2; Plot ratio 35 lower than the 47%.

Trip Rates and Trips

Approved trips for 10455 sqm:

Peak Period	Highest Trips Generated Between Differing Methodologies of Assessment i.e. Observed, TRICS Industrial Unit and Estate	
	Total Vehicles	
	Arr	Dep
AM	96	50
PM	56	123

Approved Development Trips

For the lower figure of 7941 sqm pro rata gives:

Peak Period	Highest Trips Generated Between Differing Methodologies of Assessment i.e. Observed, TRICS Industrial Unit and Estate	
	Total Vehicles	
	Arr	Dep
AM	73 – 23 trips	38 – 12 trips
PM	43 – 13 trips	94 – 29 trips

Proposed Development Trips

Overall the proposed changes reduce the two way trips by 35 in the AM and 42 PM.

6. ACCESSIBILITY BY MODE

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. Local facilities
2. accessibility on foot and cycle;
3. accessibility by public transport;

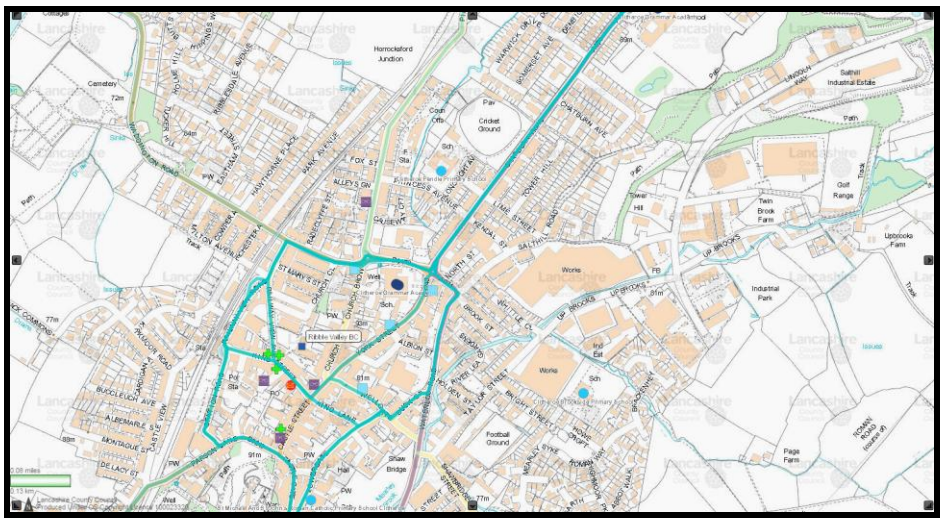
Walking

The proposed development site is located within an semi rural area with a range of local land uses, services and facilities.

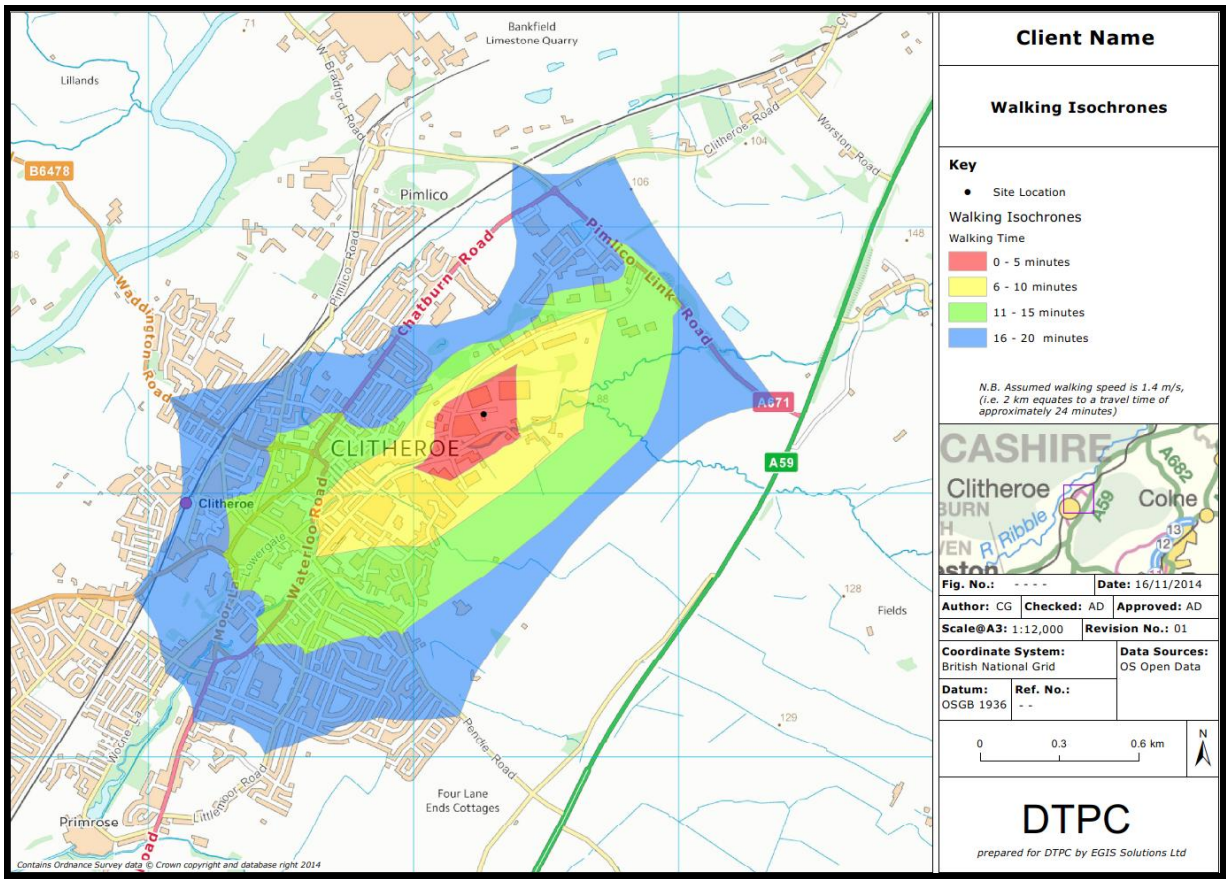
Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	**Local Facilities ***	**District Facilities****	**Other**
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km green / 2km yellow distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for workers to access a range of shopping, employment, leisure, and service facilities on foot.



Importantly, the 2km distance covers a wide area for local residents to access the site on foot. This is shown below.



800m - 2km walk distance

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area south of the site.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

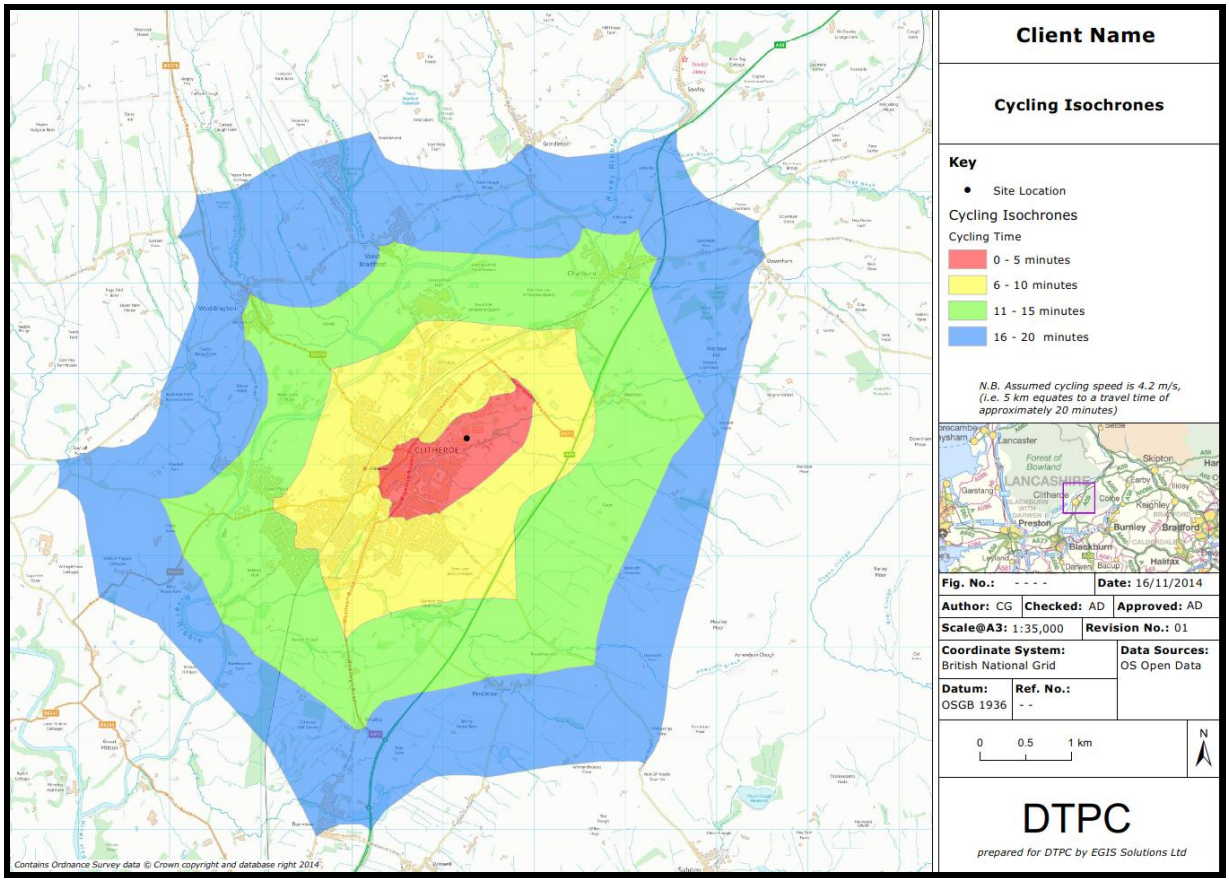
In conclusion, the proposed application site can be considered as being accessible on foot.

Historic Guidance and perceived good practice suggests: “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”

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)

The National Travel Survey NTS (undertaken by the Dft) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography. For the purposes of this report the national guidance of 5km will be used.

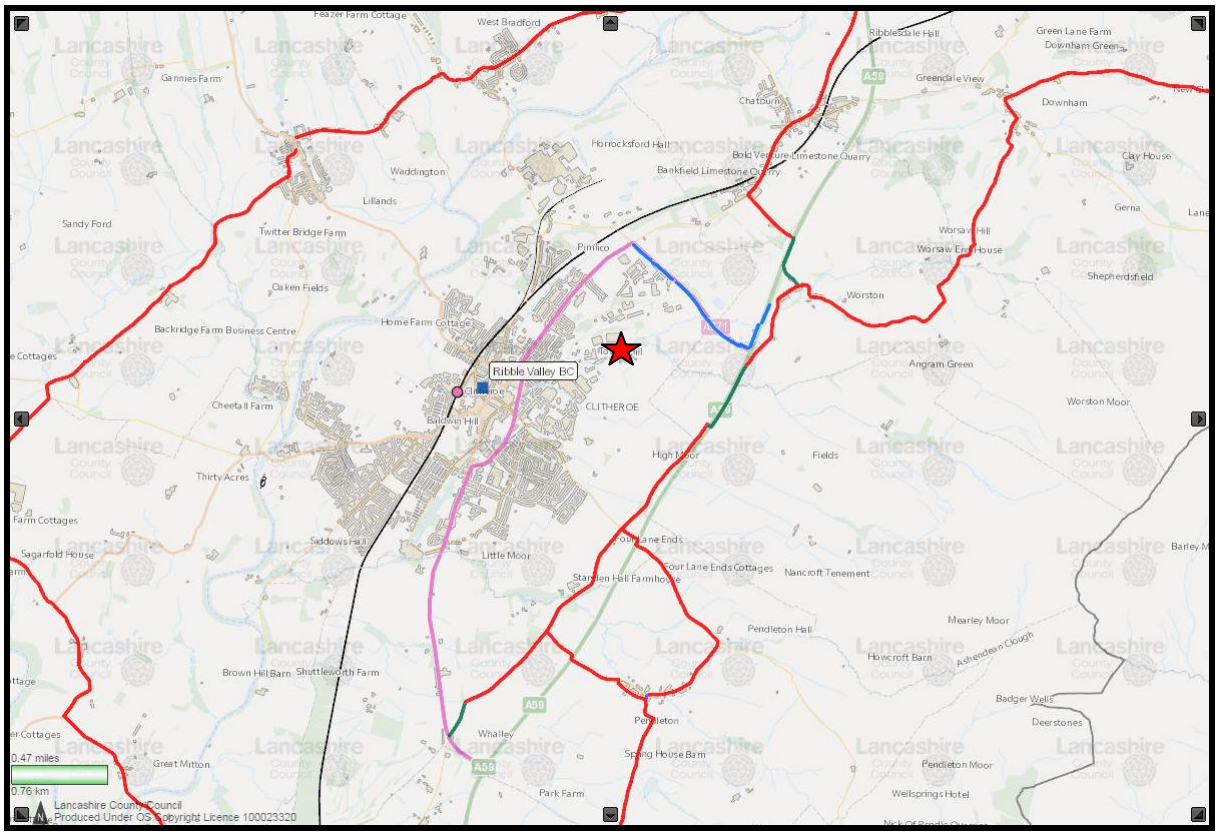
As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. The 10km distance will cover a substantial area. The 5 km distance is indicated below.



Cycle Catchment

The plan shows that the town and the other local villages etc are within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.

Therefore, there are good opportunities to travel by cycle and the ability to connect to the local cycle network as shown below.



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

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work and leisure.

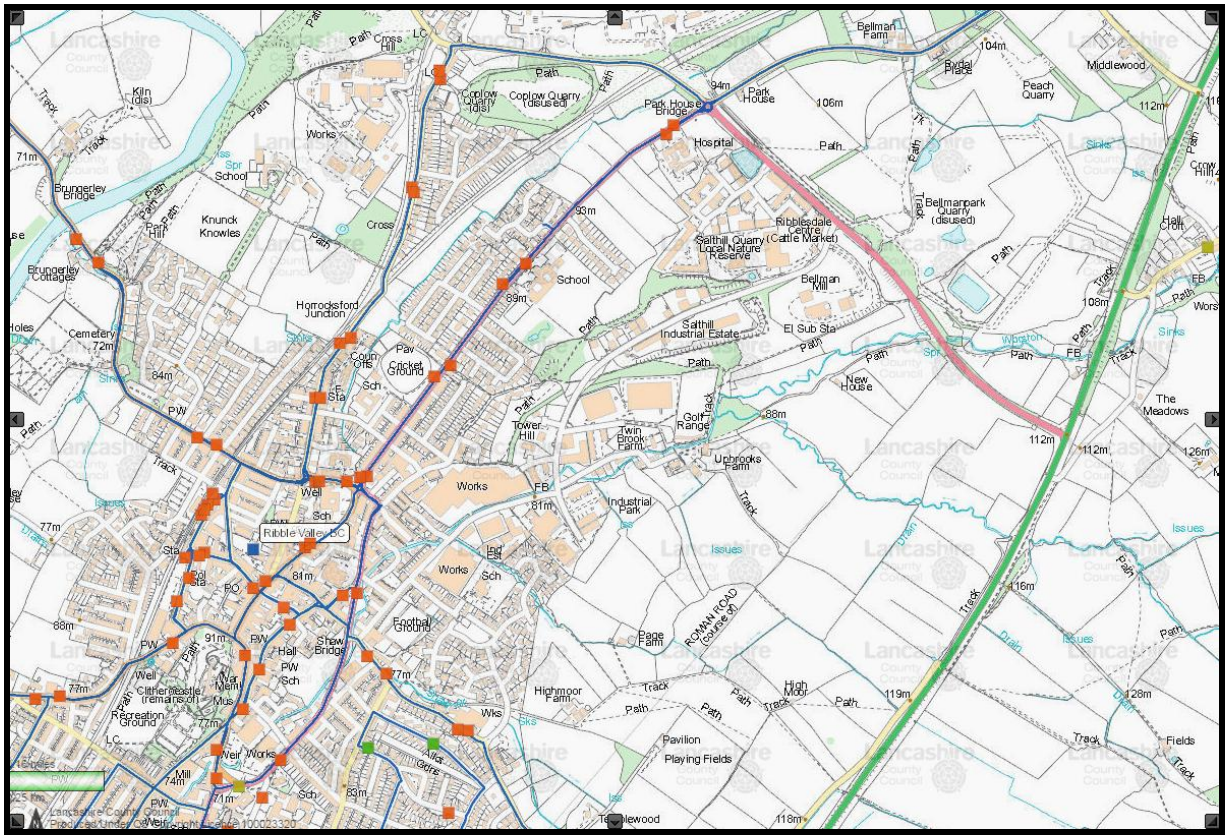
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

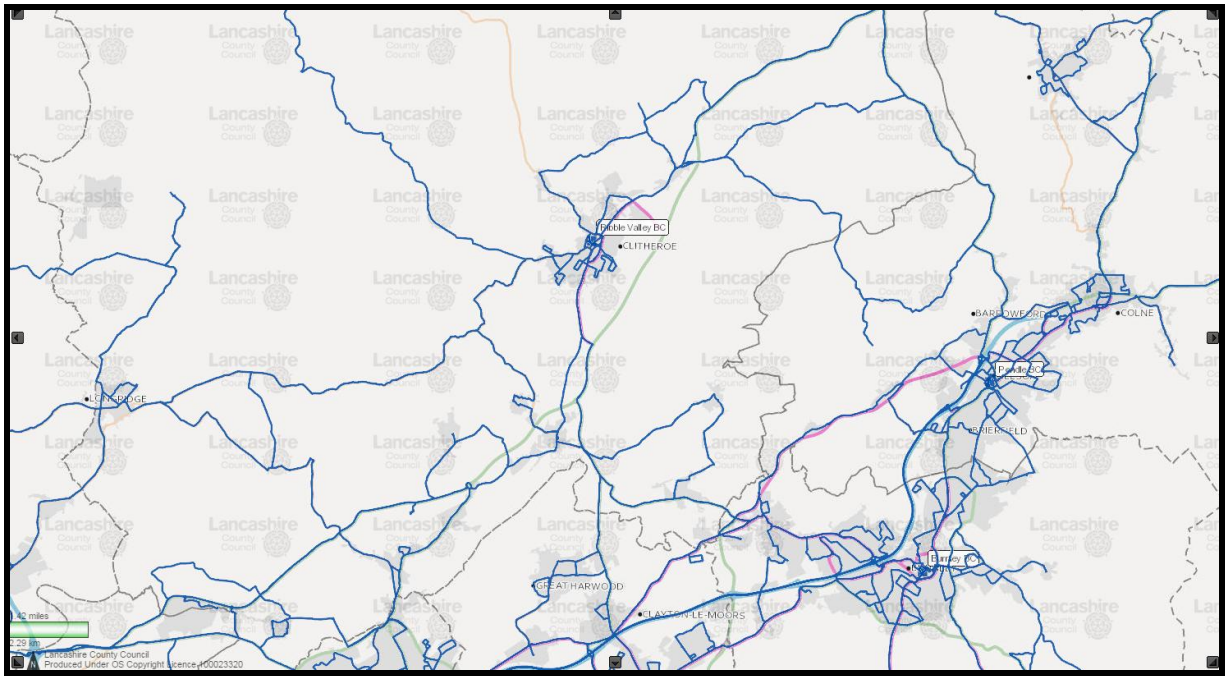
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The Chatburn Road/Waterloo Road route has the closest bus stops to the site around 950m. These fall outside the 400m desirable walk distance but have a 11.3 minute walk time.



The proposed development site is therefore located with access to bus stops at a reasonable 10-12 minute walk time that regularly serve a number of communities in the vicinity of the site. These services provide the opportunity for residents of the proposed development site to travel via public transport.



Bus routes

The local routes details below.

Bus Number: 2
Route: SAWLEY - GRINDLETON - CHATBURN - CLITHEROE - LOW M

Bus Number: 7B
Route: NELSON - BARROWFORD - BARLEY - CHATBURN - CLITHERO

Bus Number: 241
Route: ACCRINGTON - WHALLEY

Bus Number: X80
Route: SKIPTON - CLITHEROE

Bus Number: 14
Route: ROYAL BLACKBURN HOSPITAL - ACCRINGTON - CLITHEROE

Bus Number: 14A
Route: ROYAL BLACKBURN HOSPITAL - ACCRINGTON - CLITHEROE

Bus Number: 280
Route: CLITHEROE - PRESTON

Bus Number: 180
Route: SKIPTON - BARNOLDSWICK - CLITHEROE

Bus Number: 231
Route: CLITHEROE - WHALLEY - ACCRINGTON

Bus Number: 22
Route: BLACKBURN - WHALLEY - CLITHEROE

Bus Number: 26
Route: BURNLEY - PADIHAM - READ - WHALLEY - CLITHEROE

The proposed application site is therefore considered as being reasonably accessible by bus.

Summary

In summary, therefore, the application site can be considered as being accessible by public transport in particular bus, walking and cycling in accordance with planning policy guidance for an employment area.

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 designed to be permeable 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 residential units takes place, ***details will need to be provided to Lancs County Council as soon as the name is known for the purposes of the FTP this will be A Davies of DTPC.*** This will ensure that new occupiers can be made aware of the Travel Plan as soon as practically possible. .

The Travel Plan Co-ordinator will make new staff 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 purchasers.

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 potential employees in 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 employees will be provided with a welcome pack 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, heath 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 new employees.

Walking – to encourage employees to walk

Many of the key factors in successfully supporting walking already exist in and around the site. There is already a good quality access to local services for those on foot.

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.
- Provision of reflective bands to encourage use outside daylight hours. On request 2 per employee

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

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:

- Increase the provision of safe, secure parking for each unit

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 employees.
- The developer 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 employee

Promotion tools to encourage cycling include Bike to Work Weeks where cyclists taking part in the scheme are provided with a free breakfast upon arrival. This can also coincide with a police tagging scheme.

Car Sharing – to reduce single occupancy car trips

The scheme will access the Lancashire car share scheme delivered local via
https://sharedwheels.liftshare.com/default.asp

The site states "Sharing a car with someone else to and from work could save you up to £310 per year for a 10 mile travel to work journey. 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

It is powered by award-winning *lift*share.com software programme.

Car sharing

Back to Home

Main Details | Contacts

Main Details

Have you ever thought about car sharing? You could solve your parking problems, share the cost of petrol, and also meet new people.

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 will also enable you to save money, improve accessibility and mobility and help to build social networks. 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

Welcome! Please Sign In

shared wheels

Home | About us | Register | FAQ | Cost calculator | Private Groups | Transport Links

Welcome to sharedwheels.co.uk

Shared wheels has been developed to provide a free carsharing service for all those who live in and around Lancashire. Register your details today and enjoy the benefits of car sharing.

For more information follow this link.

New users register here

Business Solutions

Members sign in

Email:

Password:

Go | Send me my password

Sign in using Facebook

The latest registered journey

From : Brighton Road, SK4

To : Ormskirk, Lancashire

488382 people have joined the *lift*share network.

The site has been developed in partnership between Lancashire County Council, Blackburn with Darwen Council, Blackpool Council and Lancaster University. If you are an employee of any of these organisations click on the logos below to register or amend your details.

Blackburn with Darwen | Blackpool Council | Lancashire County Council | Lancaster University

If you are an employee of another organisation you can log onto your employers site by clicking the Private Groups tab at the top of this page.

Terms and Conditions | FAQ | Contact Us

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 LCC website and provided to employees.

Personal Travel Packs:

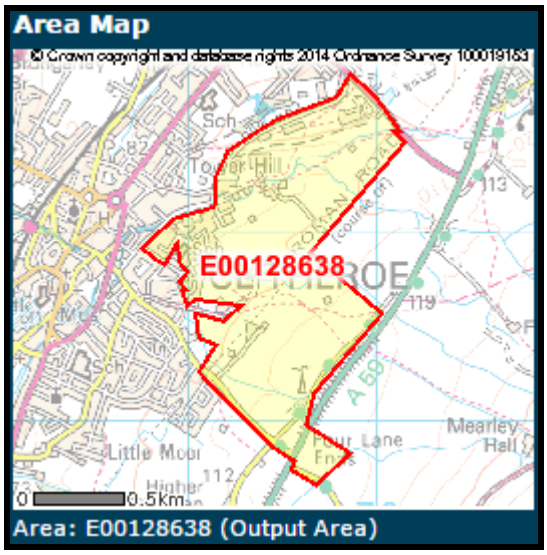
Once the employees are engaged on site the need to keep them updated can be undertaken by providing Personal Travel Planning on an individual basis, giving information on public transport, walking, cycling and other options to travel to specific destinations. This is a useful way to identify any further opportunities and promote Travel Plan initiatives.

LCCouncil's Travel Awareness team can assist in the provision of the information on walking and cycling, according to individual needs. Cycle maps have been produced for the local area.

8. TARGETS / MONITORING

Mode split comparison

In order to understand more fully the potential trip generation for all modes reference has been made to the 2011 census data travel to work.



The area has been chosen as it reflects the limited public transport offer to the site.

Method of Travel to Work (QS701EW)	E00128638		Ribble Valley		North West	
	Output Area		Non-Metropolitan District		Region	
All Usual Residents Aged 16 to 74	193	%	28713	%	3228744	%
Work Mainly at or From Home	12	6.2	2282	7.9	144079	4.5
Underground, Metro, Light Rail, Tram	0	0.0	26	0.1	20719	0.6
Train	3	1.6	328	1.1	89429	2.8
Bus, Minibus or Coach	2	1.0	603	2.1	267140	8.3
Taxi	1	0.5	51	0.2	26302	0.8
Motorcycle, Scooter or Moped	1	0.5	167	0.6	19988	0.6
Driving a Car or Van	123	63.7	20320	70.8	2021199	62.6
Passenger in a Car or Van	6	3.1	1338	4.7	197661	6.1
Bicycle	2	1.0	389	1.4	70557	2.2
On Foot	42	21.8	3053	10.6	351807	10.9
Other Method of Travel to Work	1	0.5	156	0.5	19863	0.6

This shows that existing walk is good and that this will most probably be combined with a shared trip with Public Transport. Cycling is lower than local or national levels and given the topography would probably be able to deliver an increased % for employees. Car share is lower than the regional and national figures.

Single occupancy cars are at the regional levels,

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

Targets

The aim of the plan will be to maintain the local mode shift % as they are noticeably better than the Ribble Valley area as a whole. Increases employment numbers could support improved bus services for the benefit of the wider area.

Monitoring

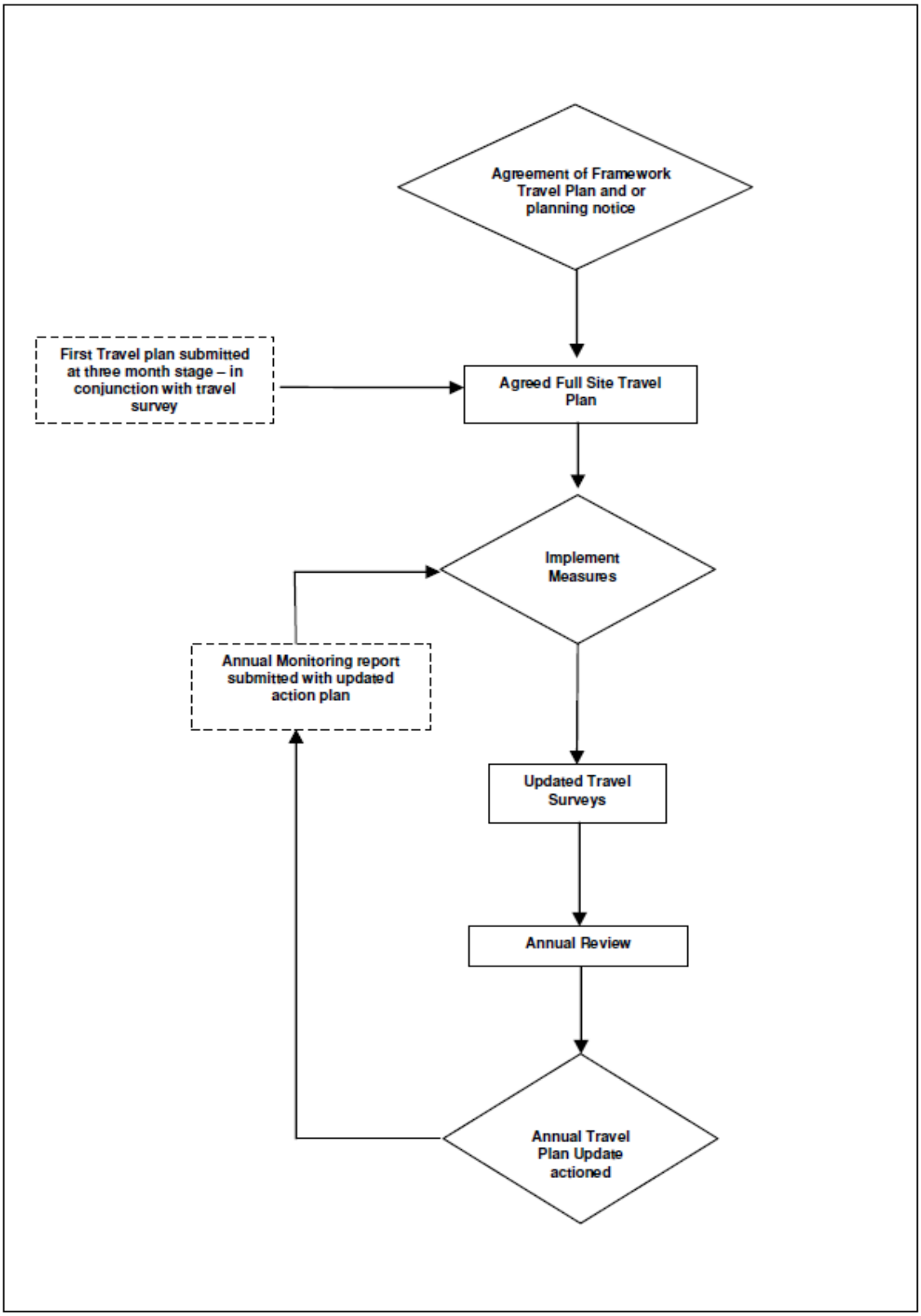
It is essential that travel plans are monitored so that its effectiveness can be determined. The monitoring is useful for the TPC to understand how travel behaviour is changing year on year.

Monitoring of the travel plan will be undertaken through an annual survey to gauge the travel characteristics of the employees by mode and trip type. Ideally these should be undertaken in the same month each year for comparisons to be made.

The survey could be done by face to face rather than questionnaire if staffing permits.

The TPC will prepare an annual report detailing progress of the plan which will be issued to the local authority. This will detail progress between the reports, any issues arising, changes in local network and service that could help or detract from the plan. A summary of the results and the survey outcomes will b e provided.

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


Agreement of Framework Travel Plan and or planning notice
First Travel plan submitted at three month stage – in conjunction with travel survey
Agreed Full Site Travel Plan
Implement Measures
Annual Monitoring report submitted with updated action plan
Updated Travel Surveys
Annual Review
Annual Travel Plan Update actioned

Indicative Programme

Assumed start 2019
Pre occupation

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

From first sale to first occupation

- issue welcome packs to interested parties and occupiers
- Obtain feedback from employees as to usefulness of the welcome pack in choosing to work at the site.
- Provide reflective bands as required
- Deliver the free cycle training as required
- The first survey to be actioned within 3 months of 40% occupation
- A full travel plan/monitoring report within 3 months of the first survey and then annually there-after for 5 years