

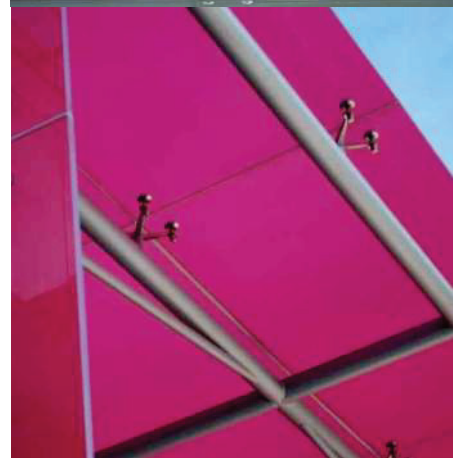
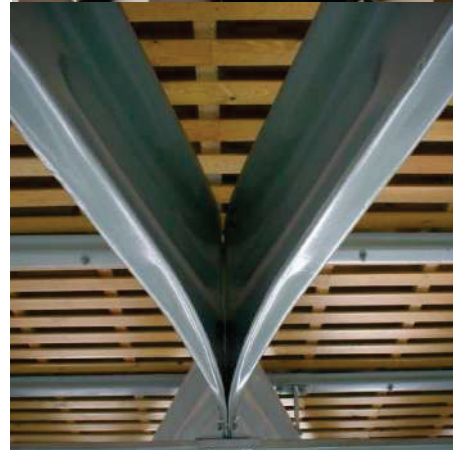
# Land at Church Raike, Chipping, Lancashire Residential Travel Plan

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Client Name: Chipping Homes Limited



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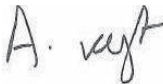
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## Control Sheet

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## Plans

<b>Plan 071067-06001</b>	Regional Location
<b>Plan 071067-06001</b>	Local Site Location
<b>Plan 071067-06003</b>	Pedestrian Catchment
<b>Plan 071067-06004</b>	Cycle Catchment
<b>Plan 071067-06005</b>	Public Transport Catchment

## Appendices

<b>Appendix A</b>	Site Layout Plans
<b>Appendix B</b>	Draft Travel Questionnaire

## 1.0 Introduction

### 1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Chipping Homes Ltd to provide traffic and transportation advice in relation the mixed-use development in Chipping Village, Lancashire that was granted planning consent in April 2016.
- 1.1.2 This Travel Plan (TP) has been prepared to provide travel planning advice in association with the residential element of the mixed-use proposals only. The hotel/leisure uses which make up the remainder on the approved scheme will be subject to a separate Travel Plan.
- 1.1.3 The consented development sites are located across the northern extents of Chipping Village, within a predominantly rural area. The residential scheme will be delivered across two sites with 39 and 4 units on each.
- 1.1.4 The residential element of the scheme, referred to above, lies on two parcels of land located to the north and south of Church Raike, as shown on the Millson Associates and DGL Associates Site Plans found in **Appendix A** to the rear of this report.

### 1.2 What is a Travel Plan?

- 1.2.1 A TP is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

*“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”*

Source: *National Planning Policy Framework*, DCLG, 2018.

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

### 1.3 Document Purpose

- 1.3.1 This Residential TP is intended to be read alongside the previous Framework TP and accompanying Transport Assessment (TA), which were produced in October 2013 and March 2014 respectively and further considers the wider development proposals.

1.3.2 Lancashire County Council provides local Travel Planning advice on their website, stating the following:

*“A Travel Plan is a package of measures and policies developed to promote, encourage and enable the use of sustainable transport and to reduce reliance on the car, especially single occupancy car use. A Travel Plan can be implemented in a workplace, in education/ training venues or residential areas”.*

Source: LCC Website – [www.lancashire.gov.uk](http://www.lancashire.gov.uk).

1.3.3 This document has been written in accordance with the above statement, and the following core guidance documents:

- National Planning Policy Framework, DCLG, 2018; and,
- National Planning Practice Guidance, DCLG, 2014.

## 1.4 Document Structure

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful TP. It also sets out keys aims and objectives for the TP process.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.

1.4.3 **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.

1.4.4 **Section 5** discusses the Residential Travel Surveys that will be produced to inform the Travel Plan process.

1.4.5 **Section 6** outlines various initiatives that will be considered to encourage a modal shift from single occupancy car travel and towards sustainable modes of travel for future residents and visitors.

1.4.6 **Section 7** provides example TP Targets, outlining the need to present SMART targets following the completion of the Residential Travel Surveys.

1.4.7 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the TP process progresses.

1.4.8 **Section 9** concludes the report by providing an Action Plan which summarises the document and the next steps.

## 2.0 Travel Plan Benefits

### 2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

- Health Benefits;
- Environmental Benefits; and,
- Financial Benefits.

2.1.2 This section explores just some of the improvements which can be made during a successful Travel Planning process.

### 2.2 Health Benefits

2.2.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, yet activity levels are generally low across the UK:

*“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.*

*26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”*

Source: Health Survey for England, DoH, 2016.

2.2.2 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

### 2.3 Environmental Benefits

2.3.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

*“It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline.”*

Source: *Climate Change Act 2008*, Chapter 27, Part 1, 2008.



- 2.3.2 Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development makes on the environment.

## 2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

*“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.*

*In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”*

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual’s need for a car (or their household’s need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage residents (and visitors) to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

## 2.5 Mutual Benefits

- 2.5.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the future residents (and visitors) of the proposed development. They must be communicated correctly:

*“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”*

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfH, 2009.

## 2.6 Travel Plan Objectives

- 2.6.1 Considering the above benefits, this TP aims to achieve the following objectives:
- **Objective 1** – To increase the level of cycling to and from the site;

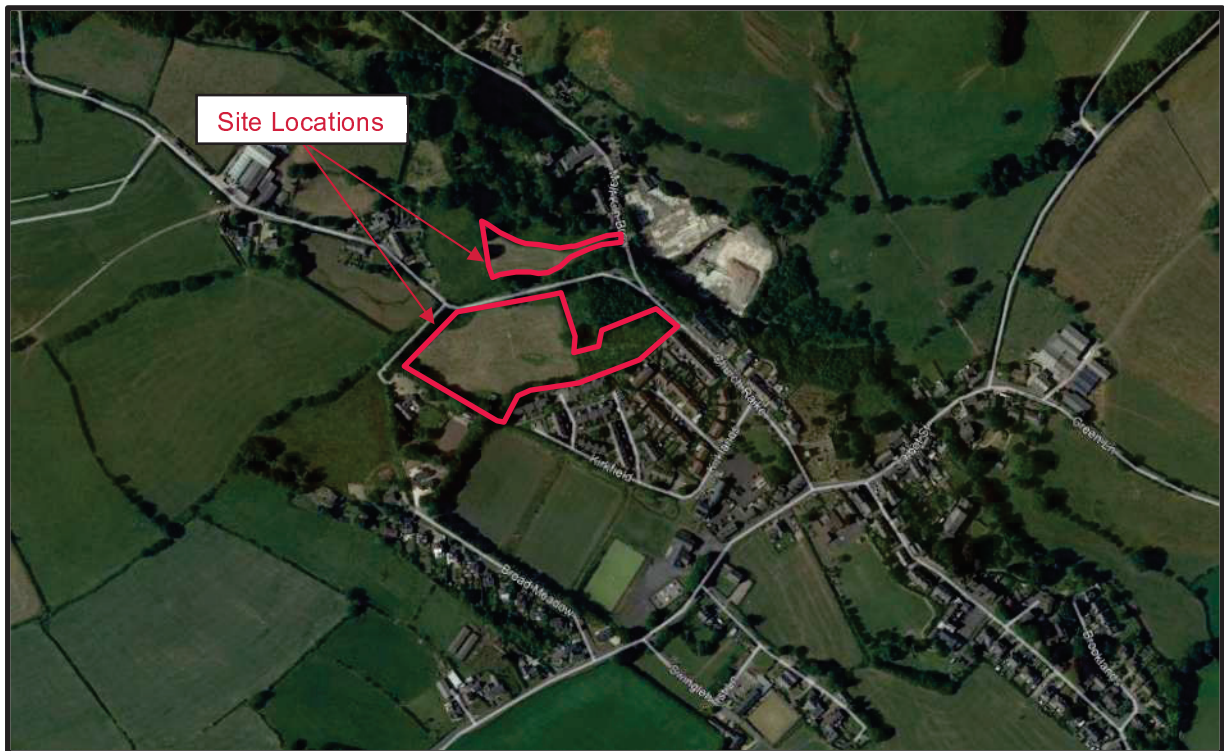
- **Objective 2** – To increase the level of walking to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site;
- **Objective 4** – To increase the number of people car sharing to and from the site; and in turn,
- **Objective 5** – To reduce single occupancy car travel to and from the site.

## 3.0 Existing Situation

### 3.1 Site Location

3.1.1 As mentioned previously the wider development is located towards the northern edge of Chipping Village, in Lancashire. The residential element of the consented scheme lie on two parcels of land to the western side of the Church Raike/Malt Kiln Brow junction to the north and south of the Church Raike carriageway, and is situated to the north of the Kirkfield housing estate.

3.1.2 The majority of the proposed dwellings, 39 units, lie south of Church Raike, with a small number, 4 units, situated on a small section of land to the north of the carriageway as shown in **Figure 3.1** below.



**Figure 3.1** – Site Location Plan (Source – GoogleEarth 2018)

### 3.2 Surrounding Highway Network

#### *Church Raike*

3.2.1 Church Raike binds the proposed residential development at its northern and eastern sides. The road commences at a priority junction with Garstang Road and Talbot Street in the centre of Chipping and terminates at Fish House Lane approximately 1.3km to the north-west of the site. When travelling in a north-westerly direction from the centre of Chipping, Church Raike forks to the north along Malt Kiln Brow via a priority junction.

3.2.2 In the vicinity of the site Church Raike comprises a single-lane two-way carriageway approximately 5m in width. Adjacent to the junction with Malt Kiln Brow, there is a gravelled area used for off-street parking which has capacity for approximately 10 vehicles. Here the speed limit is increased from 30mph to the national speed limit. There are limited footways provided in the vicinity of the site which is not uncommon for a rural village location. There is a bus shelter located at a priority junction with Kirklands approximately 150m southeast of the site.

***Malt Kiln Brow***

3.2.3 Malt Kiln Brow runs northward from its priority junction with Church Raike, over Chipping Brook, through to Fish House Lane in the north-west.

3.2.4 In the vicinity of the site Malt Kiln Brow comprises a single-lane two-way carriageway approximately 5-6m in width. Approximately 200m from the junction with Church Raike north of the mill building, the speed limit is increased from 30mph to the national speed limit. For the majority of the road on approach to the site, there is a low stone wall on both sides of the carriageway.

3.2.5 There are no footways provided on Malt Kiln Brow.

***Garstang Road***

3.2.6 Garstang Road is the main access to the centre of Chipping from the west. The road runs from a priority junction with Church Raike and Talbot Street in the centre of Chipping, through to Parsonage Lane which is approximately 1 km to the south-west of the site.

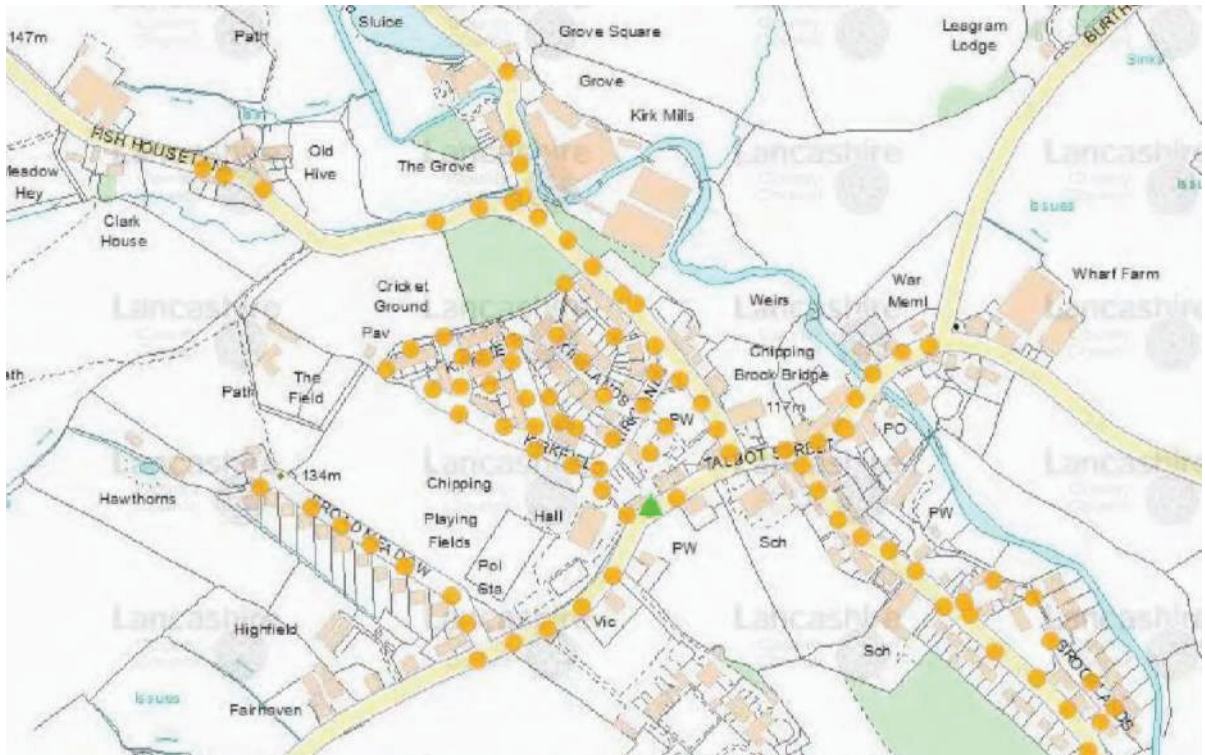
3.2.7 In the vicinity of the site Garstang Road comprises a two-way carriageway approximately 6.5m in width. Approximately 120m from the junction with Church Raike and Talbot Street, the speed limit changes from 30mph to the national speed limit. Adjacent to the junction, 'School – Keep – Clear' road markings indicate the presence of St Mary's Roman Catholic Primary School.

***Talbot Street***

3.2.8 Talbot Street is the main road through the centre of Chipping from the east. The road runs east from a priority junction with Church Raike and Garstang Road for approximately 200m until the road name changes and continues eastwards out of Chipping along Green Lane.

3.2.9 Talbot Street comprises a two-way carriageway approximately 6.5m in width. For much of the carriageway there are double or single yellow lines to indicate parking and stopping restrictions. The road is subject to a 30mph speed limit.

3.2.10 **Figure 3.2** illustrates the extent of street lighting provided in the vicinity of the site and throughout Chipping Village.



**Figure 3.2** – Street Lighting Within Chipping Village (Source LCC Maps and Related Information Online – MARIO)

## 4.0 Accessibility by Sustainable Modes of Travel

### 4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 It is noted at Paragraph 103 of the NPPF that *“opportunities to maximise sustainable transport solutions will vary between urban and rural area, and this should be taken into account in both plan-making and decision making.”*

4.1.3 The accessibility of the residential development has already been established as part of the consented application and is considered further for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

### 4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

4.2.2 The Chartered Institution for Highways and Transportation (CIHT) document entitled *‘Providing for Journeys on Foot’* suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
<b>Desirable</b>	200	500	400
<b>Acceptable</b>	400	1,000	800
<b>Preferred Maximum</b>	800	2,000	1,200

**Table 4.1** – CIHT Suggested Acceptable Walking Distances

4.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 071067-06003** shows distances of 500m, 1,000m and 2,000m which are termed *‘Desirable’*, *‘Acceptable’* and the *‘Preferred Maximum’* by the CIHT for commuting trips; which is considered a suitable reflection of typical residential trips on foot.

- 4.2.4 There are a number of residential properties within a 500m walk of the site, principally off Kirklands to the south of the proposed development. The larger residential site provides a new pedestrian link to the south which provides a direct route to the Kirklands Estate and beyond to the village centre.
- 4.2.5 In addition, there are facilities in the centre of Chipping available to future residents of the proposed development.
- 4.2.6 Within the 500m pedestrian catchment, this includes St. Mary's Roman Catholic Primary School and the Parish Church of St. Bartholomew on Garstang Road. The Cobbled Corner Cafe and The Sun Inn are also within the 500m pedestrian catchment, located on Garstang Road and Talbot Road respectively.
- 4.2.7 Slightly further afield and within the 1000m pedestrian catchment, existing residences can be accessed primarily off Broad Meadow and Longridge Road. There is also an additional primary school and place of worship, with Brabin's Endowed Primary School and St Mary's Roman Catholic Church both lying on Longridge Road.
- 4.2.8 Chipping Village Hall is situated on the northern side of Garstang Road. On Talbot Street there is an additional Public House and a convenience store; The Tillotsons Arms and Brabin's Shop and Gallery respectively. Brabin's Shop and Gallery also provides Post Office services.
- 4.2.9 The 2000m pedestrian catchment incorporates the village of Chipping in its entirety and includes some additional residential properties.
- 4.2.10 In conclusion, walking is considered to be a realistic alternative to private car use for future users and residents of the proposed development. There are local amenities and services in Chipping which could be utilised by future residents.

### 4.3 Accessibility by Cycle

- 4.3.1 The residential nature of Chipping encourages lower vehicle speeds. There is no cycle infrastructure in the vicinity of the site. However, there are a number of roads with wide carriageways across Chipping, and as the centre of the village has a speed limit of 30mph, it is considered that the local highway network is conducive to cycling.
- 4.3.1 Further afield, an 8km cycling distance has been assumed, which refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009). **Plan 071067-06004** has been produced to represent an 8km cycle catchment for the site. This distance equates to a journey time of around 40 minutes, while cycling at a speed of 12 kph.
- 4.3.2 The catchment encompasses all of Chipping and number of rural settlements in the surrounding area including Whitewell, Walker Fold and Hesketh Lane.

- 4.3.3 In conclusion, cycling is considered to be a potential alternative to private car use for future residents of the proposed development

#### 4.4 Accessibility by Public Transport

##### *Bus Accessibility*

- 4.4.1 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.4.2 **Plan 071067-06005** demonstrates those areas accessible via public transport within 20, 40 and 60 minutes journey from the site.
- 4.4.3 The closest bus stop lies on Church Raike, approximately 300m from the centre of the proposed residential development. This stop lies within CIHT suggested walking distances. There are 3 additional stops situated on Garstang Road, Talbot Road and Longridge Road which are slightly further than the recommended 400m. All the stops are frequented by the following 3 services detailed in **Table 4.2**.
- 4.4.4 **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus	Route	Typical Frequency		
		Mon – Fri	Sat	Sun
4	<b>Preston – Chipping</b> (via Fulwood – Preston College – Wychnor – Woodplumpton – Broughton – Whittingham Hospital – Longridge)	1x AM Peak Service 2x PM Peak Service	No Service	No Service
5	<b>Clitheroe – Chipping</b> (via Hurst Green – Knowle Green)	Every 2 hours	Every 2 hours	No Service
5A	Clitheroe – Whalley – Ribchester – Longridge – Chipping (via Hurst Green – Knowle Green)	1 Afternoon Service	1 Afternoon Service	No Service

**Table 4.2** – Summary of Bus Service Frequencies from Park Road

- 4.4.5 The table above demonstrates that although the site is in a rural area, there are still relatively regular bus services on Mondays to Saturdays.
- 4.4.6 In conclusion, bus travel is considered to be a realistic alternative to private car use for future residents of the proposed development.

#### 4.5 Summary

It is considered the site exhibits good levels of accessibility by sustainable modes of transport, given its rural location. The surrounding area exhibits good levels of pedestrian infrastructure with access to nearby amenities and facilities, and there are public transport (bus) opportunities within acceptable walking distance of the site.



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## 5.0 Residential Travel Survey

### 5.1 Introduction

5.1.1 To understand the existing travel and transportation situation at the development, travel surveys will be undertaken amongst residents on site to gather an understanding of existing travel habits. The results of the surveys can then be used to establish suitable mode share targets for this TP as it develops, and to inform the initiatives to help achieve these targets.

### 5.2 Survey Design

5.2.1 A short 'Travel Survey' questionnaire has been produced that covers the usual travel habits of residents and will be influenced by national and local travel planning guidance. The surveys will extract key travel characteristics such as:

- Post codes;
- Purpose of trip;
- Mode of travel;
- Reason for mode of travel; and,
- Barriers to other mode choices.

5.2.2 A copy of the draft Travel Survey Questionnaire that is intended to be distributed amongst future residents is included as Appendix B.

### 5.3 Survey Distribution/ Results

5.3.1 The travel surveys will be distributed amongst residents within three months of achieving 50% occupancy at the site, in order to gather a representative sample size and allow conclusions and specific initiatives to be developed for the residential element of the proposals.

5.3.2 The survey results, and TP outcomes, will then be shared with LCC within 1 month of the data being formulated. Contact details for the relevant department at LCC are set out below;

Sustainable Travel Team  
Lancashire County Council  
PO Box 78, County Hall  
Preston  
Lancashire  
PR1 8XJ  
Tel 01772 530201  
Email [sustainabletravel@lancashire.gov.uk](mailto:sustainabletravel@lancashire.gov.uk)

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## 6.0 Residential Travel Plan Initiatives

### 6.1 Introduction

6.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage sustainable travel at the site.

6.1.2 This section of the TP sets out the initiatives that could be implemented, subject to the results of the Travel Survey, in order to reduce residents' dependency on the private car, and encourage sustainable modes of travel. The initiatives below are in line with the aims and benefits set out in **Section 2** of this document.

### 6.2 Production of Residential Welcome Packs

6.2.1 Welcome packs can be critical in influencing travel patterns from the outset and therefore it is envisaged that welcome packs will be supplied to all residents at the development upon moving in. The contents of the welcome packs could include:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking / cycling routes and places of interest;
- Details of public transport services, including timetables and routes; and,
- Details of the Travel Plan TPC.

### 6.3 Measures to Encourage Walking

6.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

6.3.2 It has been demonstrated within **Sections 4** of this TP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The following measures will be considered in order to encourage residents to walk:

- Promote/ raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the site including the new route via Lirkfield;

- Information on the local pedestrian routes, including public footpaths; and,
- Promote the [www.walkit.com](http://www.walkit.com) website for journey planning on foot.

## 6.4 Measures to Encourage Cycling

6.4.1 It has been demonstrated throughout **Section 4** of this TP that the site is conducive to cycling. To encourage residents to cycle, the following measures will be considered:

- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website [www.sustrans.org.uk](http://www.sustrans.org.uk)
- Local cycle clubs/forums to be invited to take part in TP promotional events to raise awareness;
- Promotion of events such as “National Bike Week”; and,
- The setting up of a residential Bicycle User Group (BUG).

## 6.5 Measures to Encourage Public Transport

6.5.1 It has been demonstrated throughout **Section 4** of this TP that the site is accessible by public transport. The following measures will be considered in order to encourage residents to travel by public transport:

- Distribute details of the Traveline Journey Planning tool for Lancashire. Future residents can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at <http://www.traveline.info>;
- Provide up to date bus/ rail information including timetables and contact information in the welcome pack;
- Advertise any promotions/discounts offered by public transport operators;
- Liaise with bus companies and LCC on any future improvements and/or extensions to local services; and,
- Limited time discount tickets could be provided in the previously discussed welcome packs.

## 6.6 Car Sharing

6.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of residents travel to the same location each day. It is envisaged that the proposed level of parking provision will encourage less to drive to the site, and more to engage in sustainable modes of travel such as car sharing.

6.6.2 There are organisations which offer a matching service. Residents would be able to use the website; <https://liftshare.com/uk/community/sharedwheels>, which has been developed in partnership with LCC,

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in order to organise car shares. They would have to register themselves with the site, which then searches for appropriate car sharing matches. This scheme could be promoted by the TPC.

- 6.6.3 Alongside promoting such schemes, there could also be advertisement to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

## 7.0 Targets

### 7.1 Introduction

7.1.1 Target setting is an important part of any TP, providing a focus for the overall process and a measure against which the TP initiatives can be judged. This section sets out the example targets, informed by those previously included as part of the Framework TP, and provides an overview of the data that should be collected as part of the Residential Travel Surveys informing this TP as it develops.

### 7.2 Initial Modal Split Targets

7.2.1 An indication of potential TP targets is provided in **Table 7.1** below:

Example of Potential Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	TBC following surveys	-2.5%	-3.5%	-4%	<b>-10%</b>
Car Share		0.5%	0.5%	0.5%	<b>1.5%</b>
Public Transport		0.5%	0.5%	0.5%	<b>1.5%</b>
Cycle		0.5%	1.5%	2.0%	<b>4.0%</b>
Foot		1.0%	1.0	1.0%	<b>3.0%</b>

**Table 7.1** – Example of Potential Targets

7.2.2 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as car share, public transport, walking and cycling.

7.2.3 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. As noted, surveys will be commissioned within three months of achieving 50% occupancy at the site.

### 7.3 Travel Plan Performance Indicators

7.3.1 In addition to the modal split targets and travel surveys, the following TP performance indicators could also be considered:

- Targets could be set on the basis of predicted trip rates for the development as generated by the TRICS assessment carried out in the accompanying TA;

- Uptake of alternative modes – targets could be set for bus patronage, membership and use of car clubs, registration and participation in car share schemes, and cycle/pedestrian counts; and,
- Car ownership and mode of travel – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode share targets.

## 7.4 SMART Targets

- 7.4.1 The above example modal split targets and potential TP performance indicators are considered to be suitable interim measure before travel surveys are undertaken three months after 50% occupation.
- 7.4.2 At this point official targets will be set through consultation with NCC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

---

## 8.0 Monitoring and Review

### 8.1 Introduction

8.1.1 This section of the report sets out the management arrangements associated with the TP.

### 8.2 Responsibility and Management

8.2.1 Overall responsibility for this residential TP will lie with site owner, Chipping Homes Limited. Following construction/ full occupation and the receipt of the travel surveys, the TP will need to be updated.

8.2.2 The survey information will enable analysis to be undertaken to establish final targets associated with the residential element of the proposals. It will also provide information on the reasons for that modal split and identify any measures that may encourage a modal shift.

### 8.3 Travel Plan Coordinator (TPC)

8.3.1 When the updated TP has been produced, the day to day responsibility will shift from the developer to the appropriately appointed TPC for the proposals. The TPCs will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures/initiatives in the TP;
- Liaising with public transport operators;
- Monitoring the TP; and
- Taking a key role in reviewing the TP.

8.3.2 A TPC will be nominated for the development in due course. At this stage, the main contact for the Interim TPC is;

Name: Amanda Oakden – Chadkirk Consulting

Email: [amanda@chadkirkconsulting.co.uk](mailto:amanda@chadkirkconsulting.co.uk)

### 8.4 Monitoring and Evaluation

8.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets.

---

8.4.2 The TPCs would arrange for travel surveys at the site commencing one year after the initial surveys and at 12-month intervals thereafter for a period of at least 3 years (from the date of the first travel survey). Such future surveys should focus on establishing the on-going modal splits at the site, and do not need to be as extensive as the 'baseline' survey.



## 9.0 Action Plan

### 9.1 Introduction

9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the TP process:

Action	Indicator	Target Date	Responsibility
<b>Appoint TPC</b>	Development build nearing completion	One month before occupation	Chipping Homes Limited
<b>Produce Welcome Pack</b>	TPC appointed	First occupation of the development	TPC
<b>Undertake Initial Travel Surveys</b>	50% occupancy of development	Within three months	TPC
<b>Decide Modal Split Targets</b>	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with LCC
<b>Update TP</b>	Once Modal Split Targets are agreed with LCC	Within two months of agreeing modal splits with LCC	TPC
<b>Present Annual Monitoring Report</b>	Once full TP is approved by LCC	Annually for at least three years following the agreement of targets with LCC	TPC

**Table 9.1** – Action Plan

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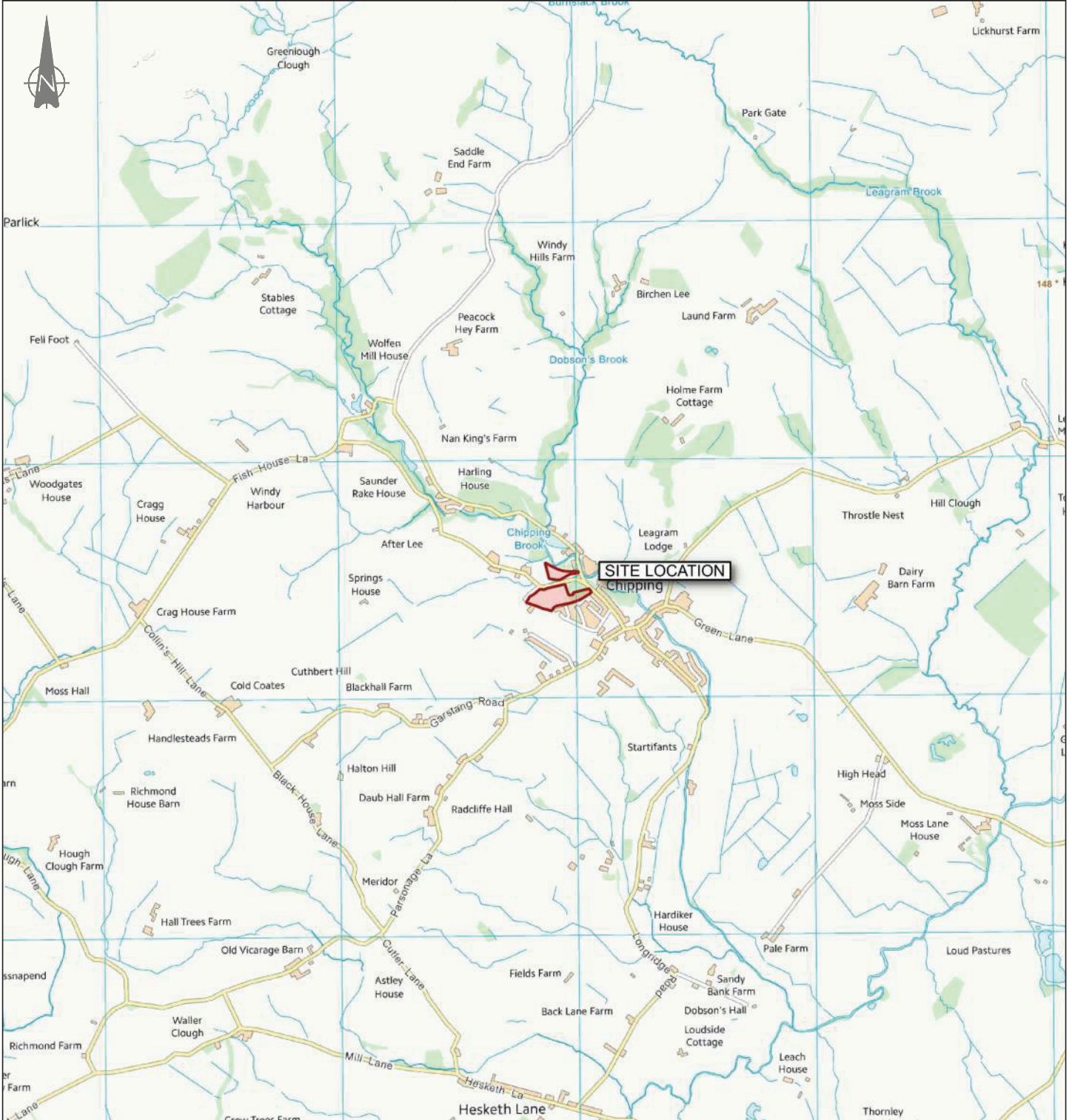
## Plans



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Project: CHIPPING TRAVEL PLAN		Status: PRELIMINARY	
Drg Title: LOCATION PLAN REGIONAL LEVEL		Drawn By: JM	Checked By: AT
		Designed By: JM	Date: 04/12/18
		Scale: NTS	
Project No:	Originator:	Zone:	Level:
71067	CUR	00	XX
Type:	Discipline:	Category / Number:	Rev:
DR	TP	06001	P01



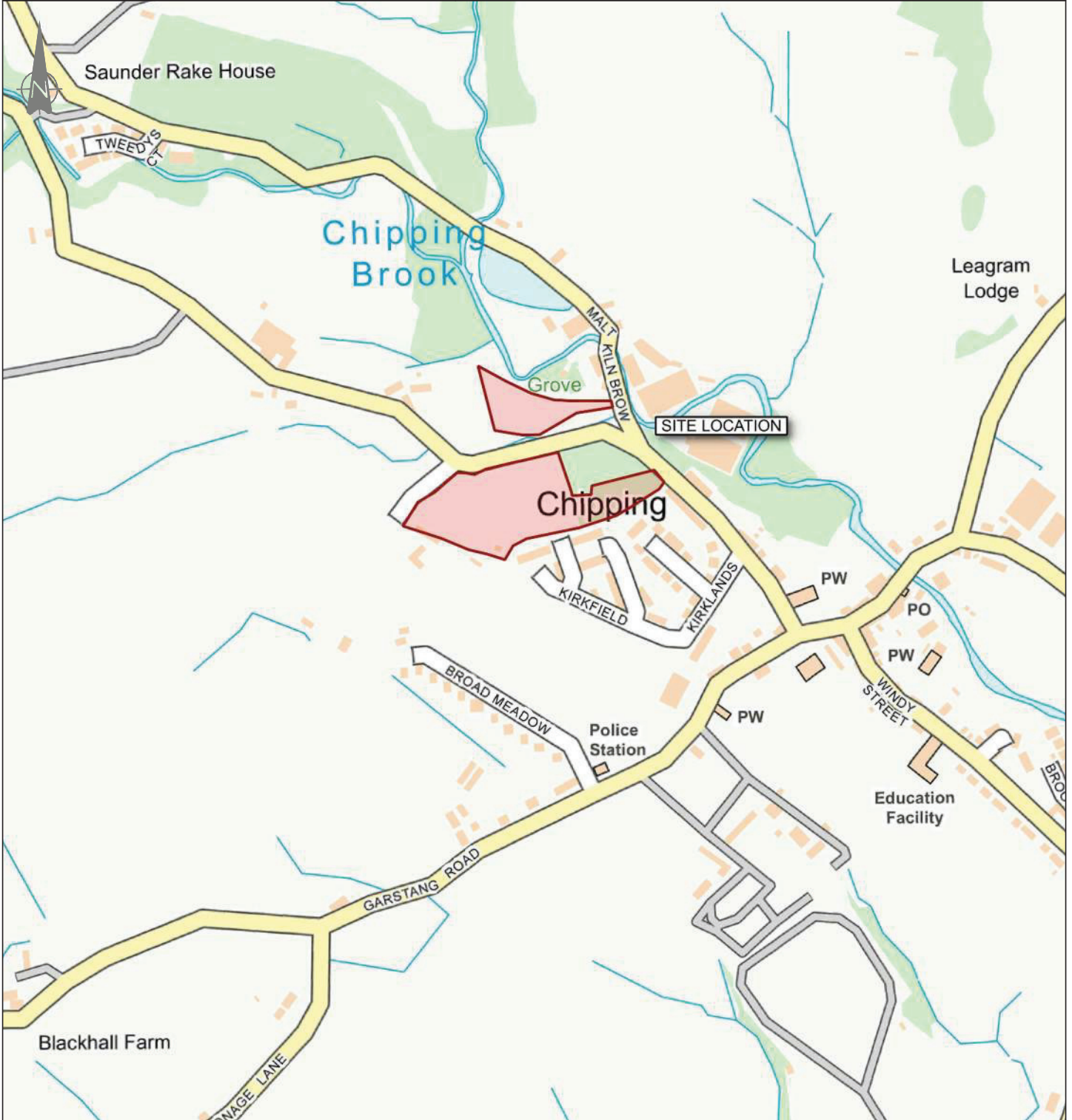
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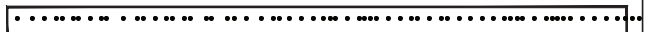
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Project: CHIPPING TRAVEL PLAN		Status: PRELIMINARY	
Drg Title: LOCATION PLAN LOCAL LEVEL		Drawn By: JM	Checked By: AT
		Designed By: JM	Date: 04/12/18
		Scale: NTS	
Project No:	Originator:	Zone:	Level:
71067	CUR	00	XX
Type:	Discipline:	Category / Number:	Rev:
DR	TP	06002	P01



KEY:  Site





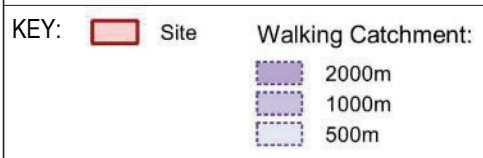
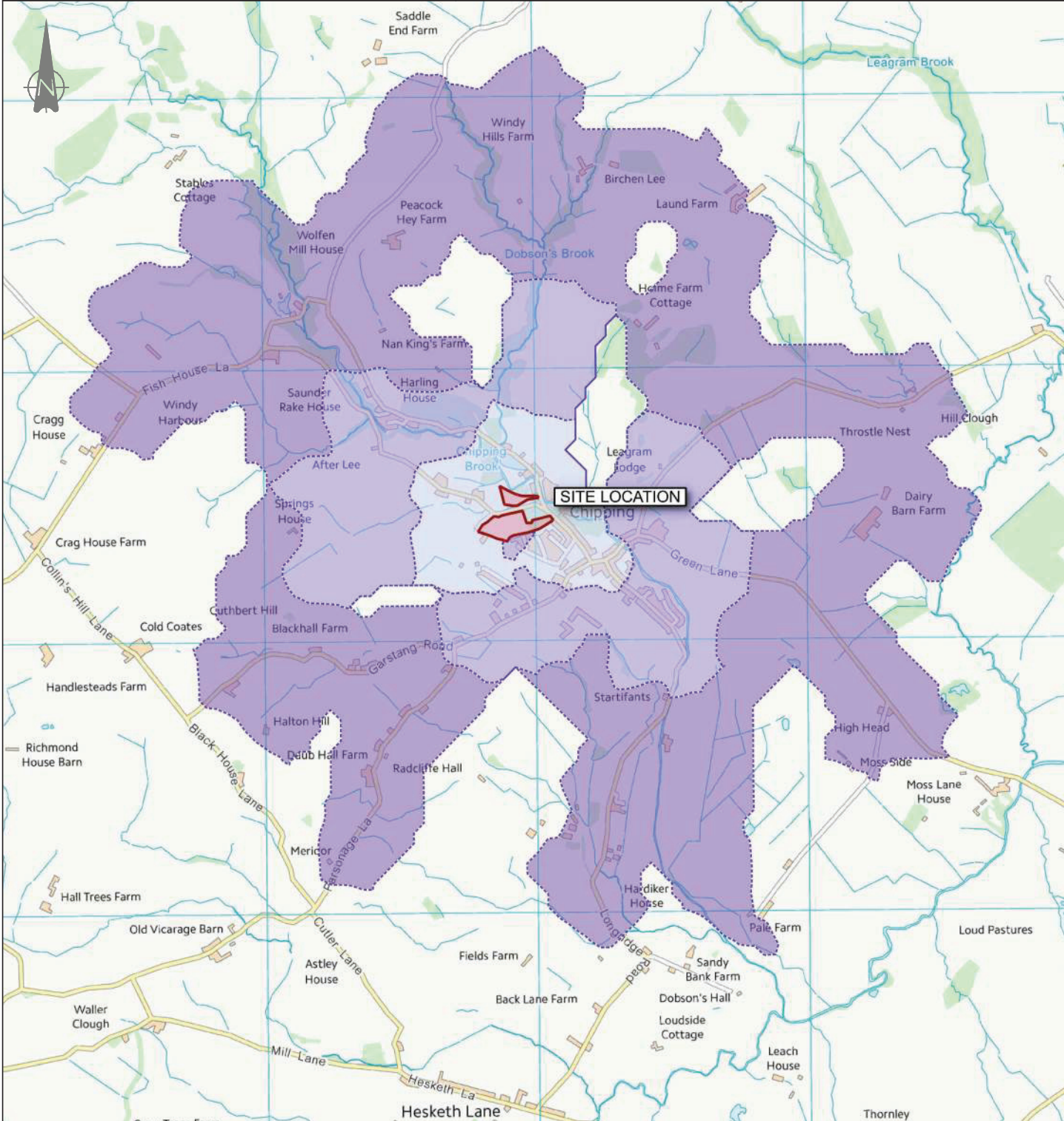
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Project: CHIPPING TRAVEL PLAN  
 Drg Title: ACCESSIBILITY  
 INDICATIVE WALKING CATCHMENT

Status: PRELIMINARY  
 Drawn By: JM Checked By: AT  
 Designed By: JM Date: 04/12/18  
 Scale: NTS

Project No: 71067 - CUR - 00 - XX - DR - TP - 06003 - P01  
 Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

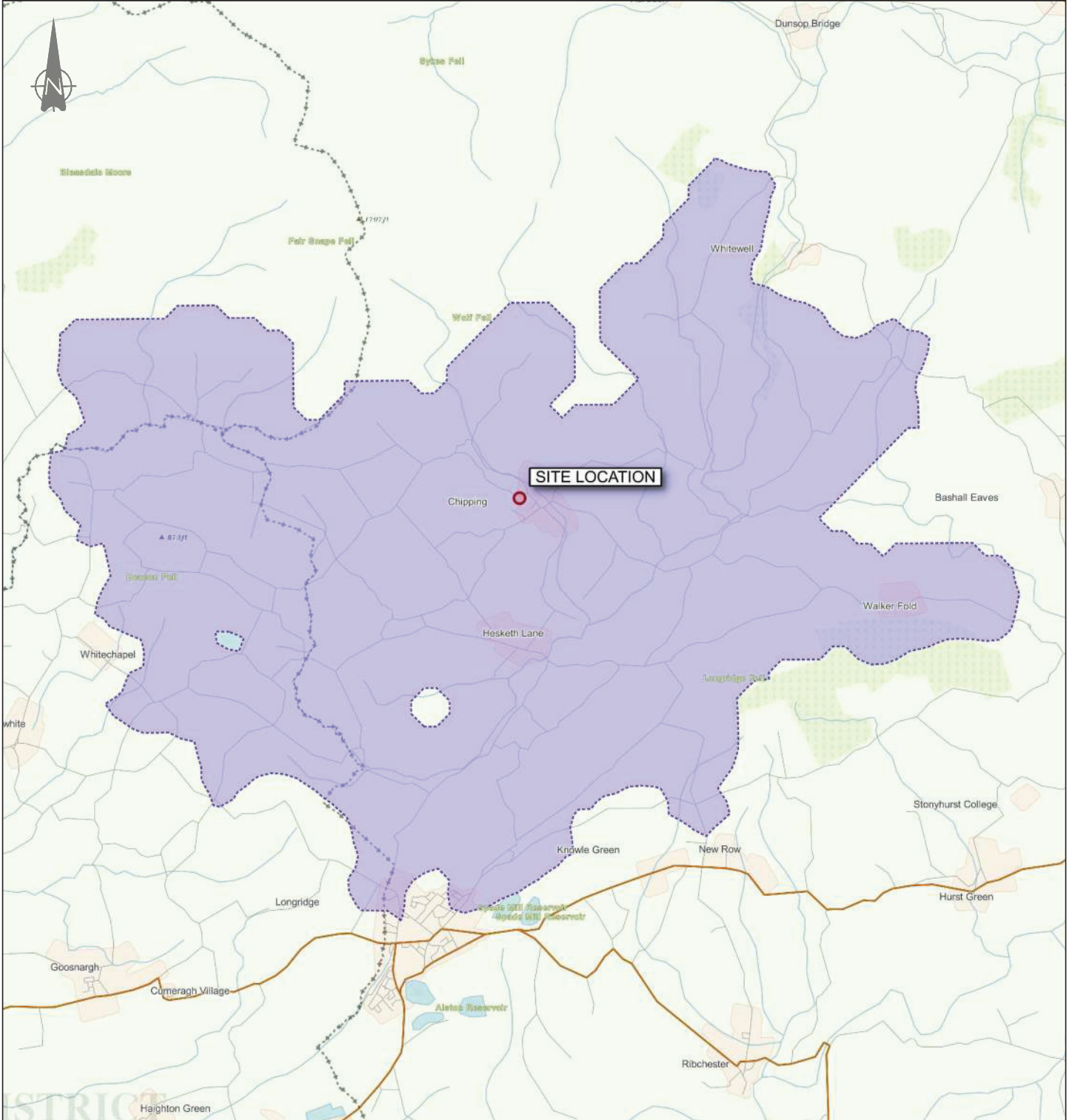




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Project: CHIPPING TRAVEL PLAN		Status: PRELIMINARY	
Drg Title: ACCESSIBILITY INDICATIVE CYCLE CATCHMENT		Drawn By: JM	Checked By: AT
		Designed By: JM	Date: 04/12/18
		Scale: NTS	
Project No:	Originator:	Zone:	Level:
71067	- CUR	- 00	- XX
Type:	Discipline:	Category / Number:	Rev:
- DR	- TP	- 06004	- P01



KEY: Site Cycle Catchment:  
 8000m





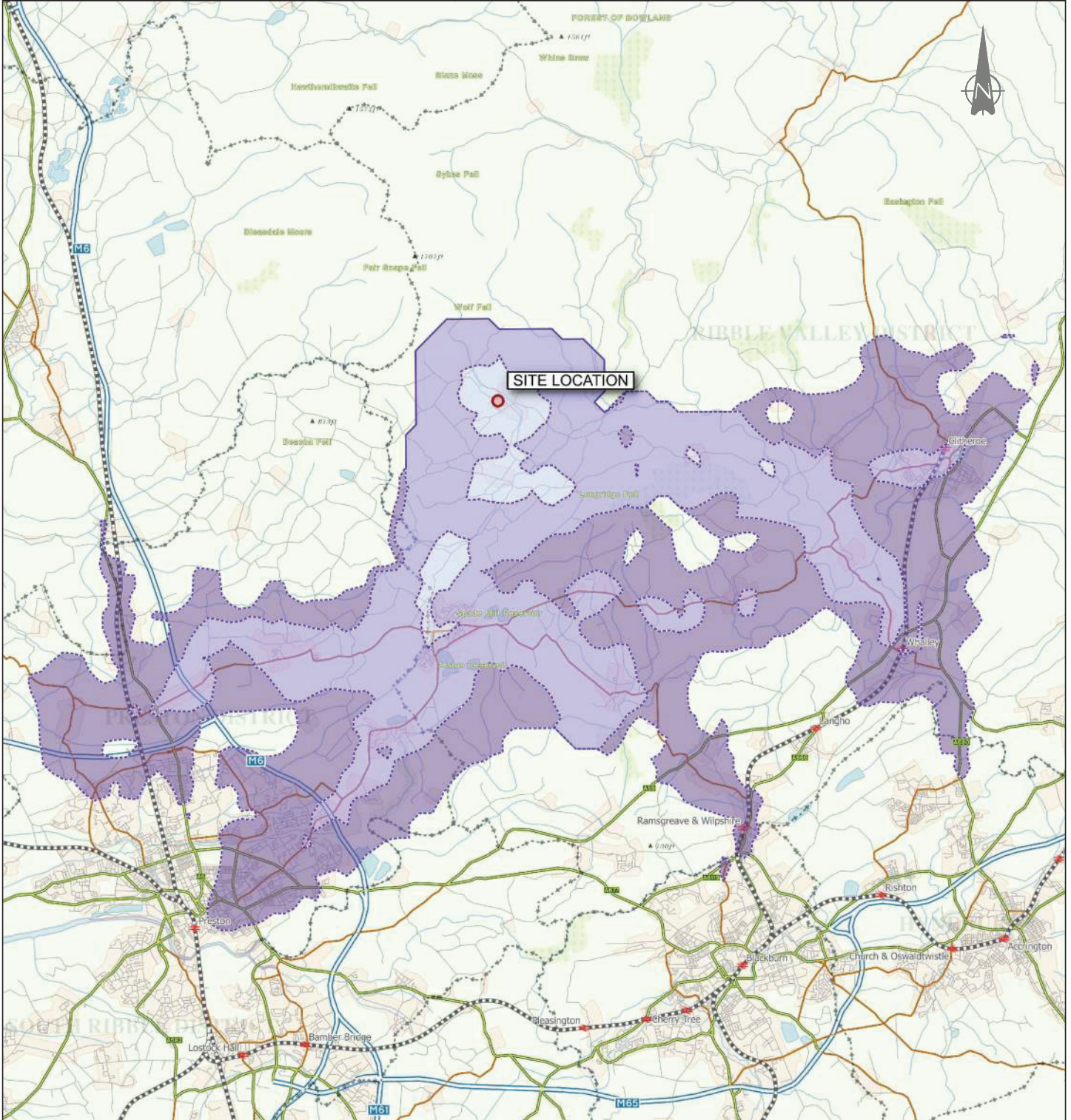
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Project: **CHIPPING TRAVEL PLAN**  
 Drg Title: **ACCESSIBILITY  
 INDICATIVE PUBLIC TRANSPORT  
 CATCHMENT**

Status: **PRELIMINARY**  
 Drawn By: JM Checked By: AT  
 Designed By: JM Date: 04/12/18  
 Scale: NTS

Project No: 71067 - Originator: CUR - Zone: 00 - Level: XX - Type: DR - TP - Discipline: 06005 - Category / Number: P01 - Rev:



KEY: ● Site

Public Transport Catchment:

- 60 minutes
- 40 minutes
- 20 minutes



---

## Appendix A – Site Layout Plans





MALT KILN BROW

4.1m

CHURCH RAIKIE

KIRKFIELD

ie Conifers

Site Layout - Parcel 4, Chipping



**Barn Meadow House**  
Southfield Field Farm  
Southfield  
Burnley  
Lancashire  
BB10 3RH  
Tel: 01782 601157  
Mob: 07975 762976

Client	Mr S. Chelton
Project	Parcel 4, Church Raik, Malt Kiln Brow, Chipping
Drawn	DGL
Scale	1:500
Approved	
Date	1st Nov. 2018
E-mail:	dgl@dgla.com

Client	Mr S. Chelton
Project	Parcel 4, Church Raik, Malt Kiln Brow, Chipping
Drawn	DGL
Scale	1:500
Approved	
Date	1st Nov. 2018
E-mail:	dgl@dgla.com

1624SCP/0hp24-SL1

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## Appendix B – Draft Travel Questionnaire



**TRAVEL PLAN**  
**LAND AT CHURCH RAIKE, CHIPPING**  
**RESIDENTS QUESTIONNAIRE**

This travel survey is being undertaken amongst all Residents to gain an understanding of the current travel patterns. This information will be used to develop a Travel Plan for the site, which will seek to improve accessibility by alternative travel modes of transport to the private car.

The survey should be completed during the week commencing Monday **[INSERT DATE]** 2019 and should only be completed once by each resident. Please complete the survey based on your general travel habits on the basis of a normal working day. Once completed please pass your survey form back to **[INSERT NAME]**.

***Please be assured that the information that you provide will be treated with the utmost confidentiality and processed in accordance with current Data Protection Law.***

1. Please tick the box which represents your current employment status:  

Full-time	<input type="radio"/>
Part-time	<input type="radio"/>
  
2. What is your home postcode?  
.....
  
3. What time do you normally leave for work/place of study? (to the nearest quarter hour)  
.....
  
4. What time do you normally return home? (to the nearest quarter hour)  
.....
  
5. Do you have a disability which affects your travel arrangements?  

Yes	<input type="radio"/>
No	<input type="radio"/>



6. What mode of transport do you primarily use to travel on a daily basis?

- Walk
- Cycle
- Bus
- Car (Driver)
- Car (Passenger)
- Motorbike
- Other (please specify).....

7. Approximately how long does it take you to travel to work/place of study?

- 0-10 minutes
- 10-20 minutes
- 20-30 minutes
- 30-45 minutes
- 45-60 minutes
- 60 minutes +

9. Do you travel with anyone else?

- Yes
- No
  
- If YES, is this your:
- Spouse
- Work Colleague
- Car Share Partner
- Other

10. Would you be interested in taking part in a Car Sharing scheme?

- Yes
- No



11. What alternative travel mode could you use / would you have to use, if your current mode of transport was unavailable?

- Walk
- Cycle
- Bus
- Car (Driver)
- Car (Passenger)
- Motorbike
- Could not use any other mode
  
- Other (please specify) .....

12. Which of the following initiatives would encourage you to use public transport?

***(Please tick no more than 2 options and indicate the most important option with a \*)***

- More direct bus routes
- More frequent bus services
- Interest free season ticket loans
- Up-to-date Public transport information available
- Easy access low floor buses
- I would NEVER use public transport to travel to work

13. Which of the following initiatives would encourage you to walk /?

***(Please tick no more than 2 options and indicate the most important option with a \*)***

- More dedicated cycle / walking routes
- Quality information on the local network
- Safe crossing points on local roads
- Improved security and lighting
- I would NEVER walk / cycle to work

14. Do you have any comments or ideas that you would like to tell us about your travel to work journey?

.....  
.....  
.....  
.....  
.....  
.....

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Thank you for completing this survey.

Please return it to **[INSERT NAME OF TPC]** by **[INSERT DATE]** 2019.

We hope that you will enjoy the results of the Travel Plan and will take part in making the initiative a success.

# Our Locations

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