DTPC

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Jan 2020

RESIDENTIAL DEVELOPMENT LAND OFF HIGHMOOR PARK, CLITHEROE

FRAMEWORK TRAVEL PLAN

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Framework Travel Plan

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT LAND OFF HIGHMOOR PARK, CLITHEROE

C O N T E N T S

1. INTRODUCTION

DTPC has been appointed by VH Land Partnerships Ltd in support of a planning application or the residential development of approximately 5Ha of land which forms part of Highmoor Farm site, a greenfield plot SE of the town centre.

The application relates to a site located on the edge of the urban area, with access which will be redeveloped for residential uses.

In order to advise the application, this FTP provides information on the scope of traffic and transport planning aspects of the development proposals, to assist in the determination of the planning application.

It deals solely with the proposals as provided.

This FTP discusses the following issues:

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

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

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Planning Policy Framework

The NPPF 2019 has replaced the previous 2012/18 version and sets out the policy framework for sustainable development and supersedes the previous advice.
Unlike the previous version the new NPPF sets out limited advice on travel planning:
It does set out priorities for movements:
Para 108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Para 110. applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles,

d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Para 111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

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

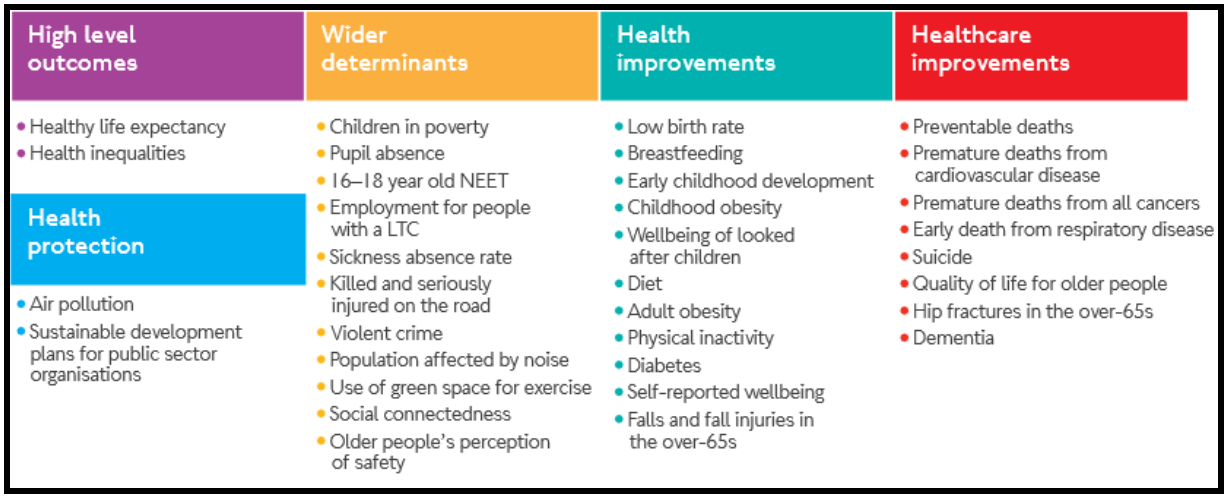
Source	Main health impacts that can be improved
Physical activity	Obesity Heart disease Stroke Depression Type 2 diabetes
Air quality	Cardiovascular disease Respiratory diseases
Road traffic collisions	Physical injuries Psychological trauma
Noise	Mental health Blood pressure Child development
Access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



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?

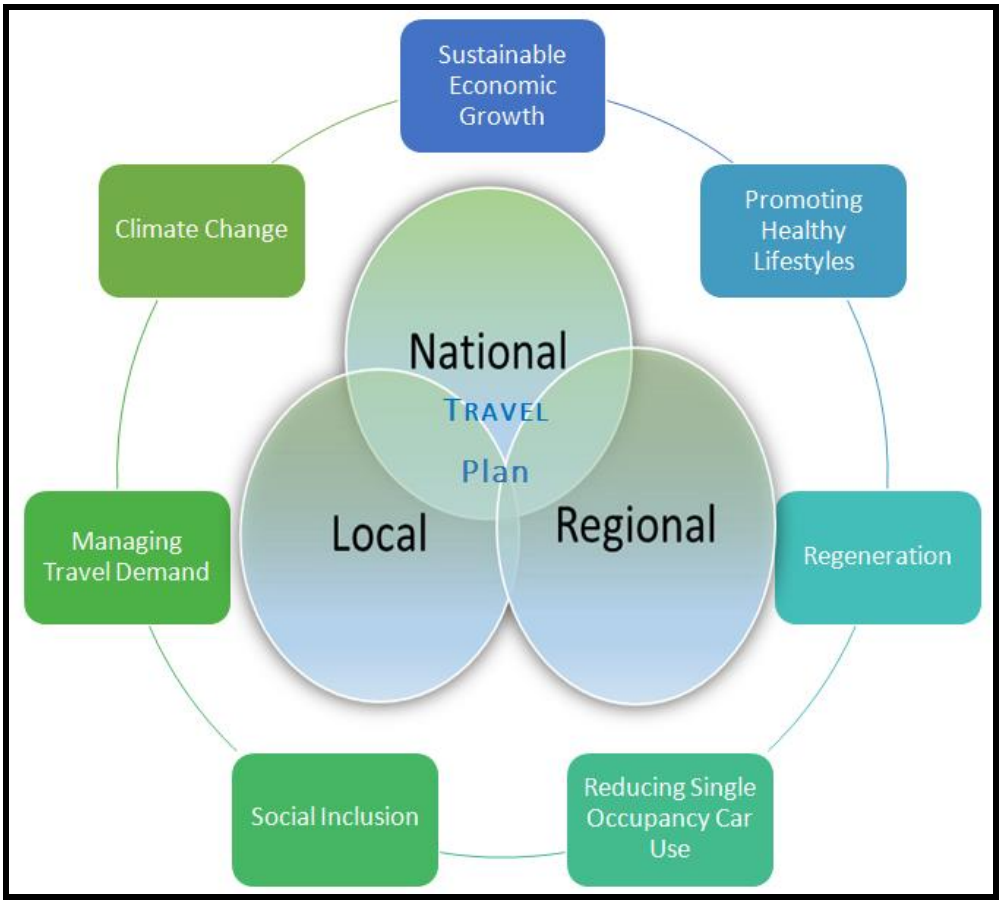
A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

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 provide 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 residents in a new way and require partnerships between developers, local authorities, local business communities and residents.

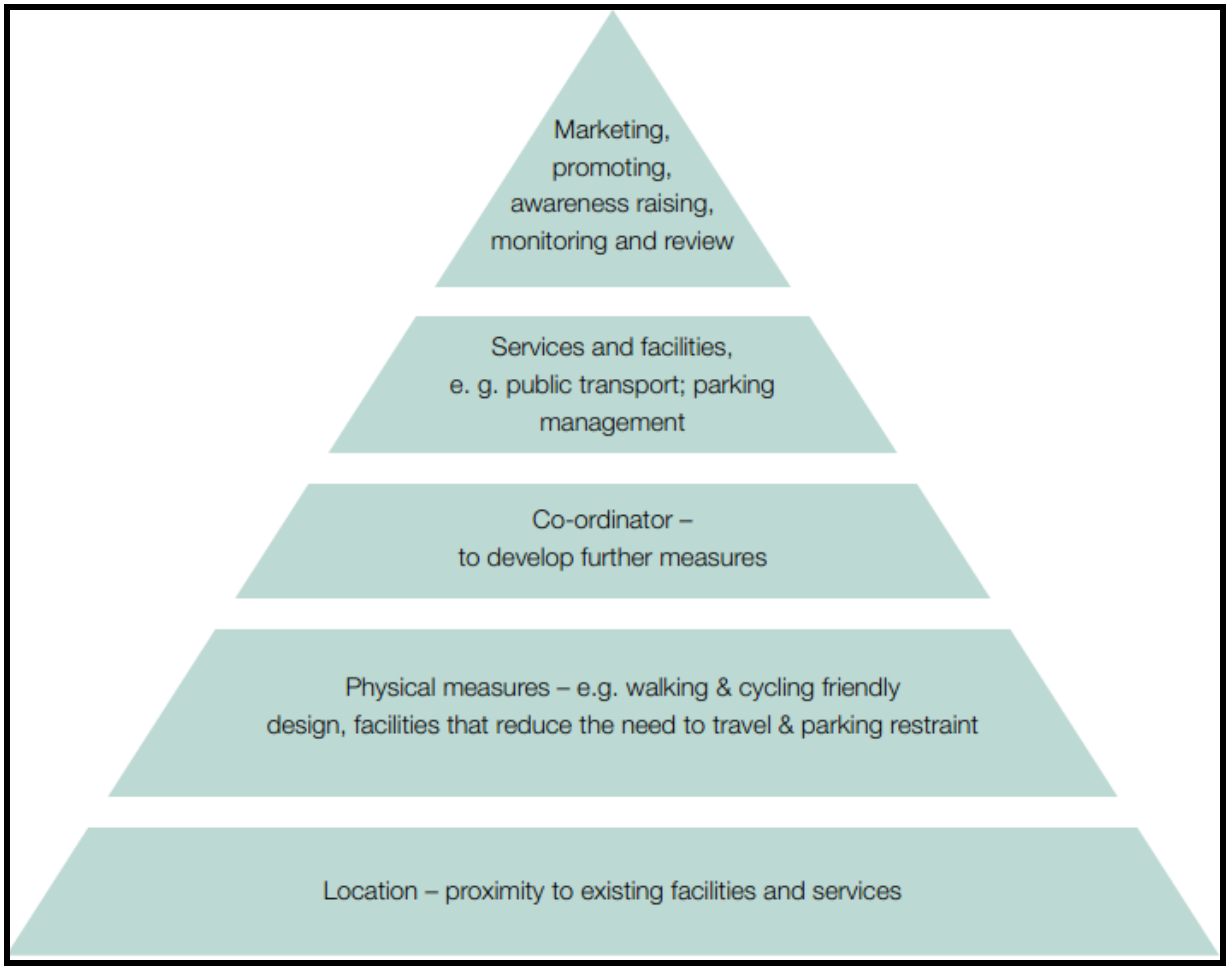


Travel plan synergies and settings

How the Travel Plan accords with planning policy

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

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



Travel Plan Triangle

It can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought.

At Level 1, the base of the pyramid, the **choice of location** for the development, provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport.

At Level 2 are all the **physical aspects** of the development that can be expected to influence travel.

At Level 3 is the input of a **site travel co-ordinator** to co-ordinate the ongoing development and management of the plan.

At Level 4 are the **services and facilities** to be delivered as part of the travel plan to help meet transport needs as appropriate.

At Level 5, the top of the pyramid, is **awareness raising, marketing and information.** These are measures designed to ensure that people know about the services and facilities provided through the travel plan and to encourage more sustainable travel.

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 residents 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 of the developer.

Aims and Objectives of a Travel Plan

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

1. Maximise the sustainability of trips to/from the site for all site users;
2. Increase awareness amongst site users of the alternative travel options from first occupation;

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

How will the Travel Plan be managed?

This Travel Plan has been prepared in support of an outline planning application. As the site has no known developer the key management will be via on site management and the TPC for the site.

Implementation of the Travel Plan

On the finalisation of the Travel Plan (following approval by the Travel Plan Officer at **Lancashire County Council** the document will be launched by the nominated Site Travel Plan Co-ordinator on behalf of the appointed developer.

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

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

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

4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

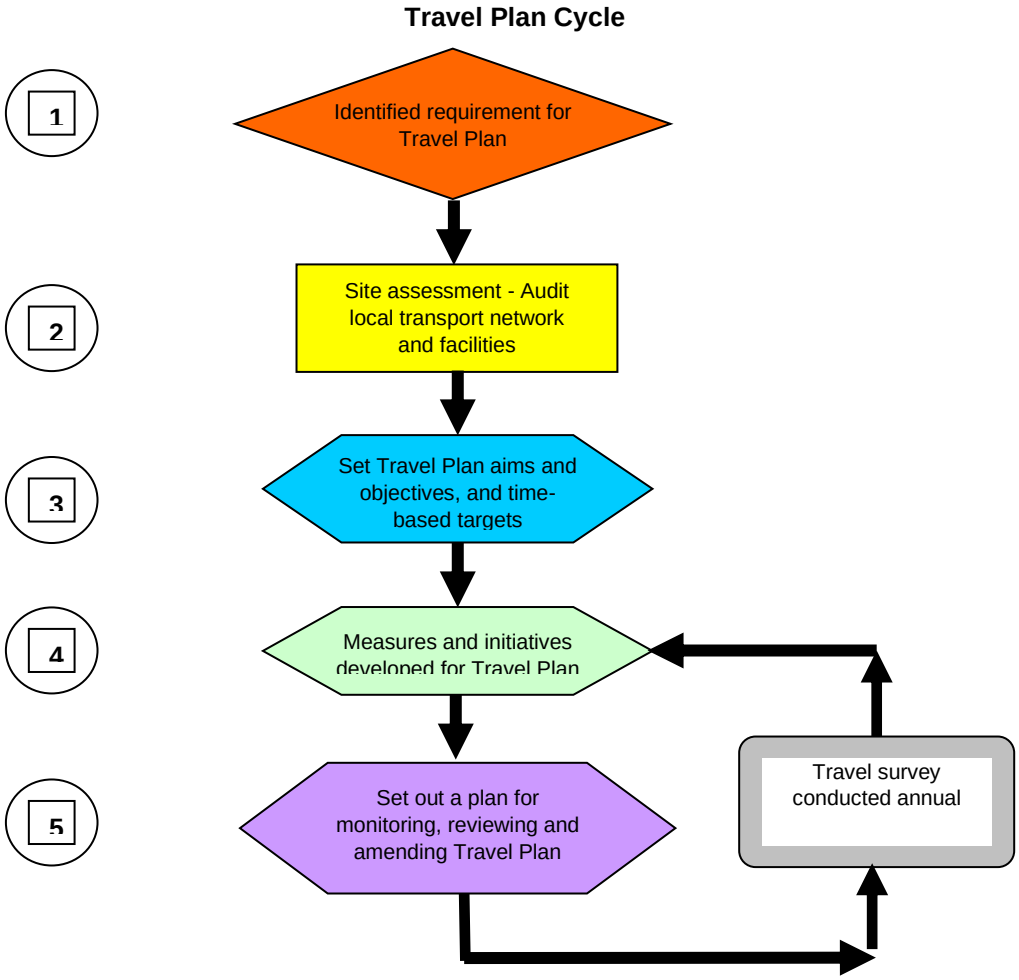
Development of a Travel Plan

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

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

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

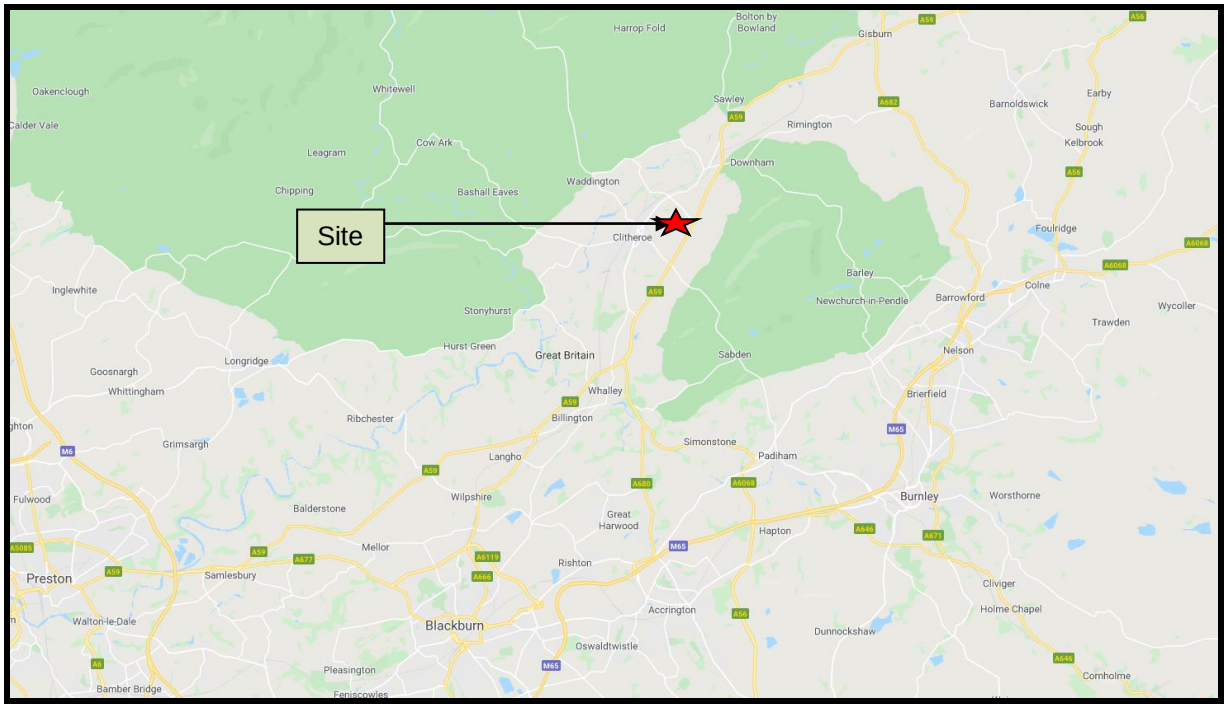
A typical Travel Plan cycle comprises of the components outlined below.



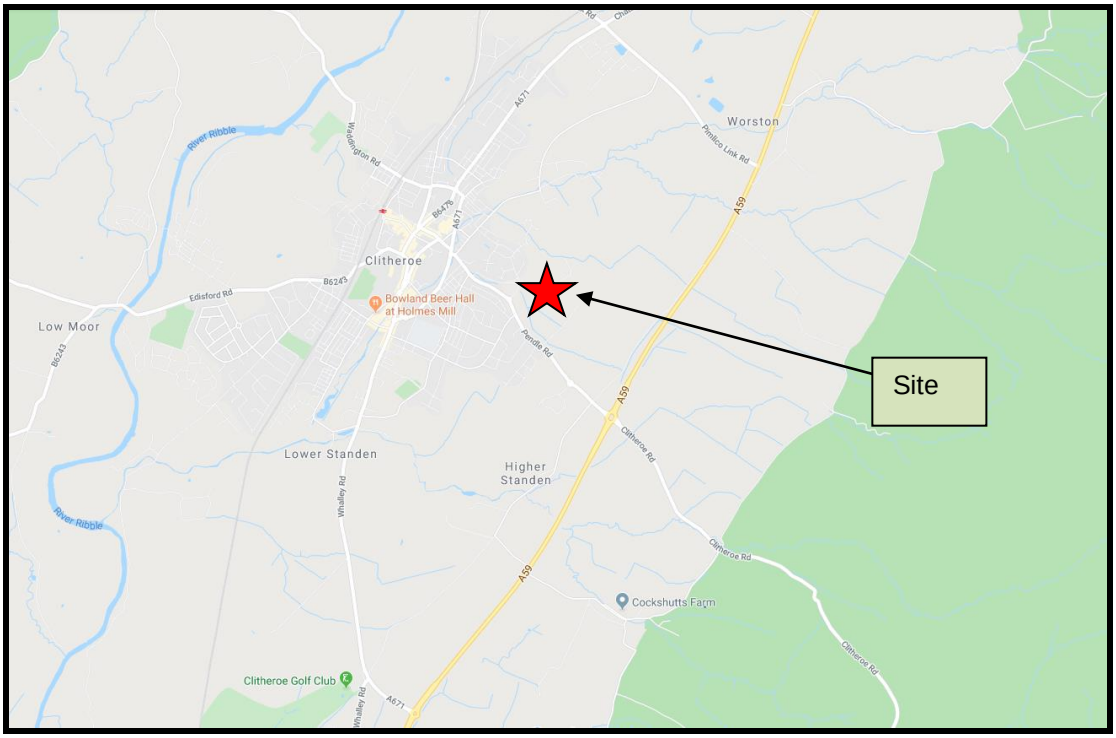
5. SITE DESCRIPTION

Site location context

The proposed development site is located to the south east of Clitheroe (approximately 1km from the town centre). The site is located off Highmoor Park which is SE of the town centre which connects to the A59 to the west via Pendle Road at a roundabout junction.



Wider and local area context



Highway review

All the roads in the area are of a standard carriageway width appropriate for their usage and locally have a 30mph speed limit.

Shawbridge Street is subject to a 30mph speed limit, is street lit and has footways on both sides. It meets the A671 at a mini roundabout junction. At the time of the site visit (around 11.00am on Tuesday 29 October 2019) traffic was busier at this location in part generated by the adjacent Lidl store but the mini roundabout coped well with the demand.

Pendle Road is street lit throughout its length. It is subject to a 30mph speed limit from its north western end up to a point just north west of the roundabout which gives access to the Taylor Wimpey Halfpenny Meadows development where the speed limit becomes 40mph through to the A59 roundabout.

It has footways on both sides from its north western end up to Goosebutts Lane. Between Goosebutts Lane and the Taylor Wimpey roundabout it only has a footway on its south western side. Between the Taylor Wimpey site and A59 roundabouts it has wide shared footway/cycleways on both sides of the carriageway

Highmoor Park is subject to a 20mph speed limit, is traffic calmed with speed humps, is street lit and has footways on both sides. It meets Pendle Road at a mini roundabout junction.

The cross roads south of Standen Road to the west is derestricted, is unlit and has no footways. It currently provides access for construction vehicles to the Taylor Wimpey development site. The un named road to the east is subject to a 40mph speed limit, it is unlit and has no footways.

The area has a typical traffic flow charateristic associated with an urban area i.e. distinct AM and PM flow periods. Photographic record of the area is set out below.

Approach from west and east to Shawbridge mini roundabout

View left and right from mini roundabout

View to and from the roundabout south along Pendle Road.

View along Pendle Road south and north to Highmoor Park junction

View to north and the 30mph change and south to the TW roundabout junction

View from TW site access Standen

View north to and south away from Standen

View to and away from A59 roundabout

View left and right to roundabout at Pendle Road route

Highmoor Park route

The route is traffic calmed with road humps.

View to and from mini roundabout junction

View left and right from site access location

View to site access from eastside

View along access track to and from road.

Development Proposals

The proposals include for the erection of upto 125 residential units including a new access and associated hard and soft landscaping, rear private amenity space for each dwelling house and off-street parking provision.

Layout

The site layout is illustrated on the masterplan below (see architect drawing for full details) and included in the figures section.

The layout is in the form of a cul de sac to either side of the main access link with shared spaces and linking footpaths to ensure good external walking connections are provided.

The site will upgrade the track to a road with paths, the first section of Highmoor Park Road will be maintained at its starting width of 7.3m to the site access to future proof for bus access.

Access Strategy

The access strategy for the development provides the means to achieve the identified policy objectives by optimising the opportunity for access to/from the Site by non-car modes. This is in accordance with all local and national policies.

The accessibility of the Site for those travelling on foot and cycle is reviewed, and takes account of the existing and proposed facilities. The current accessibility of the Site by public transport is outlined herein, together with the development proposals for public transport.

The proposed development takes account of the needs of the mobility impaired.

The Access Strategy for the development is cohesive, reflecting the need to appropriately consider and enable provision for the movement of people and goods. This is in accordance with the aims and spirit of NPPF. This includes considering, inter alia:

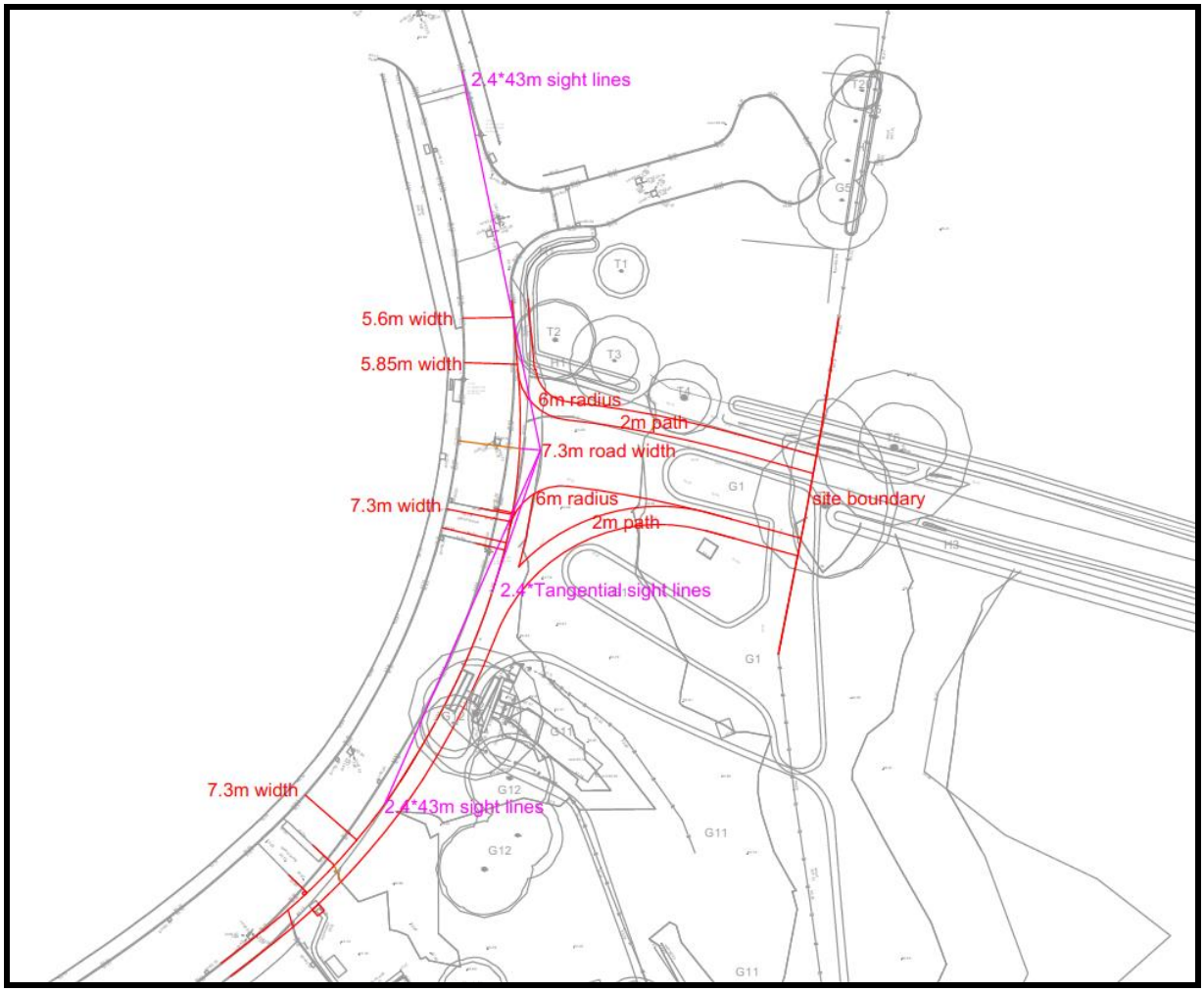
- Permeability of the Site from/connection to the surrounding locality, for all modes of transport, motorised and non-motorised,
- External linkage to the Site. The corresponding internal access/routing details are to be addressed in subsequent reserved matters application(s),
- Internal access arrangements, all to be the subject of reserved matters application(s), should minimise distance travelled by all modes (where appropriate),
- Emergency access requirements must be met.

The development proposals adopt an integrated approach to managing travel demand, offering safe and sustainable access for all by a choice of sustainable transport alternatives, between homes and employment and a range of services and facilities, such as retail, health, education, and leisure.

Access details

The site will keep the 7.3m width of Highmoor Park near the roundabout upto the access point, the 6m internal route will be created by a simple T junction. as shown overleaf and in fig 1

2.4@43m sight lines can be achieved on either side in the adopted highway.



Car parking

Parking for the residential units will accord with the council's current guidance.

Trip Generation

From the Standen Transport Assessment report. The table below details the above trip rates.

Peak Period	TRICS Residential Trip Rate Associated with Approved Development Off Higher Standen Drive With Travel Plan and Internalisation Factor			Observed Vehicle Movements to and From Higher Standen Drive			Observed Residential Trip Rate Based on 110 Occupied Dwellings.		
	Arr	Dep	Two Way	Arr	Dep	Two way	Arr	Dep	Two way
AM	0.131	0.400	0.531	15	36	51	0.136	0.323	0.459
PM	0.368	0.189	0.557	35	21	56	0.318	0.191	0.509

Standen TA Trip Rates and Observed Trip Rates

As it can be seen the observed trip rates are not dissimilar to that predicted however it should be noted that the observed vehicle movements does account for a small modicum of construction traffic and does not benefit from the effectiveness of the Travel Plan or Internalisation effect. Given this it is considered that the observed trip rate will only reduce over time.

The above notwithstanding the observed trip rate will be used to assess the likely number of vehicle trips that will be generated by the proposed development which are summarised in the table below.

Peak Period	Proposed Development Trips Based on 125 Dwellings		
	Arr	Dep	Two Way
AM	17	40	57
PM	40	24	64

Proposed Development Trips Based on Observed Trip Rates

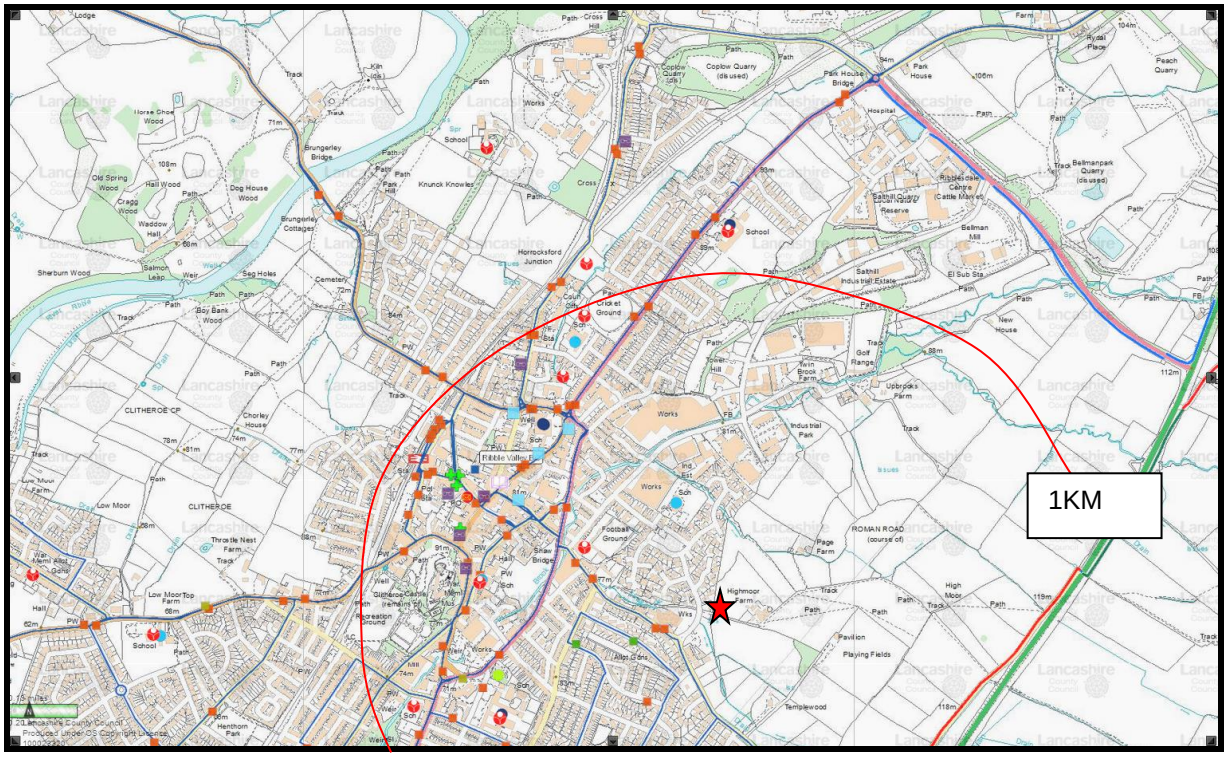
6. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

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

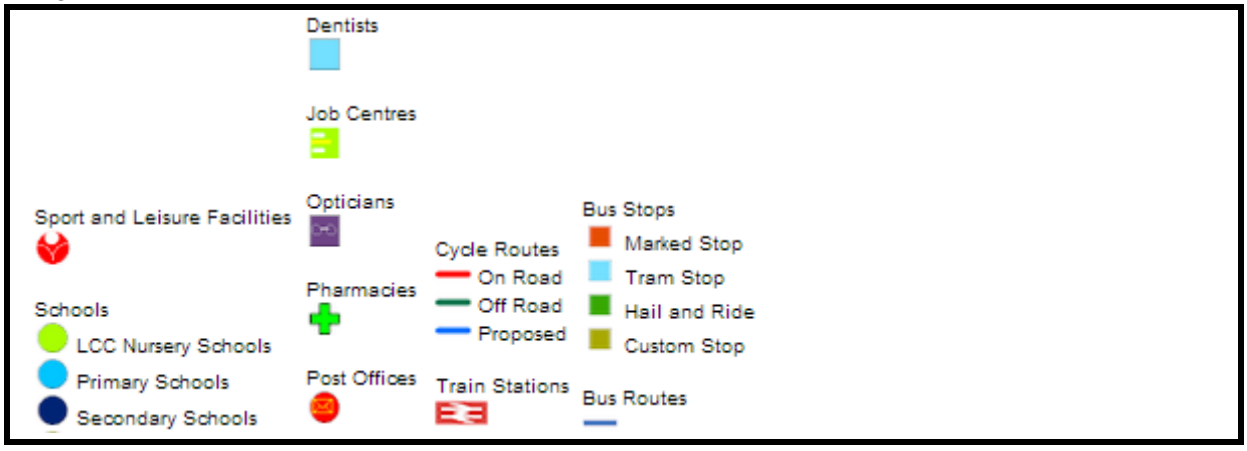
The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

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

Facilities



Key



Walking and cycling

The proposed development site is located on the edge of the existing urban area with a range of local land uses, services and facilities.

The residential design guide "Manual for Streets" (MfS) advises that "*walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas…"* (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering "*the greatest potential to replace short car trips, particularly those under 2km*". The acceptability of walking trips up to 2km (an approximate 25-minute walk time) is also supported in the IHT document "Providing for Journeys on Foot"

The CIHT 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, it also recognises a walking distance of up to two miles (3,200m) is practicable for walking. Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

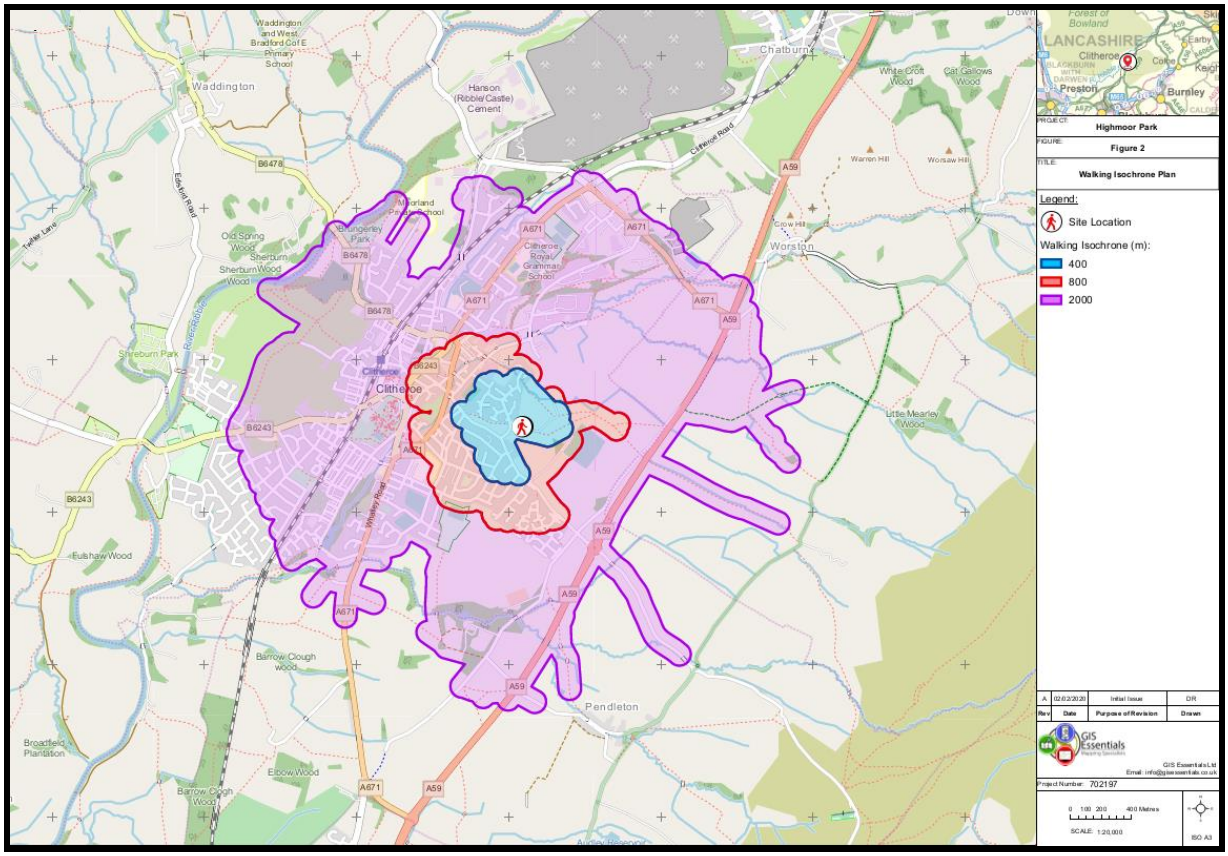
Acceptable walking distances are indicated in the table below.

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			

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

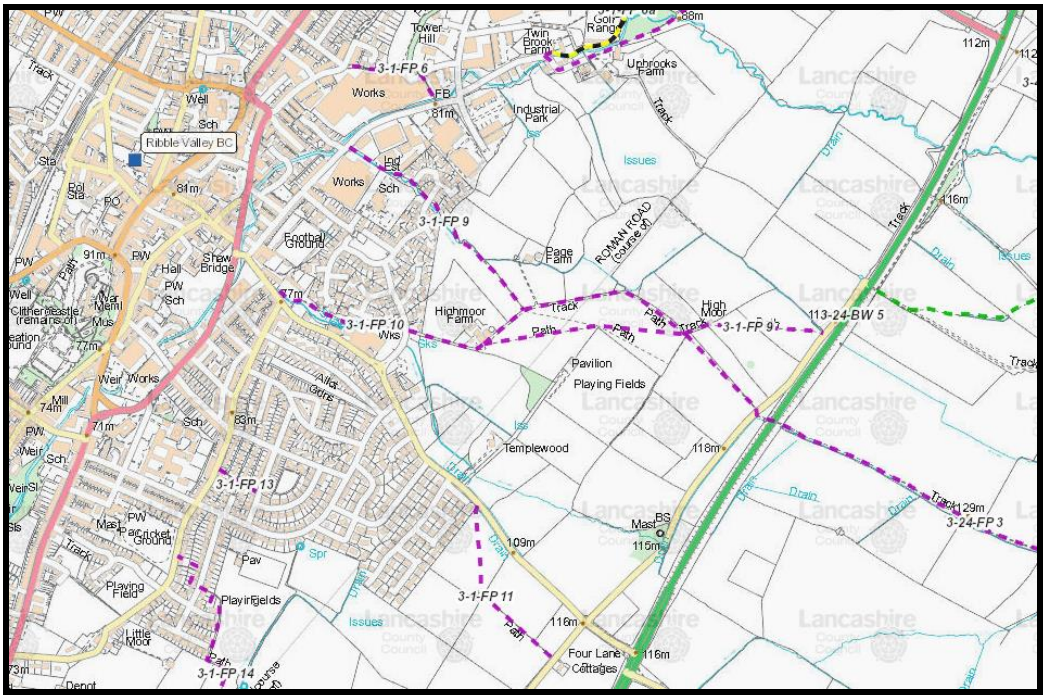
The pedestrian catchment area for the proposed development site extends to cover the existing local bus routes and services indicated inside the 400m desirable walk distance.

Importantly, the 2km distance covers education and shopping facilities locally and at 1KM the Clitheroe town centre. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot. This is shown below.



2km walk distance

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 town centre. There are, therefore, opportunities for travel on foot.



PROW linkages

For Primary school trips less than 1 mile (1,600m) 84% of trips made by primary school children are on foot. This would suggest that a primary school within 1,600m of the proposed development site would provide the opportunity for residents to walk to their local school.

For school trips greater than 1 mile (1,600m) but less than 2 miles (3,200m) 29% of trips made by primary school children are on foot and therefore walking could still be an option for future residents who attend these schools.

Clitheroe Brookside Primary School at 625m meets this guidance.

For home/secondary school trips of less than 1 mile (1,600m), the statistics show that 89% of trips made by secondary school children are on foot with 58% of trips made on foot for trips between 1 mile (1,600m) and 2 miles (3,200m). This would suggest that walking is a realistic mode of travel for secondary school trips up to 2 miles (3,200m).

Ribblesdale High School at 1.34km meets this guidance.

For Retail trips it is acknowledged that 23% of all shopping trips are made on foot. In addition 92% of all households live within 15 minutes of their nearest shop selling groceries by walking or using public transport. At a typical walking rate of 1.4m/s (IHT walking guidance) this equates to a distance of 1,260m.

Local store is some 725m from the site. Tesco's is some 990m from the site.

For other Local Amenities It is generally accepted walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

The town centre is some 1km from the site with a multi offer of facilities.

There are, therefore, opportunities for residents to access a wide range of shopping, employment, leisure, and service facilities on foot.

The 2km walk catchment extends to cover a substantial part of Clitheroe and some smaller surrounding settlements. There are, therefore, opportunities for residents to access a range of shopping, leisure, and service facilities on foot.

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

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

Cycling

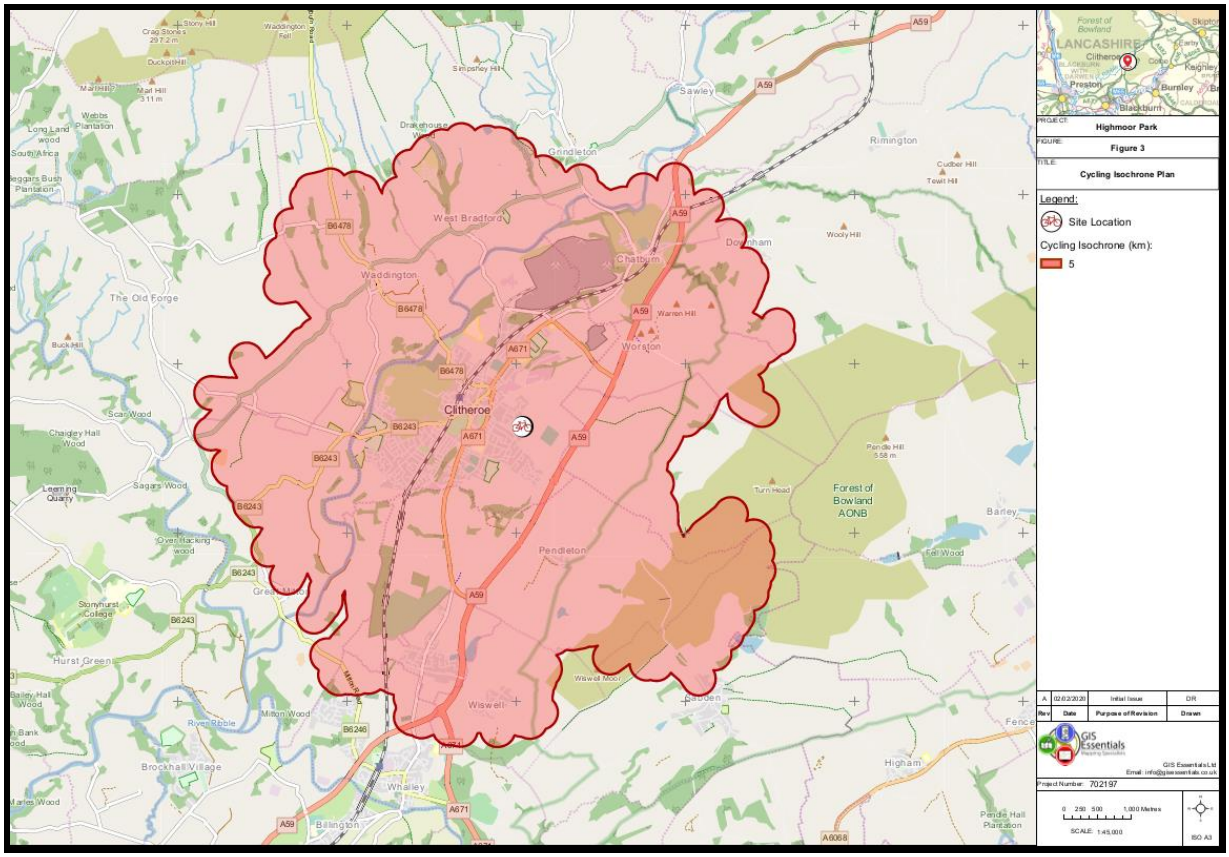
Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"
The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. 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 annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace.

An acceptable and comfortable distance for general cycling trips of all types is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km as the maximum a commuter would cycle to work there are employment destinations available from the site but it is our judgment that commuter trips of this length would only be undertaken by cyclists who are confident enough to mix with other road users. Using GIS Network Analyst software typical cycle times from the Site (with 16 mins approximating to around a 5km distance).

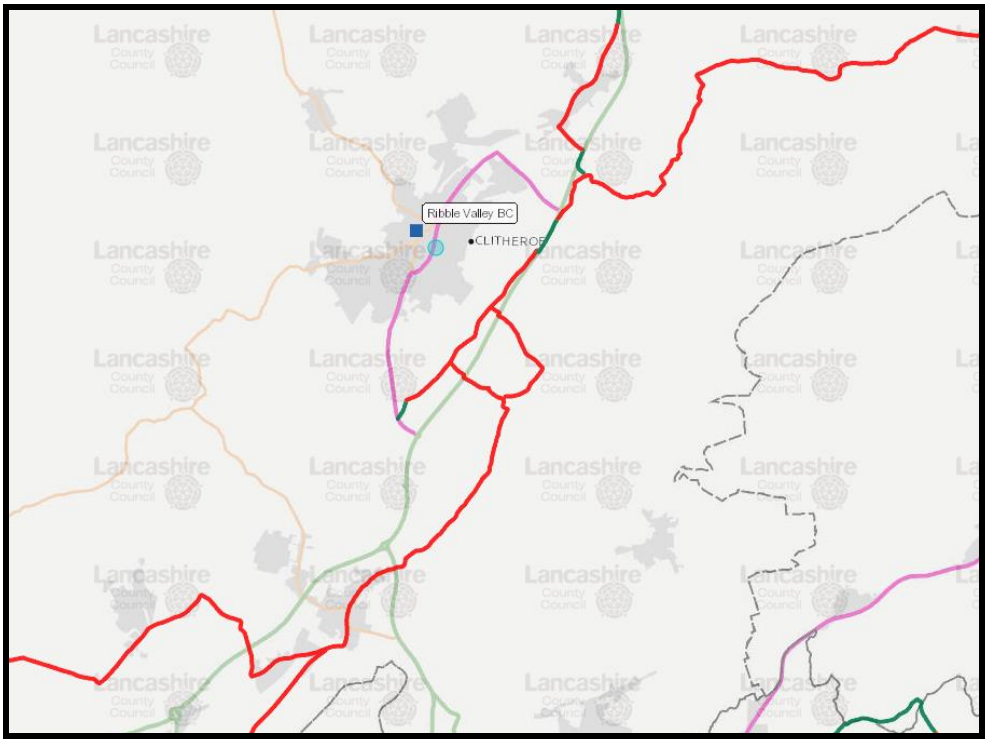
As described in historic guidance, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. The 10km distance will cover a substantial area.

The 5 km distance is indicated by the salmon area on the figure below.



Cycle Catchment

The plan shows the residential catchment area within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.



Local cycle routes

The site is approx 300m from a cycle route that links into the wider regional network. There are opportunities to travel 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?

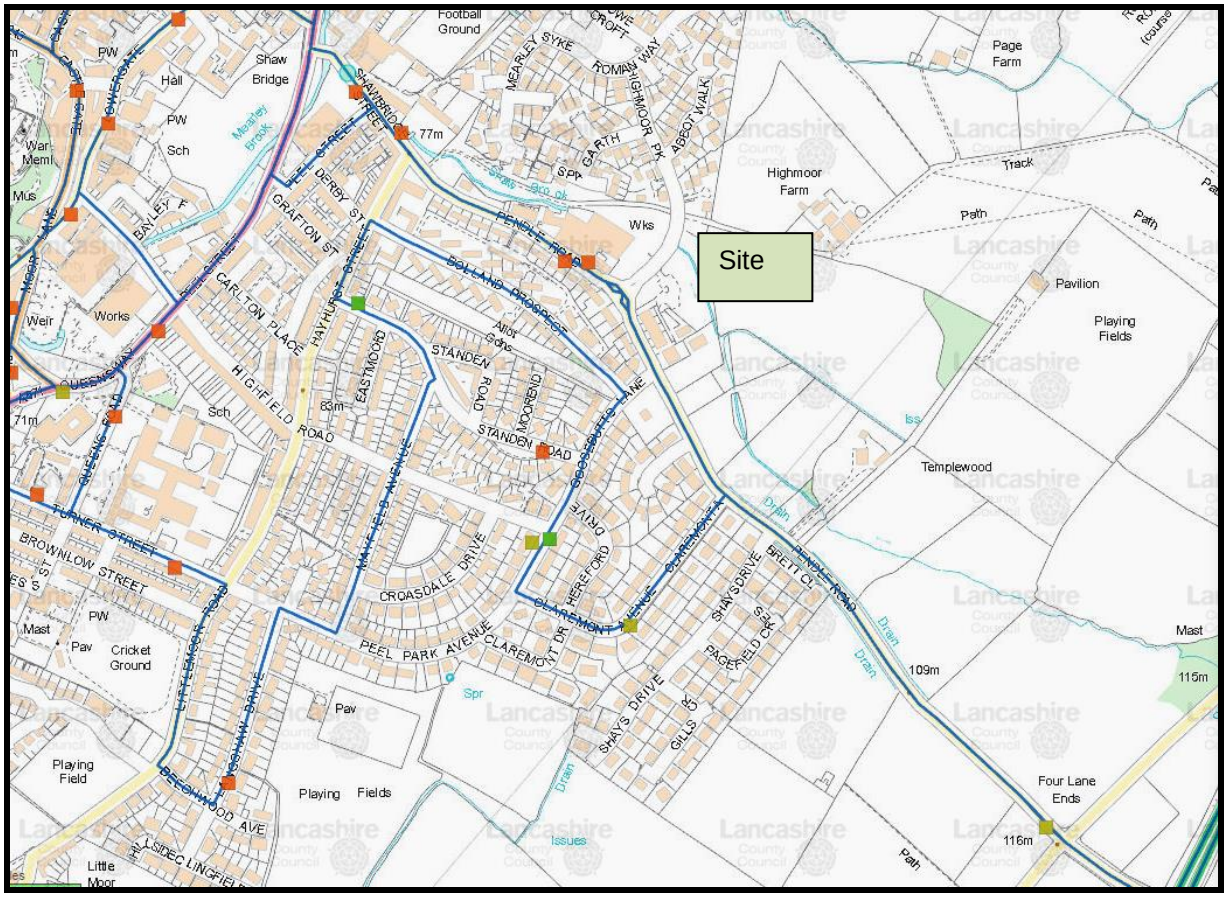
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

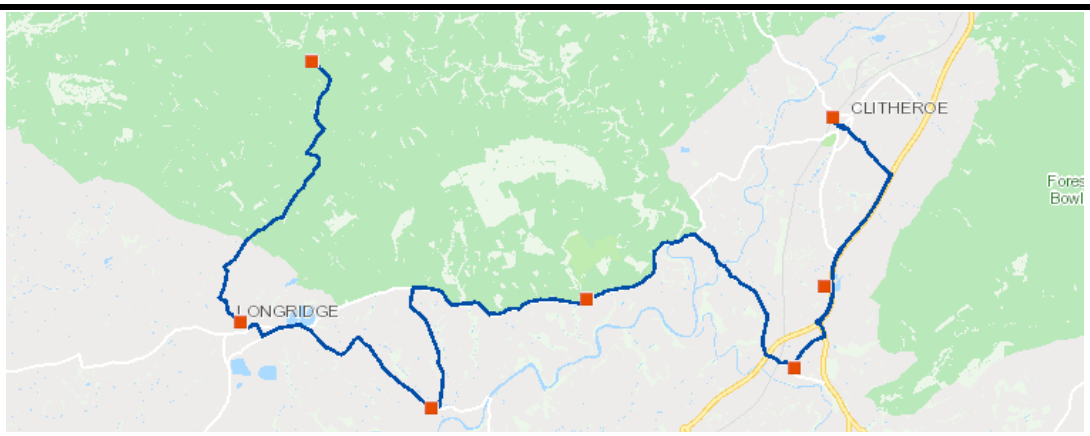
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The bus stops SW of the site are approx 390m away within the 400m desirable distance from guidance.

Bus stops towards and away from town north of Highmoor Park

Locally the site is connected to the town centre and thus the wider area.

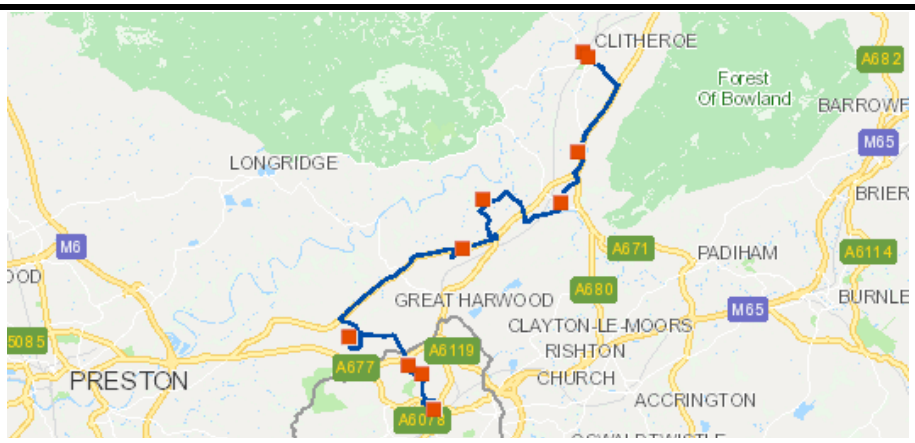




Monday to Friday

Operator	*PBLT*	*PBLT*	*PBLT*	*PBLT*	*PBLT*	*PBLT*	*PBLT*	*PBLT*
Notes	*$*	*$*	*$*	*$*	*$*	*$*	*$*	*$*
CHIPPING,Kirklands Estate (by)	07:23	09:33	11:33	13:33	15:33	16:43	18:23	19:53
LONGRIDGE,Post Office (o/s)	07:38	09:48	11:48	13:48	15:48	16:58	18:38	20:08
RIBCHESTER,Black Bull (opp)	07:46	09:56	11:56	13:56	15:56	17:06	18:46	----
HURST GREEN,Shireburn Arms (opp)	07:56	10:06	12:06	14:06	16:06	17:16	18:56	----
WHALLEY,Post Office (o/s)	08:08	10:18	12:18	14:18	16:18	17:28	19:08	----
BARROW,Business Village (by)	08:15	10:25	12:25	14:25	16:25	17:35	19:15	----
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	08:23	10:33	12:33	14:33	16:33	17:43	19:23	----

Operator	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT
Notes	$	$	$	$	$	$	$	$
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	06:18	08:28	10:28	12:28	14:28	15:38	17:18	18:48
BARROW,Business Village (by)	06:27	08:37	10:37	12:37	14:37	15:47	17:27	18:57
WHALLEY,Bus Station (Stand A)	06:34	08:44	10:44	12:44	14:44	15:54	17:34	19:04
HURST GREEN,Shireburn Arms (o/s)	06:48	08:58	10:58	12:58	14:58	16:08	17:48	19:18
RIBCHESTER,Black Bull (by)	06:58	09:08	11:08	13:08	15:08	16:18	17:58	19:28
LONGRIDGE,Post Office (opp)	07:06	09:16	11:16	13:16	15:16	16:26	18:06	19:36
CHIPPING,Kirklands Estate (by)	07:21	09:31	11:31	13:31	15:31	16:41	18:21	19:51



Monday to Friday | Saturday

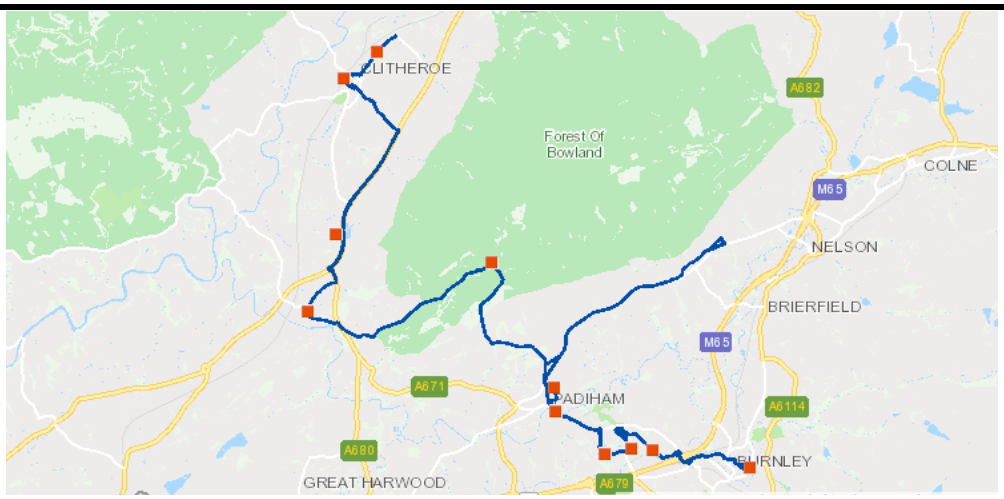
View route | Switch direction | Print timetable

Monday to Friday

Operator	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT
Notes	$	$	$	$	$	$	$	$
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	----	----	09:20	11:20	13:20	----	16:40	17:50
CLITHEROE TOWN CENTRE,Market Place (Stand A)	----	----	09:21	11:21	13:21	----	16:41	17:51
BARROW,Business Village (by)	----	----	09:28	11:28	13:28	----	16:48	17:58
WHALLEY,Bus Station (Stand A)	----	----	09:35	11:35	13:35	----	16:55	18:05
BROCKHALL VILLAGE,The Academy (by)	----	----	09:43	11:43	13:43	----	17:03	18:13
LANGHO,The Rydings (adj)	----	----	09:50	11:50	13:50	----	17:10	18:20
MELLOR,Millstone (opp)	06:54	07:56	10:01	12:01	14:01	15:46	17:21	18:31
LAMMACK,Hare and Hounds (adj)	07:01	08:04	10:08	12:08	14:08	15:53	17:28	18:38
BLACKBURN,St Marys College (adj)	07:04	08:08	10:11	12:11	14:11	15:56	17:31	18:41
BLACKBURN TOWN CENTRE,Arrival Stand (Stand 0)	07:13	08:18	10:20	12:20	14:20	16:05	17:40	18:50

Monday to Friday

Operator	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT	PBLT
Notes	$	$	$	$	$	$	$	$
BLACKBURN TOWN CENTRE,Bus Station (Stand 1)	07:20	09:25	11:25	13:25	15:25	16:15	17:45	18:55
BLACKBURN,St Marys College (opp)	07:27	09:32	11:32	13:32	15:32	16:22	17:52	19:02
LAMMACK,Hare and Hounds (opp)	07:30	09:35	11:35	13:35	15:35	16:25	17:55	19:05
MELLOR,Millstone (opp)	07:40	09:45	11:45	13:45	15:45	16:35	18:05	19:15
LANGHO,Whitehalgh Lane (by)	07:51	09:56	11:56	13:56	----	16:46	18:16	19:26
BROCKHALL VILLAGE,The Academy (by)	07:57	10:02	12:02	14:02	----	16:52	18:22	19:32
WHALLEY,Post Office (o/s)	08:03	10:08	12:08	14:08	----	16:58	18:28	----
BARROW,Business Village (by)	08:10	10:15	12:15	14:15	----	17:05	18:35	----
CLITHEROE TOWN CENTRE,Interchange (Stand 6)	08:20	10:23	12:23	14:23	----	17:13	18:43	----



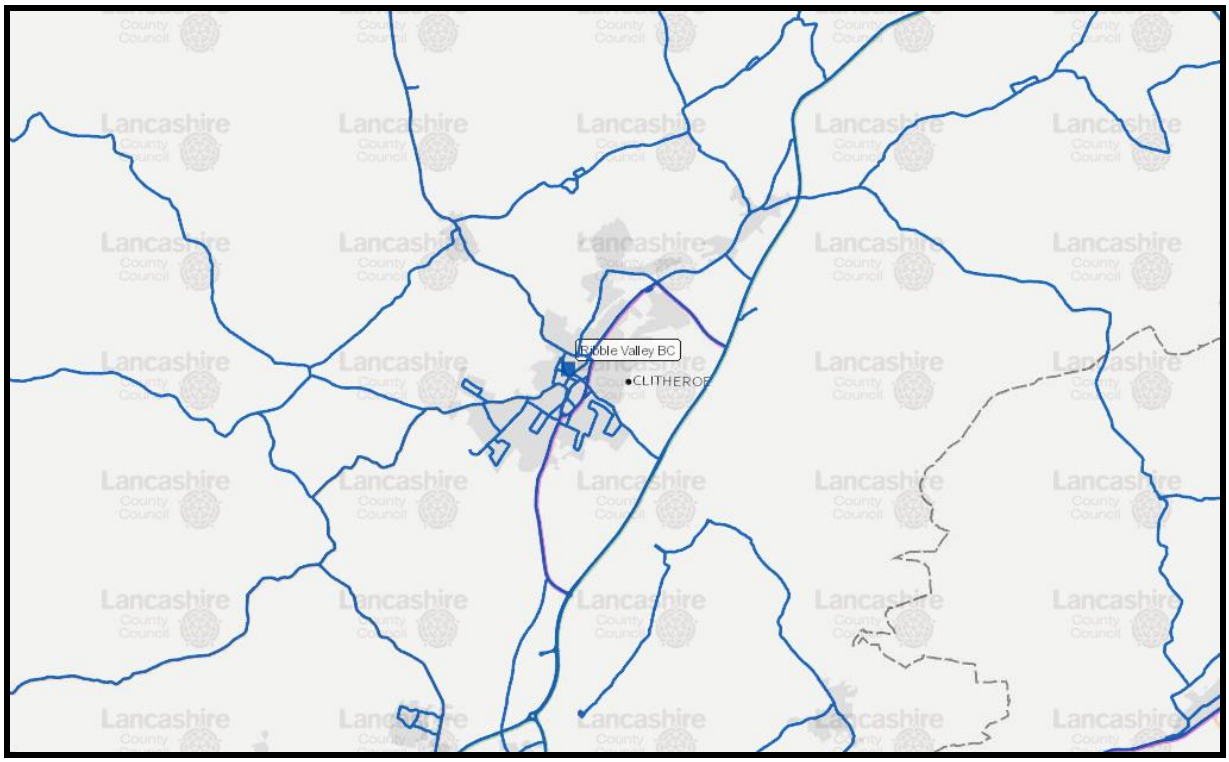
Monday to Friday

Operator	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL
Notes	$	$,SCH	$,NSCH	$	$	$	$	$	$
BURNLEY,Bus Station (Stand 9)	06:28	07:35	07:40	09:45	11:45	13:45	15:50	17:20	18:20
ROSE GROVE,Tedder Avenue (opp)	06:38	07:45	07:50	09:55	11:55	13:55	16:00	17:30	18:30
ROSE GROVE,Lane Ends Hotel (opp)	06:41	07:48	07:53	09:58	11:58	13:58	16:03	17:33	18:33
LOWERHOUSE,Mills (o/s)	06:44	07:51	07:56	10:01	12:01	14:01	16:06	17:36	18:36
PADIHAM,Town Hall (by)	06:49	07:56	08:01	10:06	12:06	14:06	16:11	17:41	18:41
PADIHAM,Town Hall (by)	06:50	07:57	08:02	10:07	12:07	14:07	16:12	17:42	18:42
PADIHAM,Hargrove Avenue (by)	06:53	08:00	08:05	10:10	12:10	14:10	16:15	17:45	18:45
SABDEN,Four Lane Ends (adj)	07:01	08:08	08:13	10:18	12:18	14:18	16:23	17:53	18:53
WHALLEY,Post Office (o/s)	07:08	08:16	08:20	10:25	12:25	14:25	16:30	18:00	19:00
BARROW,Business Village (by)	07:15	08:24	08:27	10:32	12:32	14:32	16:37	18:07	19:07
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	07:23	08:33	08:35	10:40	12:40	14:40	16:45	18:15	19:15
CHATBURN ROAD,Grammar School (o/s)	----	08:40	----	----	----	----	----	----	----

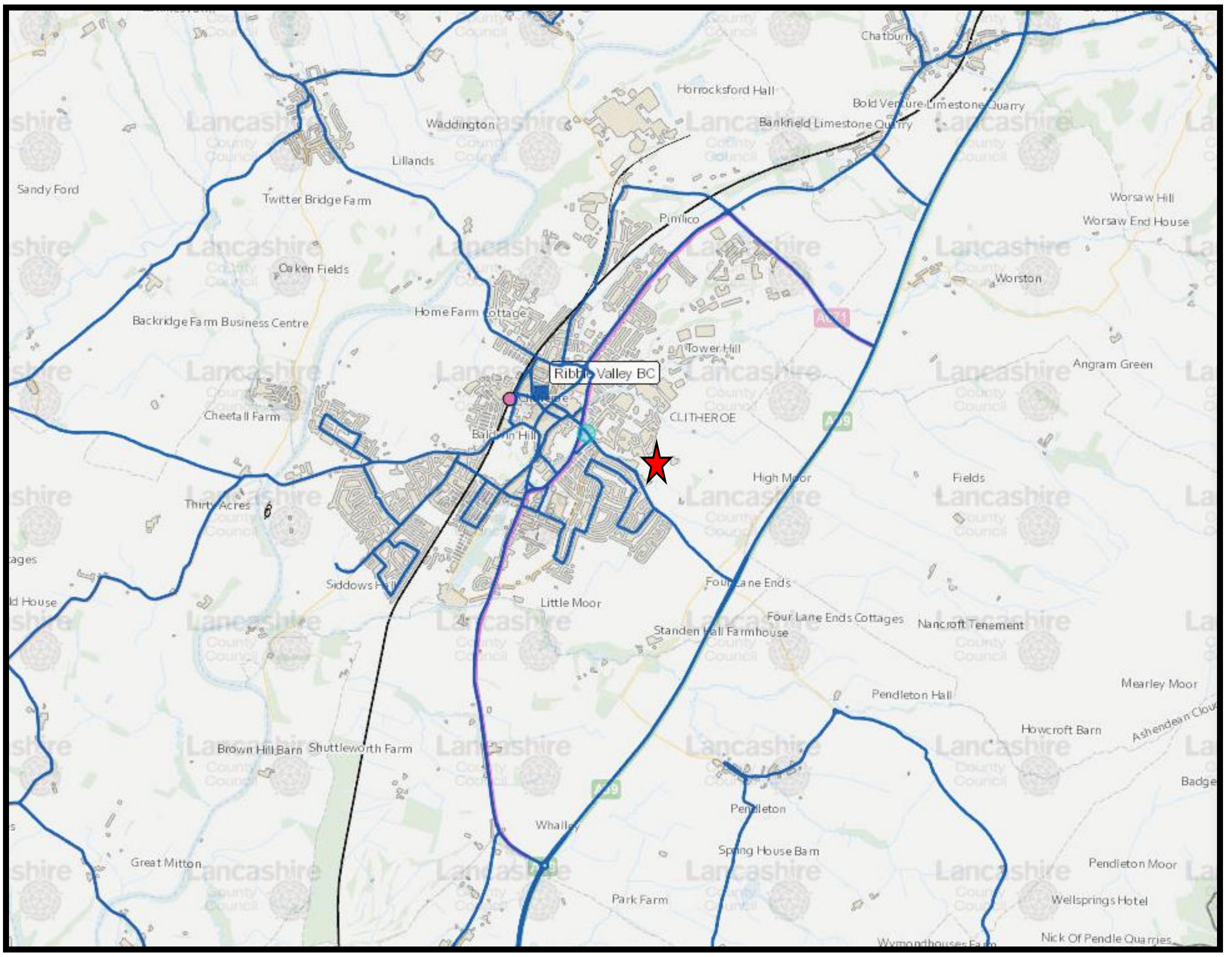
Monday to Friday

Operator	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL	BTL
Notes	$	$	$	$	$	$	$,SCH	$,NSCH	$,NSCH	$,SCH	$	$
Variations						NW	W	W				
CHATBURN ROAD,Grammar School (o/s)	----	----	----	----	----	----	14:43	----	----	15:58	----	----
CLITHEROE TOWN CENTRE,Interchange (Stand 5)	06:38	07:27	08:43	10:43	12:43	14:48	14:48	14:48	16:03	16:03	17:18	18:18
CLITHEROE TOWN CENTRE,Market Place (Stand A)	06:39	07:28	08:44	10:44	12:44	14:49	14:49	14:49	16:04	16:04	17:19	18:19
BARROW,Business Village (by)	06:46	07:35	08:51	10:51	12:51	14:56	14:56	14:56	16:11	16:11	17:26	18:26
WHALLEY,Bus Station (Stand C)	06:53	07:43	08:58	10:58	12:58	15:03	15:03	15:03	16:18	16:18	17:33	18:33
SABDEN,Four Lane Ends (by)	07:01	07:51	09:06	11:06	13:06	15:11	15:11	15:11	16:26	16:26	17:41	18:41
FENCE,Village Store (by)	----	----	----	----	----	----	----	----	16:40	16:40	----	----
PADIHAM,Slade Lane (adj)	07:08	07:58	09:13	11:13	13:13	15:18	15:18	15:18	16:48	16:48	17:48	18:48
PADIHAM,Post Office (by)	07:11	08:01	09:16	11:16	13:16	15:21	15:21	15:21	16:51	16:51	17:51	18:51
LOWERHOUSE,Mills (by)	07:17	08:08	09:22	11:22	13:22	15:27	15:27	15:27	16:57	16:57	17:57	18:57
ROSE GROVE,Lane Ends Hotel (by)	07:20	08:12	09:25	11:25	13:25	15:30	15:30	15:30	17:00	17:00	18:00	19:00
ROSE GROVE,Tedder Avenue (by)	07:23	08:16	09:28	11:28	13:28	15:33	15:33	15:33	17:03	17:03	18:03	19:03
BURNLEY,Bus Station (Stand 9)	07:33	08:28	09:38	11:38	13:38	15:43	15:43	15:43	17:13	17:13	18:13	19:13

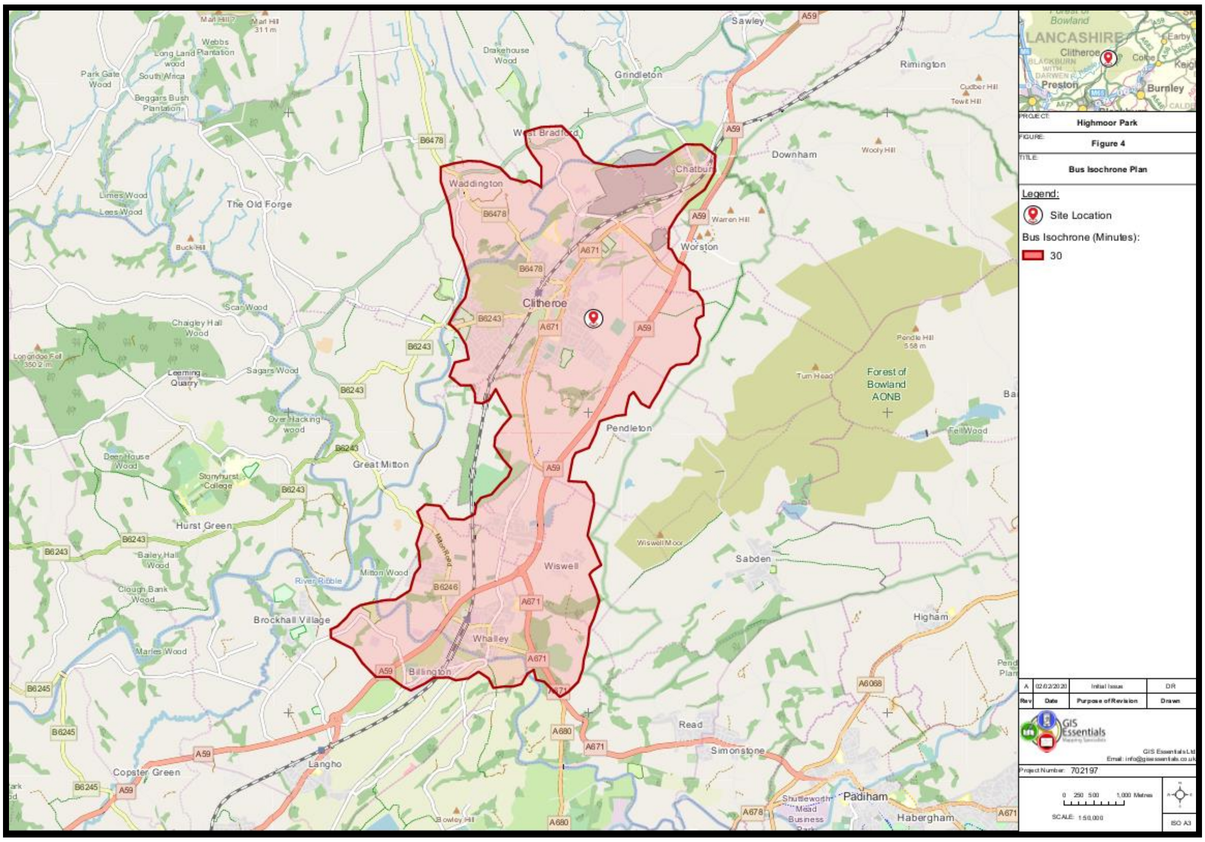
There are 3 routes that are available to the residents, thus the local and wider area needs is met.



Bus routes and Local services



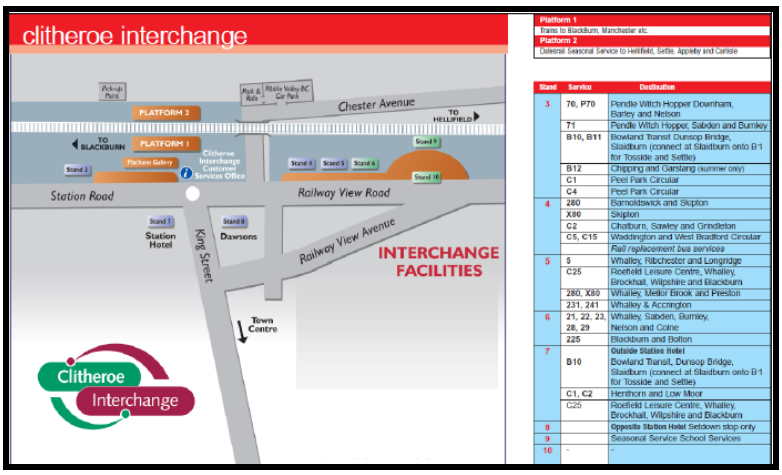
Chatburn
Horrocksford Hall
Bold Venture Limestone Quarry
Bankfield Limestone Quarry
Waddington
Lillands
Sandy Ford
Twitter Bridge Farm
Worsaw Hill
Worsaw End House
Pimlico
Oaken Fields
Worston
Backridge Farm Business Centre
Home Farm Cottage
Tower Hill
Angram Green
Ribble Valley BC
Cheetall Farm
CLITHEROE
High Moor
Fields
Thirty Acres
Siddows
Four Lane Ends
Little Moor
Four Lane Ends Cottages
Standen Hall Farmhouse
Nancroft Tenement
Mearley Moor
Pendleton Hall
Howcroft Barn
Brown Hill Barn
Shuttleworth Farm
Pendleton
Whalley
Spring House Barn
Great Mitton
Pendleton Moor
Park Farm
Wellsprings Hotel
Nick Of Pendle Quarries



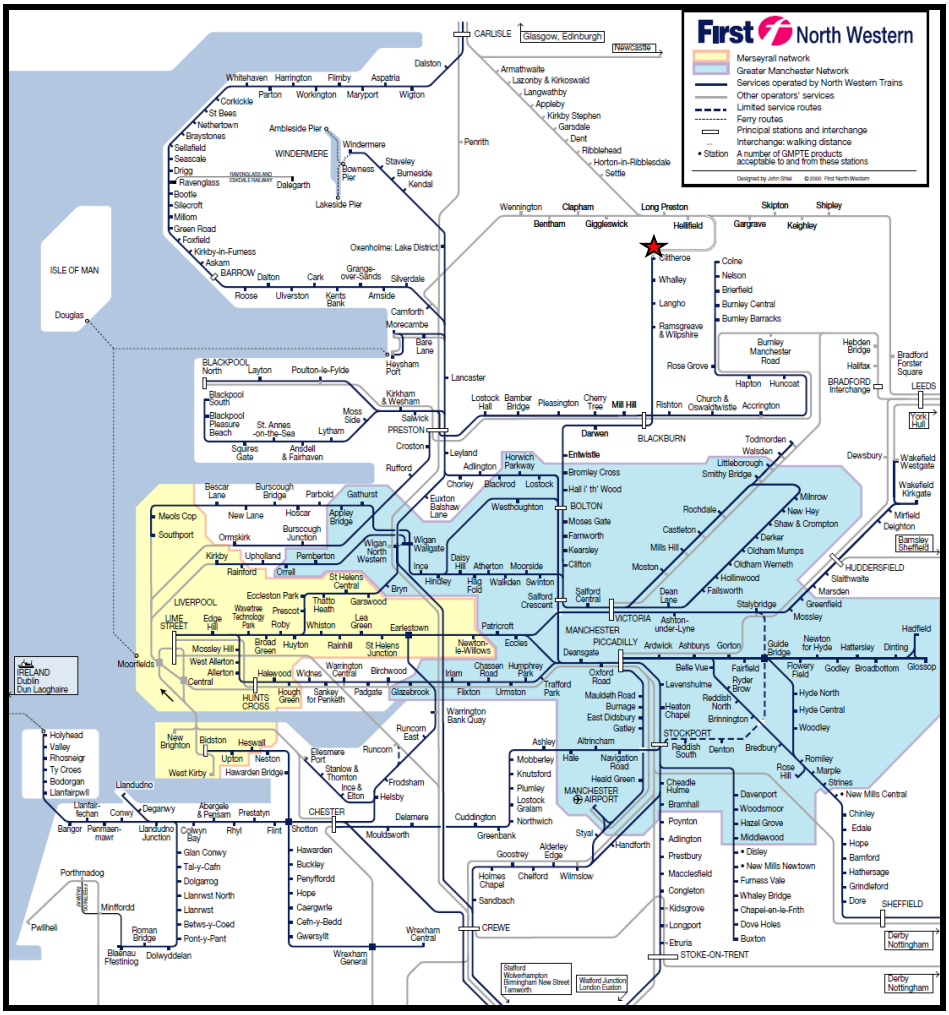
Sawley
Rimington
Grindleton
West Bradford
Downham
Waddington
Chatburn
The Old Forge
Worston
Clitheroe
Forest of Bowland AONB
Pendleton
Great Mitton
Hurst Green
Sabden
Wiswell
Brockhall Village
Higham
Whalley
Billington
Read
Simonstone
Langho
Copster Green
Padiham
Habergham
LANCASHIRE
PROJECT: Highmoor Park
FIGURE: Figure 4
TITLE: Bus Isochrone Plan
Legend:
Site Location
Bus Isochrone (Minutes):
30
A 02/02/2020 Initial Issue DR
Rev Date Purpose of Revision Drawn
GIS Essentials
Project Number: 702197
SCALE: 1:50,000
ISO A3

Rail

The town has a rail station which provides reasonable connections to the local towns and to the wider NW area.



Interchange details



NW rail map

The 1.25km proximity of the site to the strategically important Clitheroe to Manchester Railway line, with its potential to support for residential development and regeneration, creates a Clitheroe Interchange.

As stated the site is approximately 1km walk (12 minutes) or a short bus/cycle ride to the rail station.

This railway line is the subject of a major investment package tied into a wider economic regeneration strategy for East Lancashire and Greater Manchester as well as parts of West Yorkshire.

A number of enhancements and proposals are proposed for the line that are intended to generate a number of potential impacts with the primary benefits being:

- Improved access to jobs and learning opportunities for local people;
- Employer access to a wider talent pool;
- Tourism uplift; and
- Inward investment.

As part of the strategic Northern Hub rail strategy and initiative it is hoped that the service frequency on this line will be increased in line with the introduction of new rolling stock and other improvements.

Also as part of the proposal to reopen the Todmorden Curve, a new pattern of services is to provide step change access improvements in East Lancashire and Greater Manchester.

There is an hourly train service from Clitheroe to destinations including Blackburn, Bolton and Manchester. The journey times for services calling at Clitheroe Rail Station to a range of destinations are as follows;

DESTINATION	**JOURNEY TIMES (mins)**
Blackburn	22
Bolton	52
Salford Crescent	67
Manchester Victoria	76.

The above affords opportunity for residents of the Site to make journeys to work by bus and rail to destinations such as Blackburn and Bolton.

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

Summary

The site is thus well placed to provide alternative modes of travel other than the car for both local trip needs and wide trips via bus or train.

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 as permeable as possible with regard to pedestrian and cycle linkages, with direct connections being provided to adjacent footpaths.

Travel Plan Co-ordinator

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

The Travel Plan Co-ordinator will ensure new occupiers are 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 residents enabling them to be made aware of sustainable travel measures being implemented as part of the Travel Plan.

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

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

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

Main Objectives of the Job

The Travel Plan (TP) Co-ordinator will:

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

Principal Duties

1. To work proactively to raise awareness of sustainable transport issues
2. To lead the development of TP (s) to include:

- Engage advisors as necessary to gathering information about how users travel to work through regular surveys
- Designing (with support) and implementing an effective marketing and awareness campaign. (Including information, through appropriate media about how to travel to and from the site, thus promoting the concept and development of the TP)
- Acting as a point of contact for those requiring information
- Developing and implementing relevant (deliverable and appealing to a variety of people) TP initiatives, using the results of the Surveys, (i.e. review of the travel arrangements, public transport provision, cycling, walking, etc.)

3. Co-ordinating the monitoring and reporting of the TP implementation and progress towards achieving targets, setting clear dates for actions to ensure that the TP makes progress
4. Working in partnership with other organisations (e.g. local authority / Sustrans Living Streets) on the development of safer cycling and walking routes
5. Promoting the concept and development of the TP with publicity and awareness events as appropriate
6. Keeping abreast of developing TP techniques.

Welcome Pack/Travel Pack – to encourage residents to travel sustainably

The residents will be provided with a pack which will contain a variety of travel and transport related information specific to the development 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 staff.

Induction

With training residents can be made aware of the travel arrangements and the access options serving the development from the outset.

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

Walking

Many of the key factors in successfully supporting walking already exist in and around the site. There is already access to local services.

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 resident place.

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. Several organisations improve cycle access to their sites by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

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 residents
- 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 resident.

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

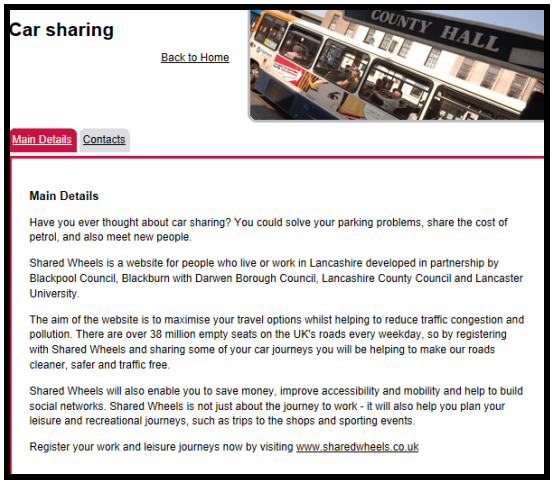
Car Sharing – to reduce single occupancy car trips

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.



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 residents.

Personal Travel Packs:

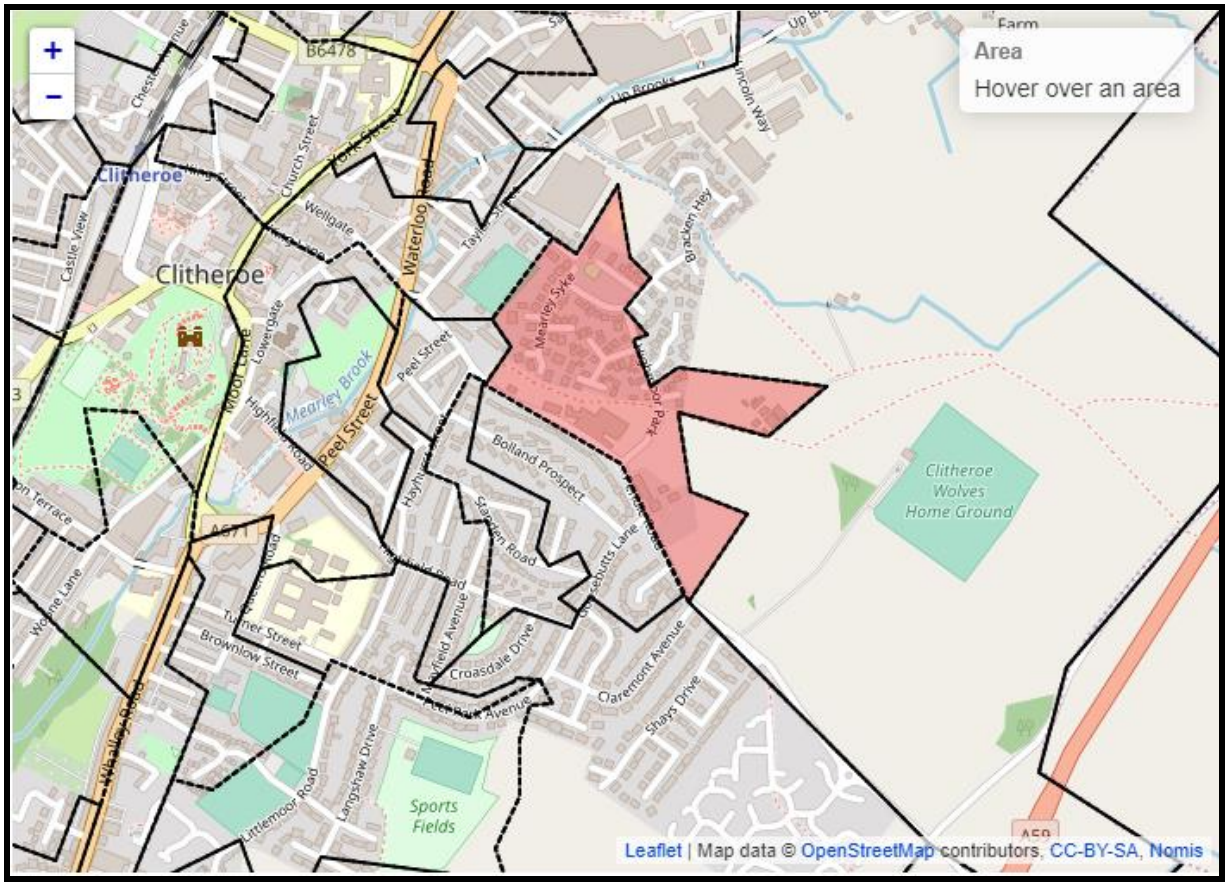
Once the residents are in the homes the need to keep them updated can be undertaken by providing Personal Travel Planning on an individual household basis, giving information on public transport, walking, cycling and other options to travel to specific destinations. This is a useful way to identify any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

LCC 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.



Method of Travel to Work (QS701EW)	Output Area		Output Area		Ribble Valley		North West	
	E00128636		E00128636		Non-Metropolitan District		Region	
All Usual Residents Aged 16 to 74	262	%	202	%	28713	%	3228744	%
Work Mainly at or From Home	6	2.3	6	3.0	2282	7.9	144079	4.5
Underground, Metro, Light Rail, Tram	0	0.0	0	0.0	26	0.1	20719	0.6
Train	2	0.8	2	1.0	328	1.1	89429	2.8
Bus, Minibus or Coach	4	1.5	4	2.0	603	2.1	267140	8.3
Taxi	0	0.0	0	0.0	51	0.2	26302	0.8
Motorcycle, Scooter or Moped	1	0.4	1	0.5	167	0.6	19988	0.6
Driving a Car or Van	139	53.1	139	68.8	20320	70.8	2021199	62.6
Passenger in a Car or Van	9	3.4	9	4.5	1338	4.7	197661	6.1
Bicycle	3	1.1	3	1.5	389	1.4	70557	2.2
On Foot	36	13.7	36	17.8	3053	10.6	351807	10.9
Other Method of Travel to Work	2	0.8	2	1.0	156	0.5	19863	0.6
Not in work	60	22.9		100.0		100.0		

This shows that existing walk is very good and that this will most probably be combined with a shared trip with Public Transport. Cycling is lower than NW levels and given the topography would probably be able to deliver an increased % for new residents.

Single occupancy cars are higher than the regional levels, but better than the wider council level.

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 resident numbers would support improved bus services for the benefit of the wider area.

However it is possible to provide an indication of potential targets 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	To be set out following surveys	-1%	-2%	-2%	**-5%**
Car Share		+0.5%	+0.5%	+0.5%	**+1.5%**
Public Transport		+0.5%	+0.5%	+0.5%	**+1.5%**
Cycle		-	+0.5%	+0.5%	**+1%**
Foot		-	+0.5%	+0.5%	**+1%**

The initial modal split targets above aim for a 5% reduction in single occupancy car trips, whilst aiming for a 5% increase in trips by more sustainable modes such as public transport, walking and cycling.

The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. Surveys will be commissioned within three months of achieving 75% occupancy.

Travel Plan Performance Indicators

In addition to the modal split targets, the following Travel Plan performance indicators could be considered. The reporting timeframe for the plan will be 5 years after first occupancy of the development.

- Car trips per household – 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 Transport Assessment, validated by traffic counts;
- 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;
- Car ownership and mode of travel – modal split targets could be supplemented by targets related to car ownership, and travel to work/school by mode targets; and
- Travel Plan awareness targets – a target could be set in relation to residents' appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

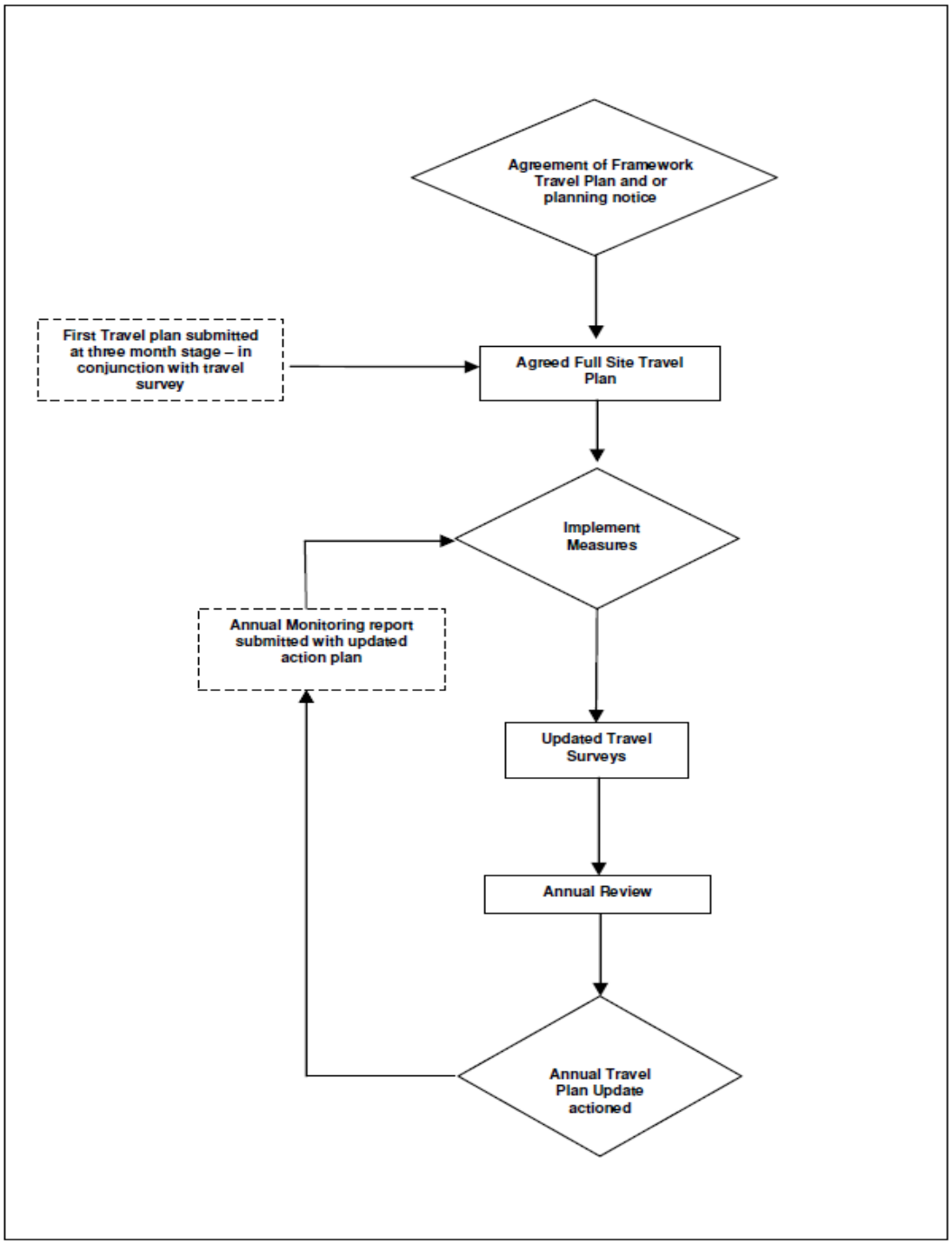
Monitoring

It is essential that travel plans are monitored so that there 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 each group by mode and trip type. Ideally these should be undertaken in the same month each year for comparisons to be made.

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.

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



Assumed start 2021:

- Appoint Travel Coordinator.
- Prepare the welcome packs for new residents
- Provision of secure, cycle parking and shower facilities

Task	Timeframe
Appoint TPC and inform LCC of contact details	1 month before occupation
TPC to assimilate information / travel packs	Upon appointment of TPC and for 2021 occupancy
TPC to distribute information packs	At completion
Travel Surveys to be undertaken	After 75% occupancy is achieved
Final Travel Plan documents to be submitted to LCC	No later than 3 months after surveys unless agreed with LCC.
Annual monitoring report submitted to LCC	12 months after submission of Final Travel Plan with new travel survey annually and mode shift review/target setting.