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RESIDENTIAL DEVELOPMENT LAND ADJACENT TO ACCRINGTON ROAD WHALLEY

FRAMEWORK TRAVEL PLAN

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Framework Travel Plan

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT LAND ADJACENT TO ACCRINGTON ROAD WHALLEY

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1. INTRODUCTION

DTPC has been appointed by Oakmere Homes to prepare a Transport Assessment to assess the highway access implications associated with the proposed planning submission for a residential development at land adjacent to Accrington Road.

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 latest NPPF 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 110. 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 112. 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 113. 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.

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

10 indicators to a healthy street, source Lucy Saunders.

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

Examples of the evidence base overleaf.

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

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

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

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

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

3. WHAT IS A TRAVEL PLAN

What is a Travel Plan?

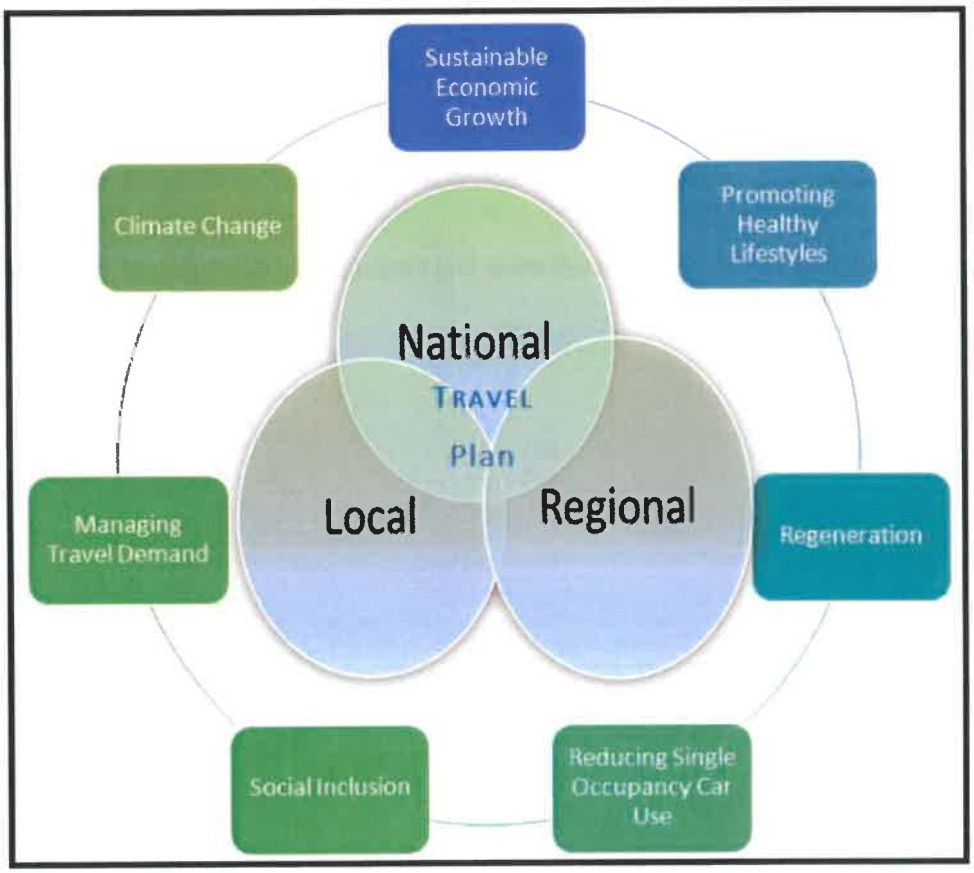
A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

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

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

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

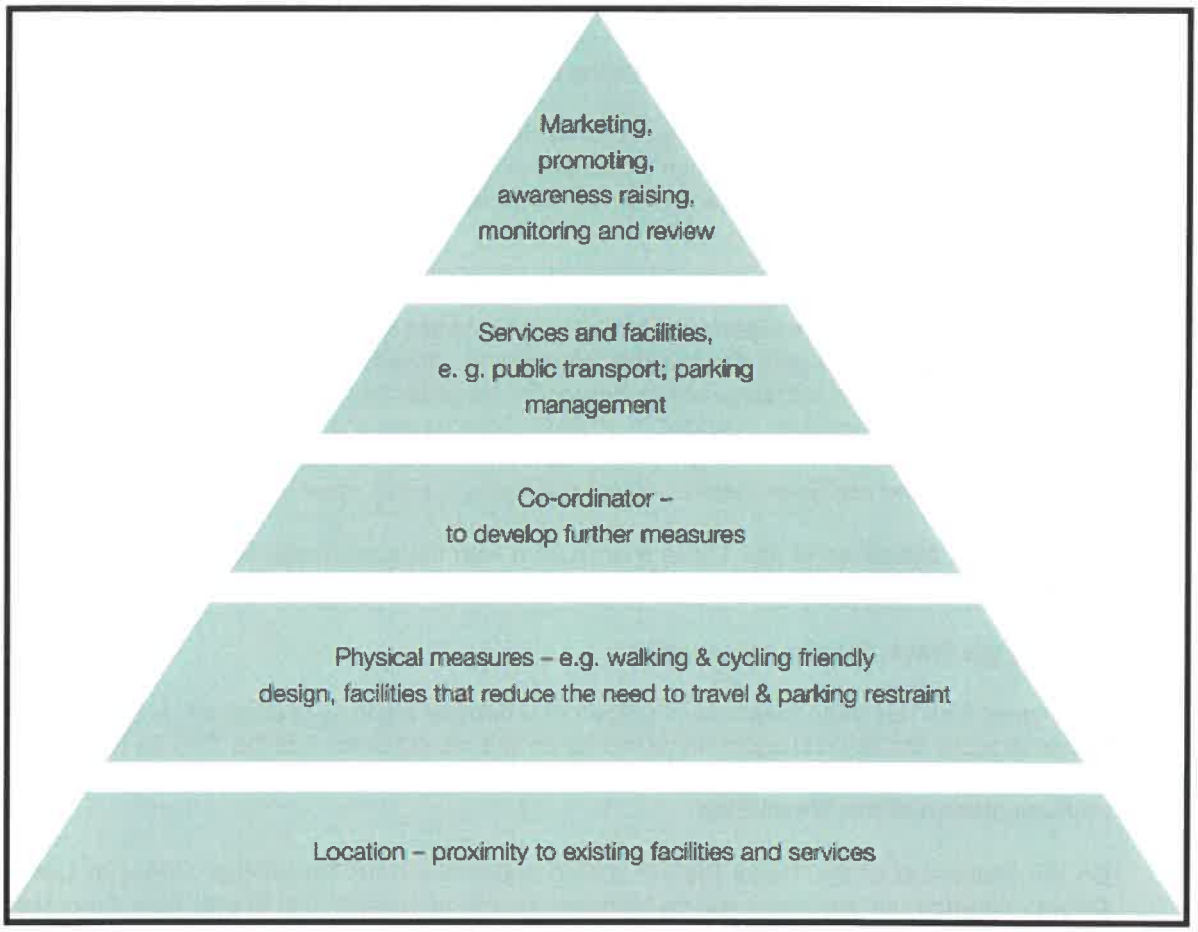


Travel plan synergies and settings

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. Source Dft Good Practice Guidelines: Delivering Travel Plans through the Planning Process.

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 Oakmere Homes the developer.

How will the Travel Plan be managed?

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

Implementation of the Travel Plan

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

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

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

To maximise success of the Travel Plan it is important that they are initiated from first occupation of the development. Where possible, the TPC should be appointed prior to the 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

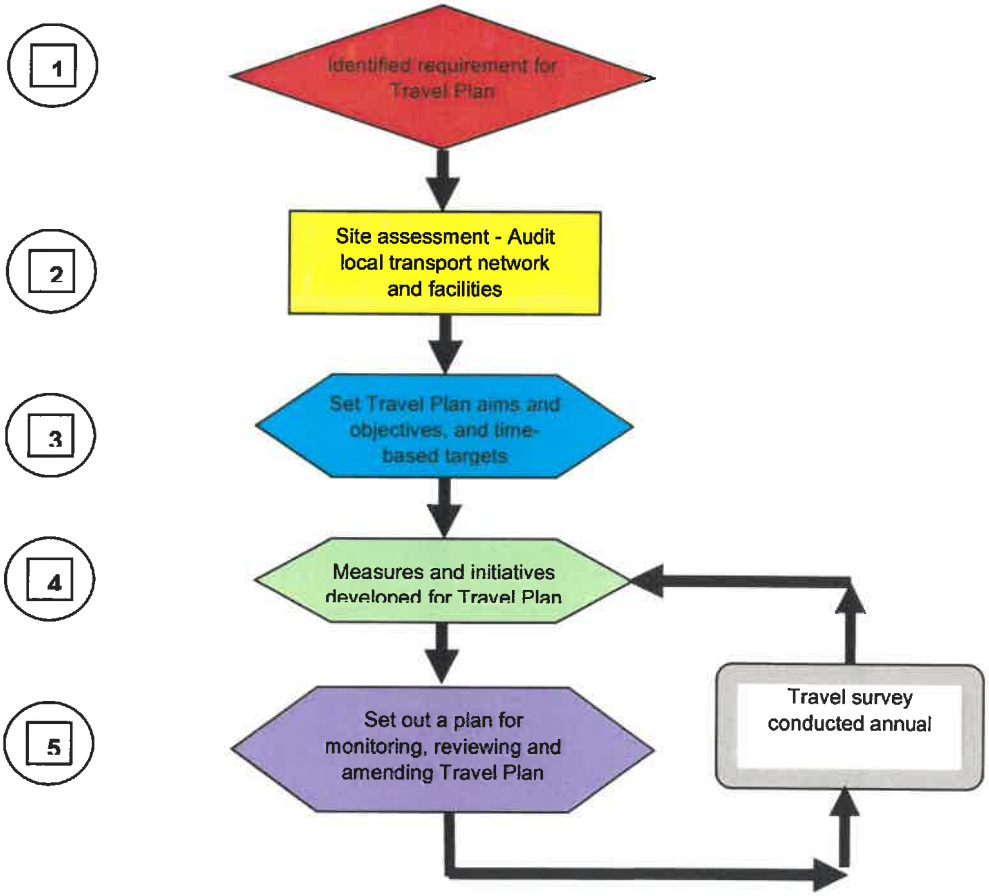
A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

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.

Travel Plan Cycle



5. SITE DESCRIPTION

Site location context

The development site is to the west of the A671 corridor linking direct to the centre of the village of Whalley. The site is bound by the River Calder and farmland to the south, east by the A671 and north by residential development.

The site is located to the east of the village centre of Whalley which has a number of local services including a school and is accessible by foot or cycle.

The wider setting is shown above and in the more local area below.

The local setting and detail view are shown above and below

Highway review

Accrington Road is subject to a 30mph speed limit between the King Street mini roundabout and the proposed site entrance, and then to the east of the site entrance it is derestricted.

It is street lit and has a continuous footway on its north side. On its south side it has a short length of good footway alongside the westbound bus stop and up to the Queen Street junction, a short length of narrow footway between the Queen Street junction and the car park entrance, and then elsewhere no footway.

King Street is subject to a 30mph speed limit, is street lit and has footways on both sides.

The local road network is shown in detail below.

View towards village downhill

View east and west on Accrington Road to east edge of site

View left and right at junction location showing hedges to be trimmed etc.

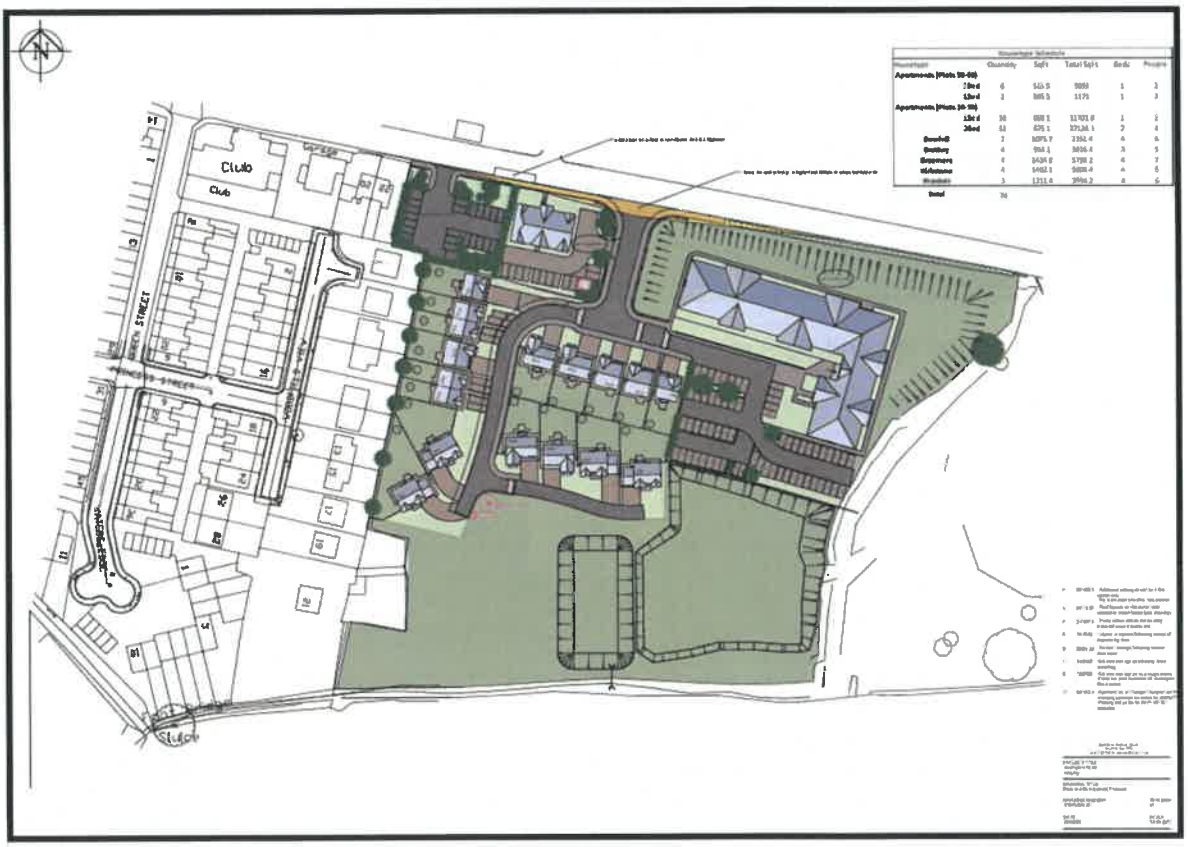
View to and away from site on village side

View of mini roundabout junction with Accrington Road

Development Proposals

Erection of 74 dwellings made up of 17 houses and 57 apartments(split 26 1 bed and 31 2 bed) with associated access, roads, car parking, landscaping and infrastructure, including a public car park to serve Whalley Village centre.

The site layout is illustrated on below.

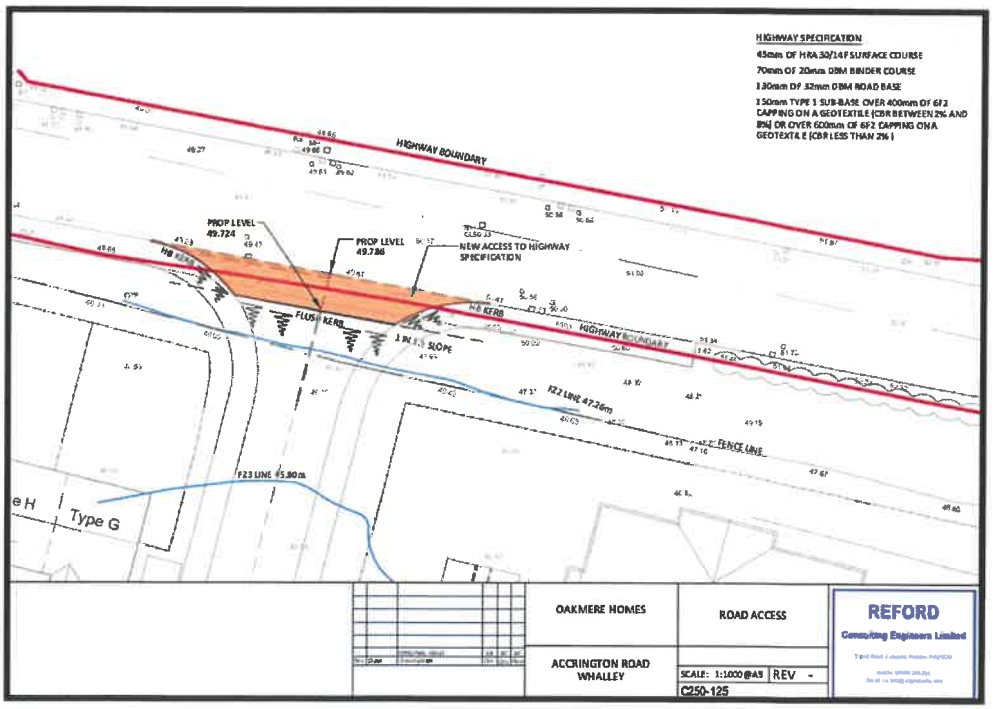


The application sets out the following number of units and beds per unit.

Housetype	Quantity	Beds
Apartments (Plots 59-66)		
1Bed	6	1
1Bed	2	1
Apartments (Plots 10-58)		
1Bed	18	1
2Bed	31	2
Bowfell	2	4
Brathay	4	3
Grasmere	4	4
Kirkstone	4	4
Wasdale	3	4
Total	74	

Main access

The main access takes the form of a simple priority junction with Accrington Road.



Internally it has a 6.75m width and 10.5m radii leading to an internal layout with a shared drives and cul de sac based on Manual for Streets Guidance.

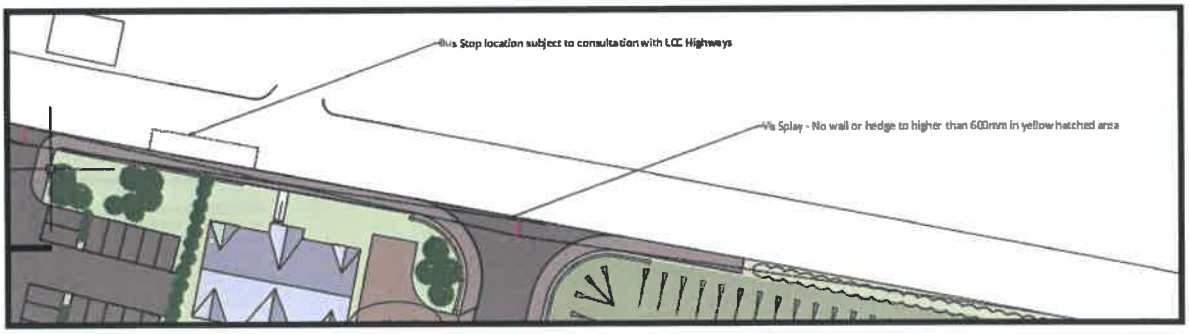
The speed survey set out 85%ile of 39.4mph, this has been used to derive the sight line requirement.

Description	85th Percentile Speed	a = longitudnal gradient (%) (+ for upgrades and - for downgrades)	Stopping Sight Distances in metres. Not including 2.4m for bonnet length when assessing the forward stopping sight distance of a vehicle travelling along the carriageway.						
			Parameter	Highway Code	TRL Safety Report 332	DMRB CD109 Table 2.1		MfS 2 HGVs greater than 5%	MfS Section 7.5.7 Desirable minimum
						Desirable	One Step Relaxation		
			t = driver perception -	0.68	0.9	2	2	1.5	1.5
			d = deceleration	6.57	4.4145	2.4525	3.68	4.41	4.41
westbound from ATC	40.0	0	17.88	36	52	101	79	63	63
eastbound from ATC	40.0	0	17.88	36	52	101	79	63	63
						flat approach	plus bonnet	2	65.5
						flat approach	plus bonnet	2	65.5

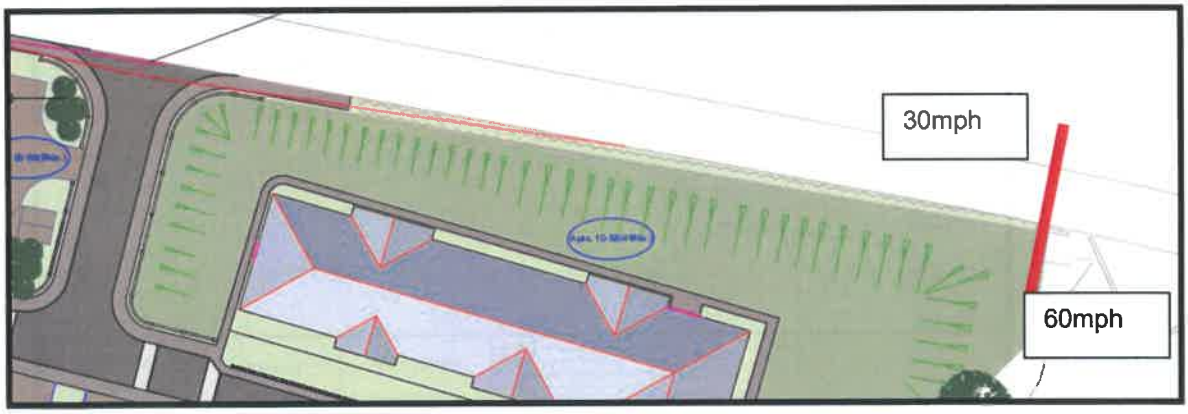
The survey indicates a 66m sight line based on the current speed limit location and the previous approval set out 70m.

In addition, the local area will be subject to an upgrade of the street lighting as part of the junction design extending the 30mph zone to the east which will reduce speeds but the 70m approved sight line is retained for robustness.

The 4.5m is however reduced to 2.4m in accordance with up-to-date guidance and thus is wholly delivered in the new footpath width.



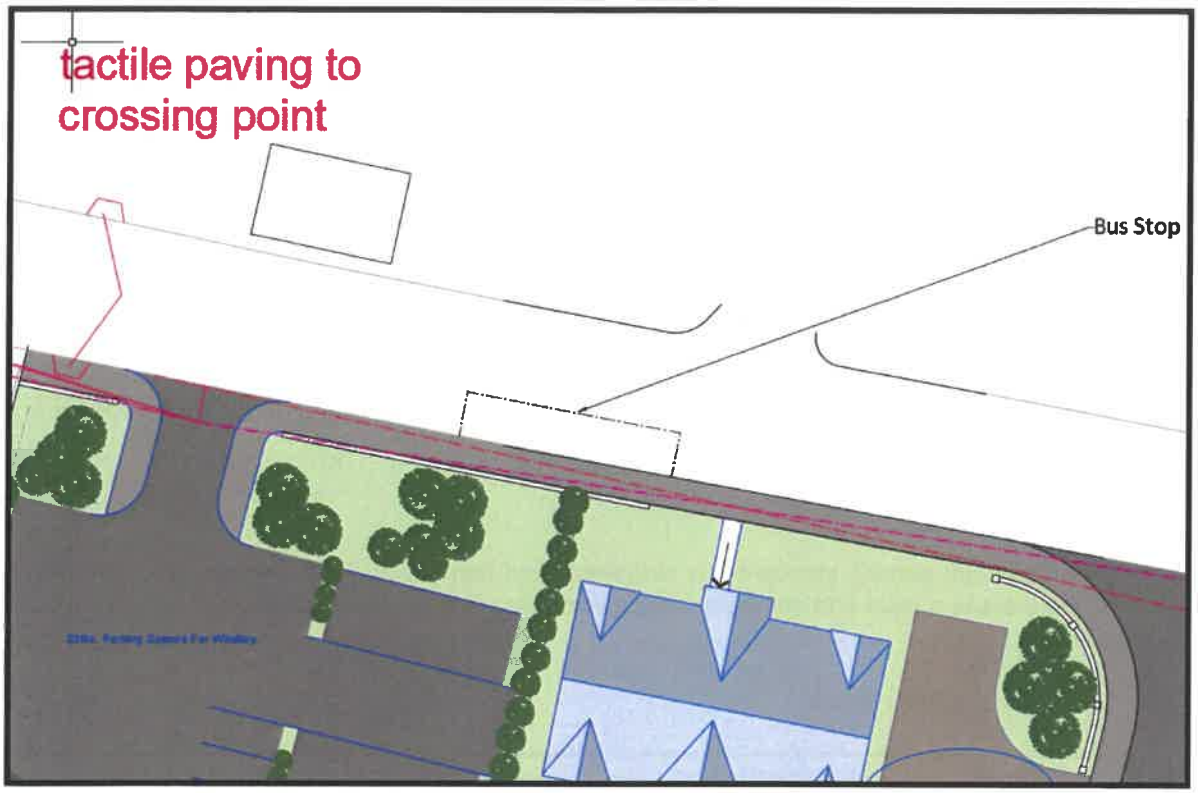
The scheme supports the relocation of the speed limit to the edge of the site/new settlement edge.



This would be enhanced by a gateway feature.

An additional path connection is provided to the front of unit 3 and 4 to connect to the bus stop.

This will be constructed to LCC standards.



Parking assessment

The application sets out the following number of units and beds per unit.

Housetype	Quantity	Beds
Apartments (Plots 59-66)		
1Bed	6	1
1Bed	2	1
Apartments (Plots 10-58)		
1Bed	18	1
2Bed	31	2
Bowfell	2	4
Brathay	4	3
Grasmere	4	4
Kirkstone	4	4
Wasdale	3	4
Total	74	

The LHA parking guidance found in the Joint Lancashire Structure Plan dated 2005 is used as a refence even though it is substantially out of date, predates NPPF and ministerial direction i.e.,

"The Written Ministerial Statement to Parliament delivered by the Minister of State for Communities and Local Government, confirms that *"The market is best placed to decide if additional parking spaces should be provided"*. It goes on to state that the following text must now be read alongside the NPPF: *"Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.*

NPPF states in para 107. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;
b) the type, mix and use of development;
c) the availability of and opportunities for public transport; and
d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

And,

110. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network

The policy is set out below.

Land Use	Level of Centre	Baseline Standard (per m² gross floor area or as stated)		
		Gross floor area <500m² or Low Accessibility	Gross floor area >500m²	
C3 Dwelling Houses Single Bed Housing Sheltered Housing Family Housing	All levels	1 per dwelling 1 per 3 dwellings 2-3 bedrooms - 2 spaces 4+ bedrooms - 3 spaces Average spaces per dwelling should equal 1.5 per dwelling for proposals of 30 + dwellings	Reduce pro-rata	Reduce to average of 1.5 or less unless exceptional circumstances demonstrated

The policy does not have an apartment ratio but uses a generalised family housing ratio which clearly does not relate to a 1 bed unt.

There are 24 1 bed and 31 2 bed apartments which would derive 86 spaces using the family unit ratios.

The feedback to the refused application set out - As a bare minimum, the LHA would require that one space is provided per apartment. This would equate to 55 spaces.

The two blocks provide some 76 spaces or 10 below the policy level but 21 higher than the feedback.

The smaller block for 8 units provides 12 spaces or 1.5 per unit. This exceeds the policy/feedback.

The larger block for 49 units provides 64 spaces or 1.3 per unit, this is higher than the feedback by 15 spaces but lower than the general 1.5 average of 74 spaces.

However, it is split to 18 1 bed and 31 2 bed, these derive 18 spaces and 47 spaces respectively or 65 in total by rounding. This can be said to comply with policy/feedback.

For the dwellings all have 2 spaces as drives and where necessary for the 4 bed unit's garages to provide the additional space.

Trip Generation

The application is on an application site that was granted outline planning permission in June 2013 for "residential development for the elderly, comprising of 37 bungalows and 40 retirement apartments" (Planning Reference 3/2012/0179). Reserved matters approval for this residential development was also granted in March 2017 (Planning Reference 3/2016/0344).

Thus, the fallback/committed development is 77 units. The latest scheme comprises 74 units (17 dwellings reduced from 38 and 57 apartments increased from 40) i.e., a reduction of 3 units.

Development trips and % impacts

Given the application is for less than the approved scheme/trips/impacts it is considered that no detailed network review is required. However, to be robust the trips to compare to the fallback has been undertaken.

The approved trip generation is set out:

Time Period	In	Out	Total
AM Peak	10	20	30
PM Peak	20	15	35

The dwelling trip rates as set out in chapter 3

Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Lawsonsteads Farm	0 244	0.465	0 709	0.453	0.360	0 813

For 17 units this derives:

AM 4 in 8 out, two way 12. PM 8 in 6 out, two way 14.

For the 57 apartments a revised trip rate is need given they are not designated as retirement.

		ARRIVALS		DEPARTURES			
	57	Trip	trips	57	Trip	trips	two
Time Range	apartments	Rate		apartments	Rate		way
07:00-08:00	57	0.05	3	57	0.16	9	12
08:00-09:00	57	0.06	3	57	0.20	11	15
09:00-10:00	57	0.08	4	57	0.11	6	11
10:00-11:00	57	0.08	5	57	0.10	6	10
11:00-12:00	57	0.09	5	57	0.10	6	11
12:00-13:00	57	0.15	9	57	0.10	6	14
13:00-14:00	57	0.09	5	57	0.11	6	12
14:00-15:00	57	0.10	5	57	0.12	7	13
15:00-16:00	57	0.12	7	57	0.07	4	10
16:00-17:00	57	0.13	7	57	0.10	6	13
17:00-18:00	57	0.22	12	57	0.12	7	19
18:00-19:00	57	0.20	11	57	0.14	8	19
Daily Trip Rates:	57	1.35	77	57	1.44	82	159

Attached the full trics output and the rates/trips derived:

AM 3 in 11 out, two way 15 with rounding. PM 12 in 7 out, two way 19.

The combined trips are therefore:

AM 7 in 19 out, two way 26 with rounding. PM 20 in 13 out, two way 33.

These are lower than the approved trips 30 AM and 35 PM two way from the site.

It is generally accepted that a threshold of 30 two-way trips in a peak period is used to consider if assessments are required. Ignoring the fallback, the PM is over by 3 trips however they will be reduced further when split 50/50 to the next junctions i.e., 17 to way per junction or 1:3.5 minutes, 1 trip per 2 minutes is also accepted as a test i.e., 1 trip per signal cycle, either way they are de minimus in nature.

The survey indicates the 5-day week average of Westbound AM 316 and PM 395 and eastbound AM 298 and PM 328. The link flows are thus AM 614 two way and PM 723 two way.

Even adding the trips to the surveyed flows they are still lower than the 2010 base trips.

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;

Walking and cycling

The proposed development site is located on the edge of Whalley.

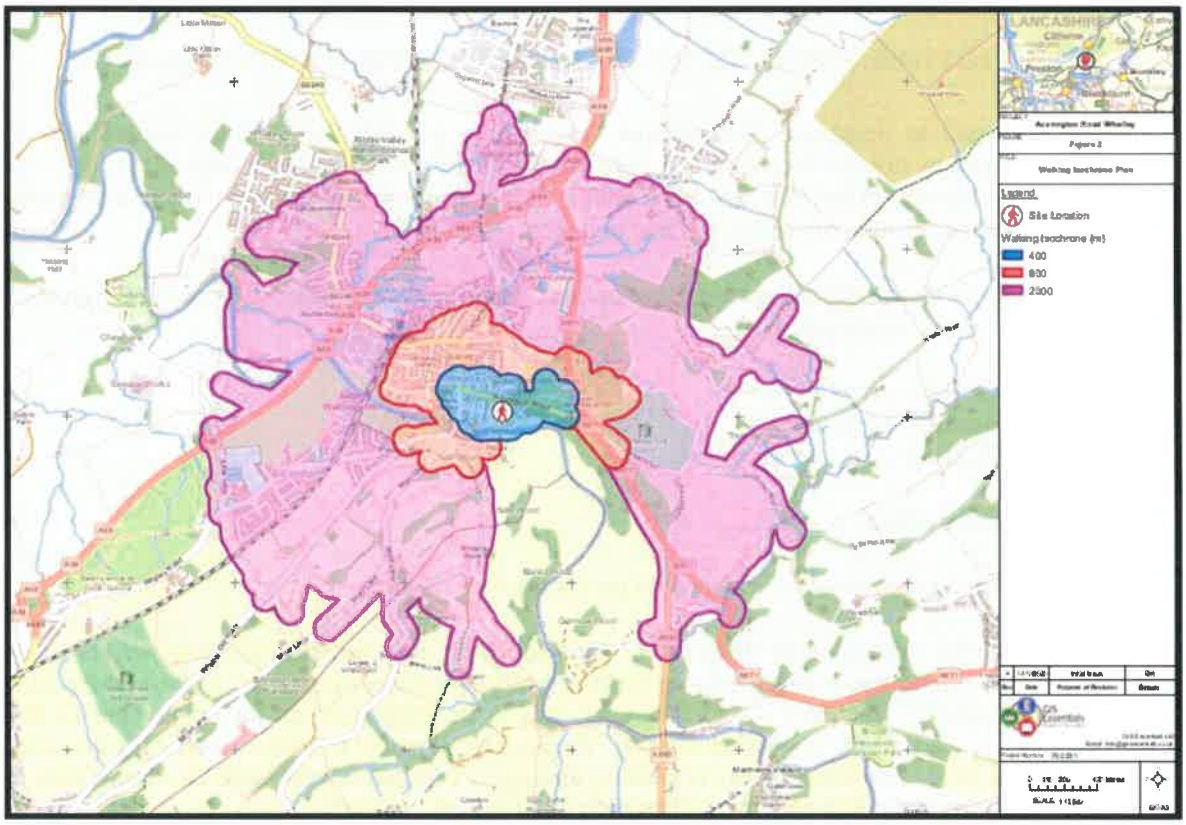
The residential design guide "Manual for Streets" (MfS) advises that "*walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...*" (ref para 4.4.1). However, this is not regarded as an upper limit 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 about guidance 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 [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			

For the key urban areas a 400m desirable distance to bus stops based on urban studies corresponds to a walk time of 10 minutes, based upon typical normal walking speed, the site lies well within this distance.

800m and 2000m walk isochrones reflecting 10- and 25-minutes' walk journeys are shown below



Walk Catchments

The topography is relatively flat in nature towards the village. The walk catchment extends to cover the local residential areas thus useable by a wide catchment area.

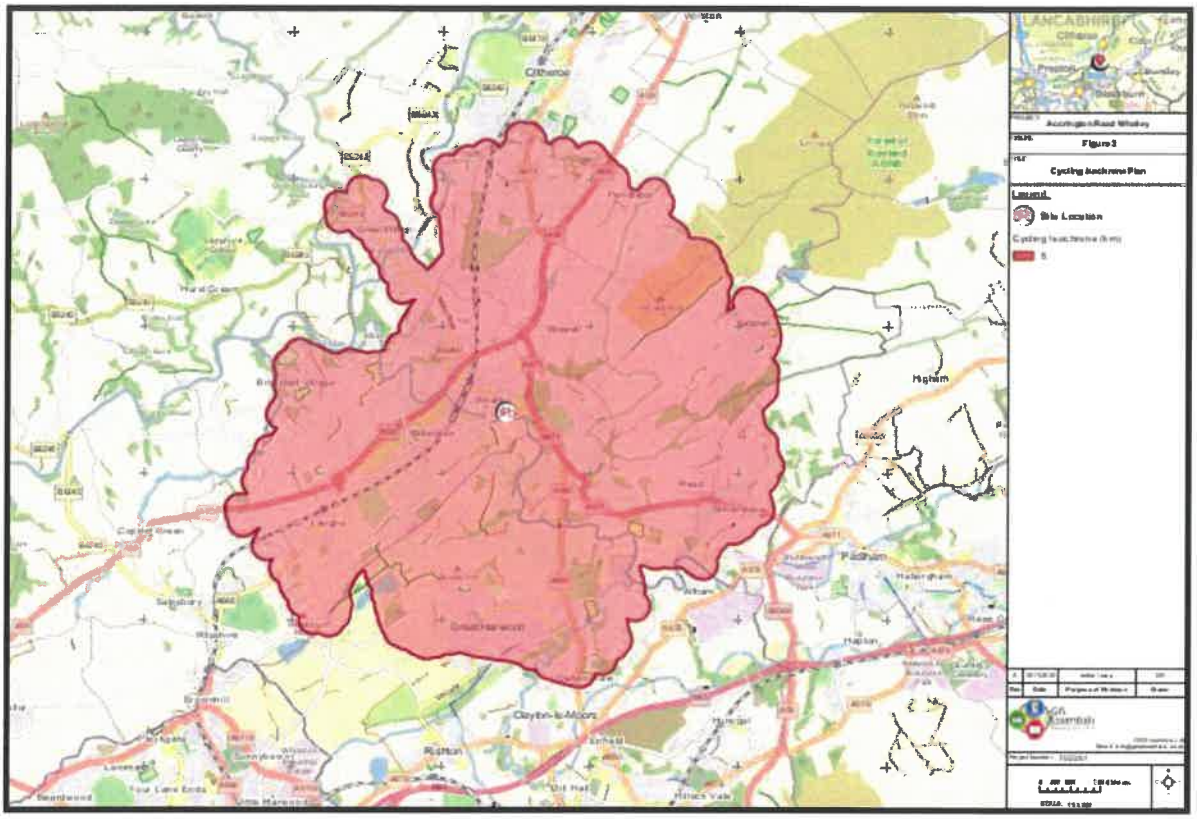
Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often-forgotten part of all longer journeys by public transport and car. Clearly, there is also potential for walking to form part of a longer journey via the bus services.

There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

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

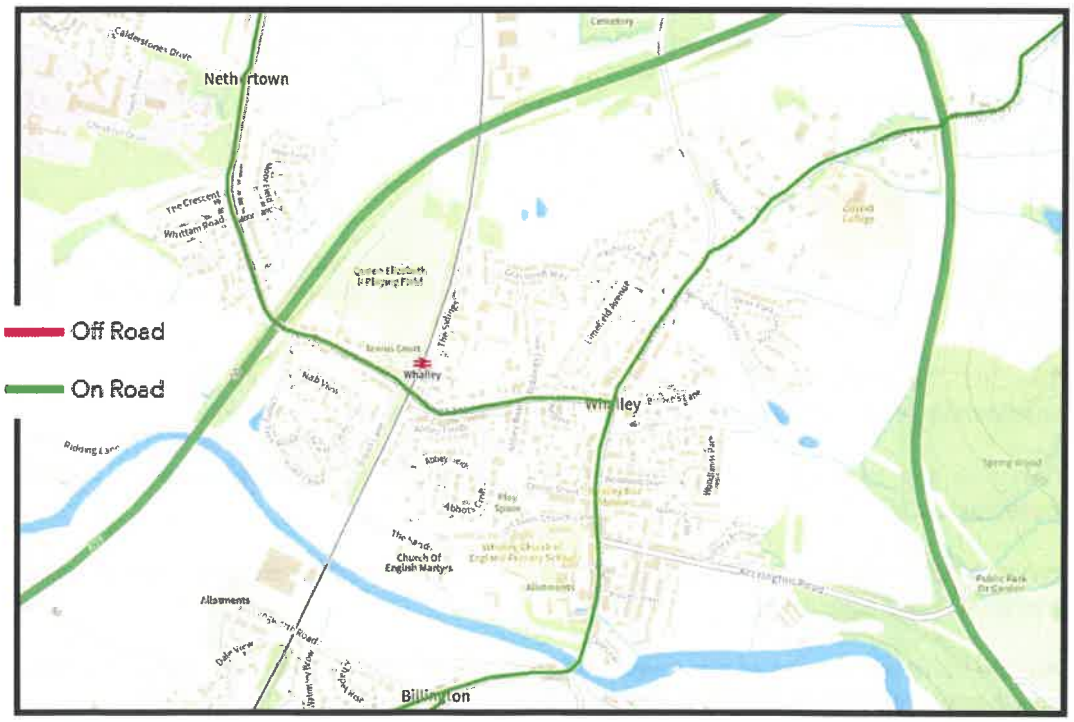
Historic Guidance and perceived good practice suggest: **"Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"** The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: **"Most journeys are short. 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)

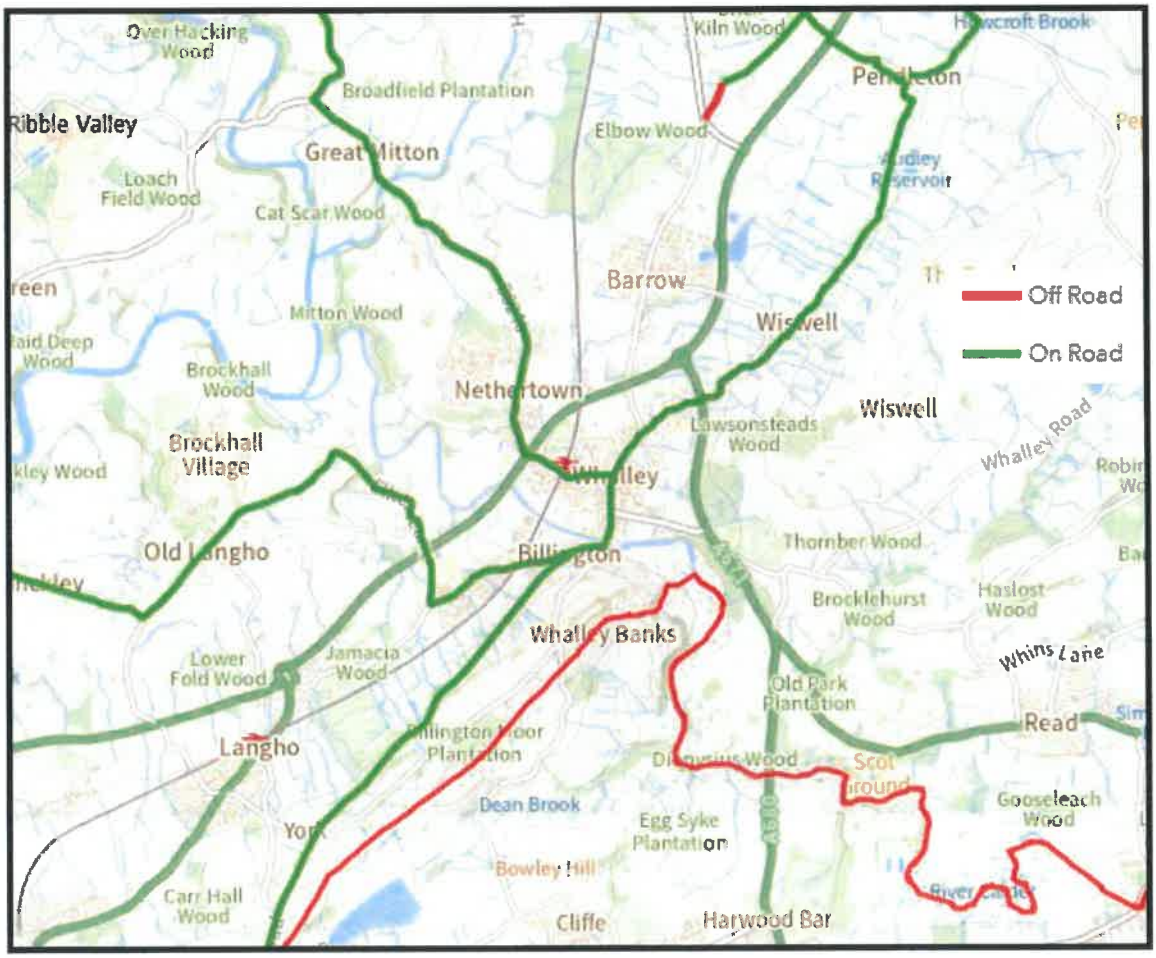
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.



Cycle Catchments

The plan shows that a significant area of residential and employment use is within the 5 kilometres cycling distance a journey of around 25 minutes using the Institute of Highways Guidance leisurely cycle speed of 12 kilometres per hour of the site.





The local area is served by cycle lanes adjacent to the site.

Therefore, there is a wide range of cycling opportunities for residents to use this mode.

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

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

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).

It also says in para 5.18 that a walking distance of 400m as being the desirable maximum distance to the closest bus stop from a new development, however, it also advises this distance should not be **slavishly adhered** to and that access to simple understandable services is more important.

Accrington Road is indicated as having the closest bus stops to the site (flags and markings are present on site) within the 400m walk distances not unusual for edge of settlement areas.

The proposed development site is therefore considered well located for bus services.

Bus stop to eastbound and westbound routes

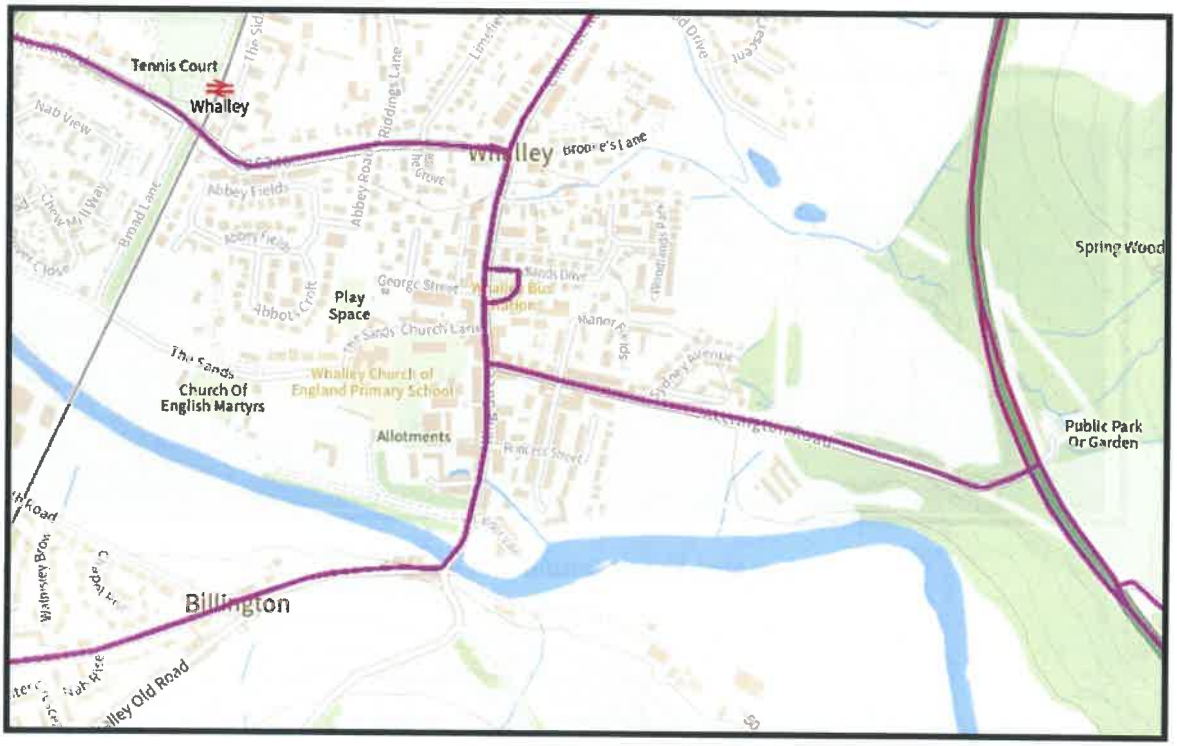
WHALLEY,Sydney Avenue (by)		WHALLEY,Rendezvous (by)	
Stop Ref	25001324	Stop Ref	2500IMG2385
National SMS TXT	lanajwtj	National SMS TXT	langawat
Common Name	WHALLEY,Sydney Avenue (by)	Common Name	WHALLEY,Rendezvous (by)
Road name	Accrington Road	Road name	Accrington Road
Locality	Whalley	Locality	Whalley
Services	113, 14, 15, 530, 531, 547, 64, 870, 888, 892, M2	Services	113, 14, 15, 530, 531, 547, 64, 870, 888, 892, M2
STATUS	active	STATUS	active
SYMBOL	Bus Stop	SYMBOL	Bus Stop

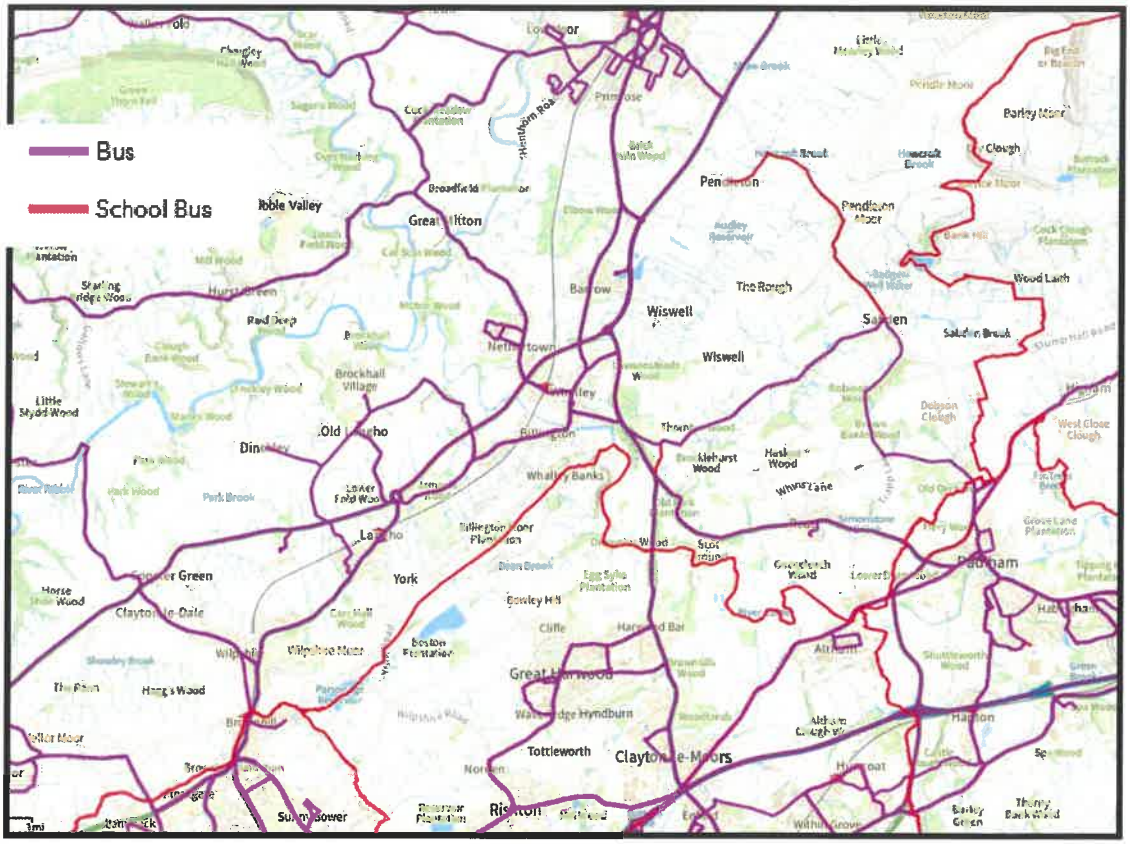
Local bus routes

Other than the M2, 15, and 64 the other services are for schools only.

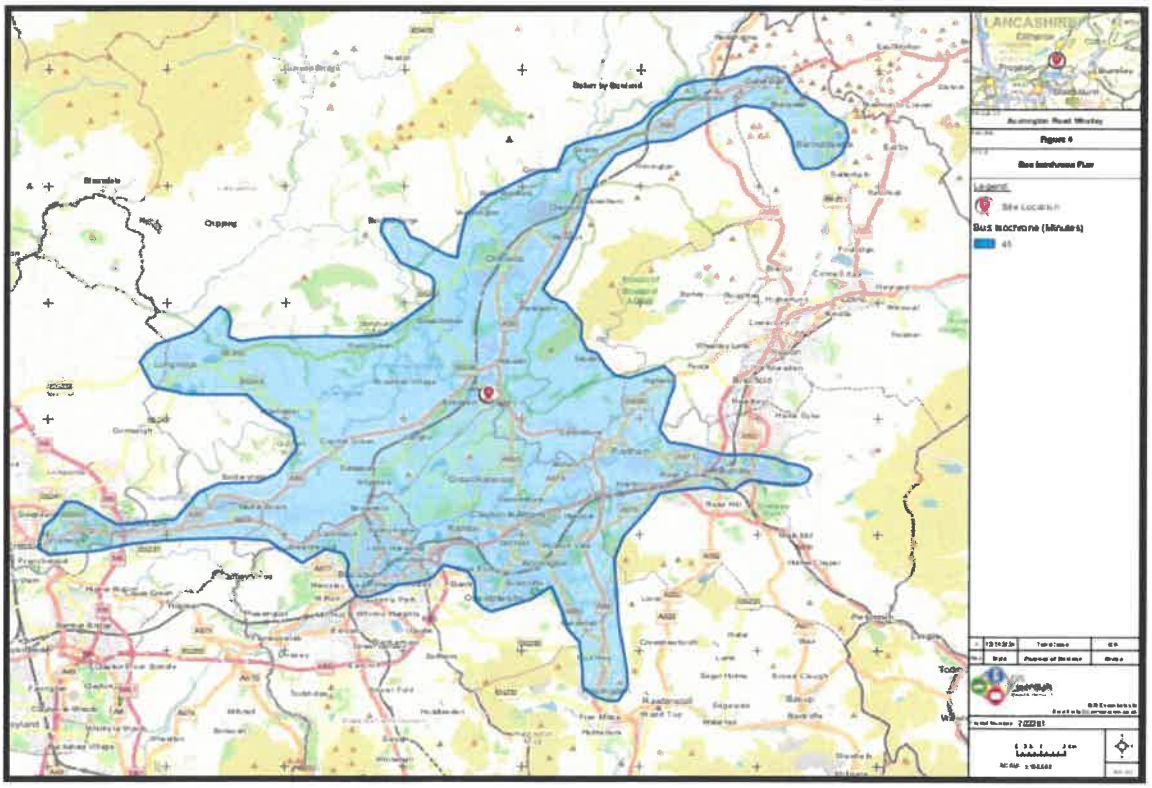
Examples of the bus services provided.

Service	Route	Frequency (Minutes) Mon –Sat
15	Clitheroe – Whalley - Blackburn	1 per hour
64	Clitheroe – Burnley	1 per hour
M2	Colne Burnley Padiham Clitheroe	2 per hour





Bus routes



Bus catchment

Summary

There are therefore opportunities for residents to use non car modes to access using cycling and bus accessibility from a wide area is possible.

In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance and thus reduce single and multi occupancy car trips and thus reduce trips on the network for an edge of settlement area.

7. TRAVEL PLAN MEASURES

Overarching Measures

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

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

Layout and design of the development

The layout of the site has been designed to be permeable 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 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.

Walking

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

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

Ideas for promoting walking to and from the site include:

- Map showing walking routes serving the area– which may also be useful for visitors
- Walking could also be encouraged as part of a longer journey such as to public transport connections.
- Provision of reflective bands to encourage use outside daylight hours. On request 2 per 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. A number of organisations improve

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

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.

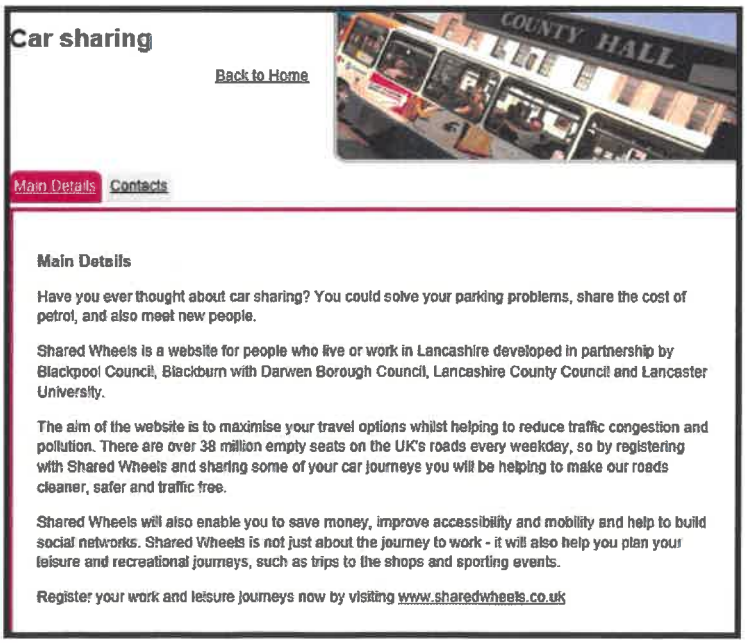
Car Sharing – to reduce single occupancy car trips

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 //ftshare.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:

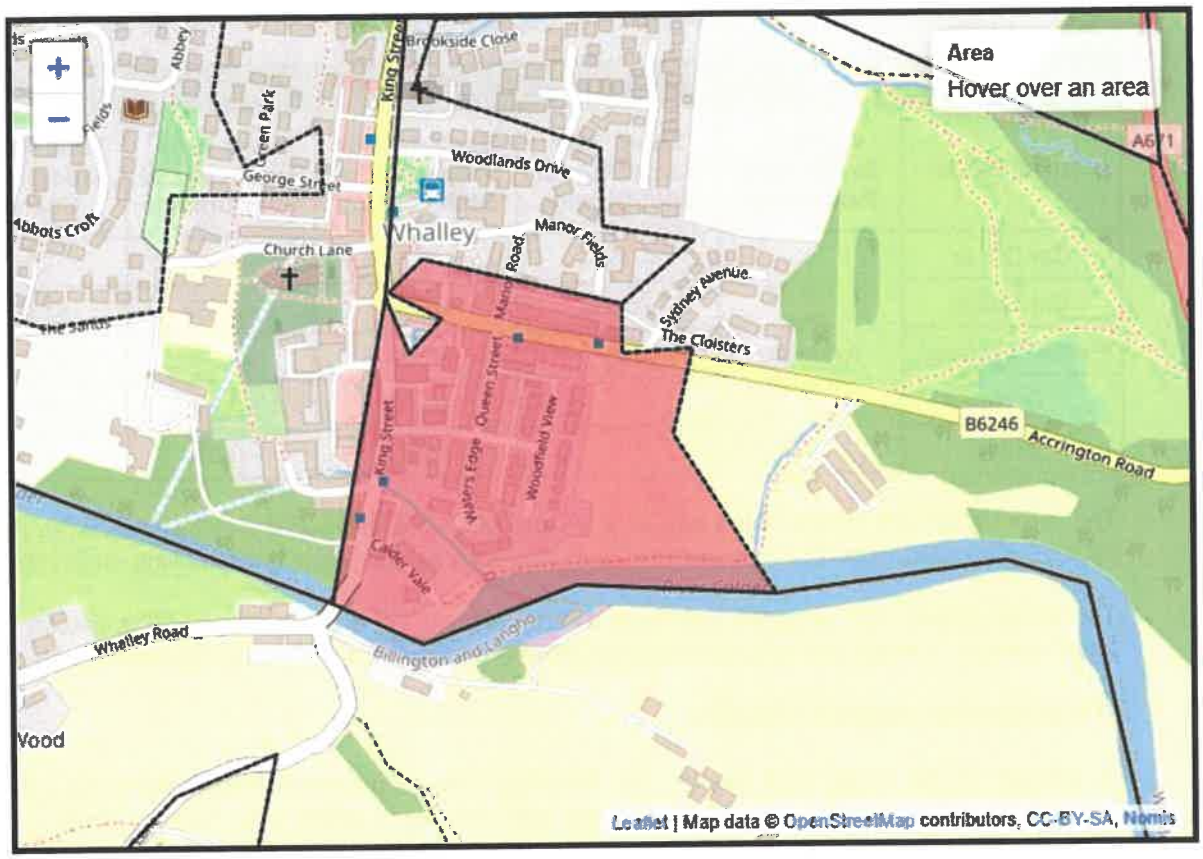
Once the residents are in the homes the need to keep them updated can be undertaken by providing Personal Travel Planning on an individual household basis, giving information on public transport, walking, cycling and other options to travel to specific destinations. This is a useful way to identify any 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)	oa2011:E00128663		Ribble Valley Non-Metropolitan District		North West Region	
All Usual Residents Aged 16 to 74	131	%	28713	%	3228744	%
Work Mainly at or From Home	4	3.1	2282	7.9	144079	4.5
Underground, Metro, Light Rail, Tram	0	0.0	26	0.1	20719	0.6
Train	2	1.5	328	1.1	89429	2.8
Bus, Minibus or Coach	4	3.1	603	2.1	267140	8.3
Taxi	0	0.0	51	0.2	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	167	0.6	19988	0.6
Driving a Car or Van	99	75.6	20320	70.8	2021199	62.6
Passenger in a Car or Van	6	4.6	1338	4.7	197661	6.1
Bicycle	0	0.0	389	1.4	70557	2.2
On Foot	16	12.2	3053	10.6	351807	10.9
Other Method of Travel to Work	0	0.0	156	0.5	19863	0.6

This shows that the potential for walk is good and that this will most probably be combined a shared trip with Public Transport. Cycling is lower than the wider area and given the topography would probably be able to increase in level and be in combination with train.

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

Targets

As the development is yet to be constructed, it is not possible to undertake any travel surveys and provide a definitive set of targets. Travel Plans rely on the surveys to provide a base level of modal split.

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	RV 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.

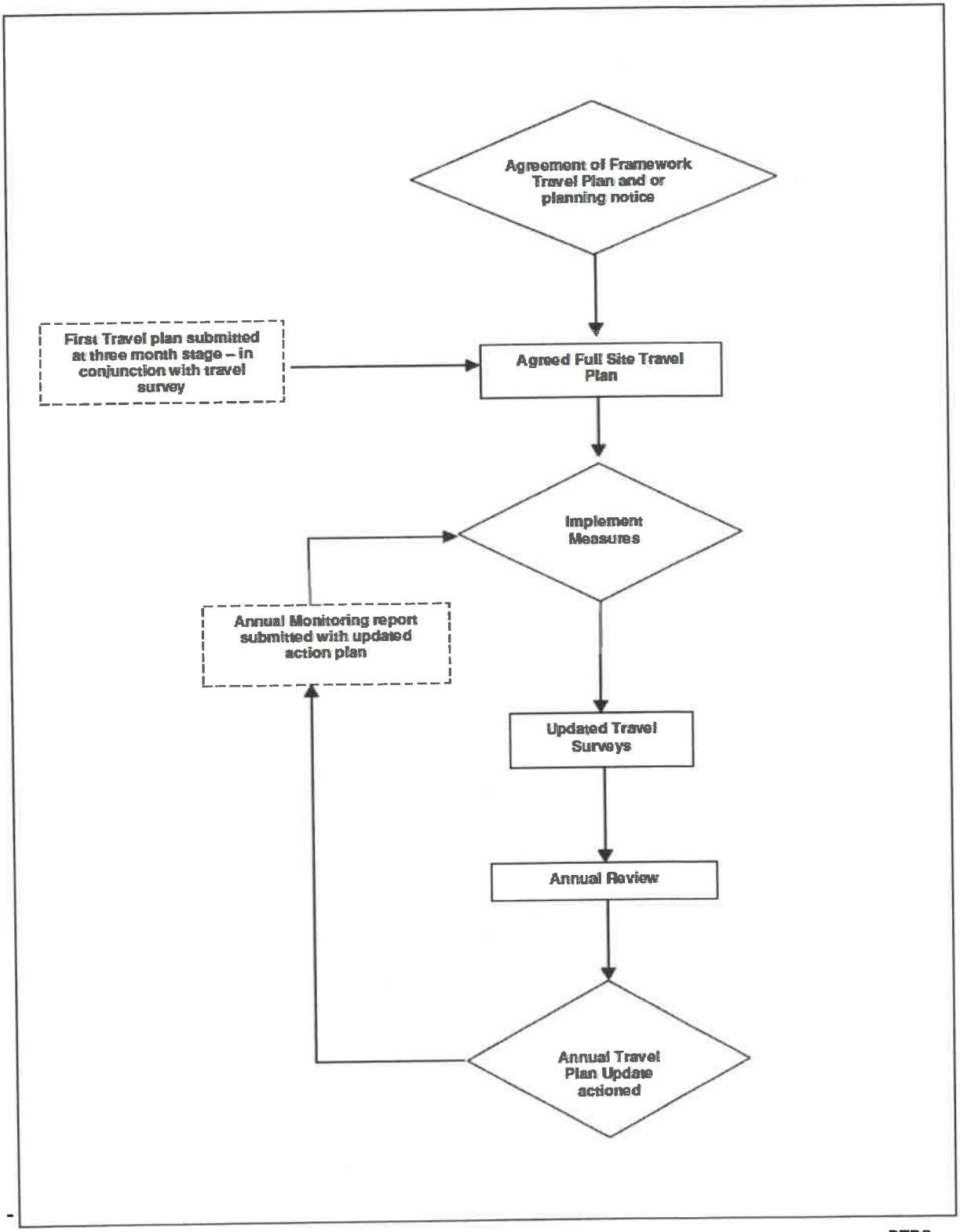
Monitoring

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

Monitoring of the travel plan will be undertaken through an annual survey to gauge the travel characteristics of 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 overleaf along with an outline programme for the monitoring process and investment/initiative programme.



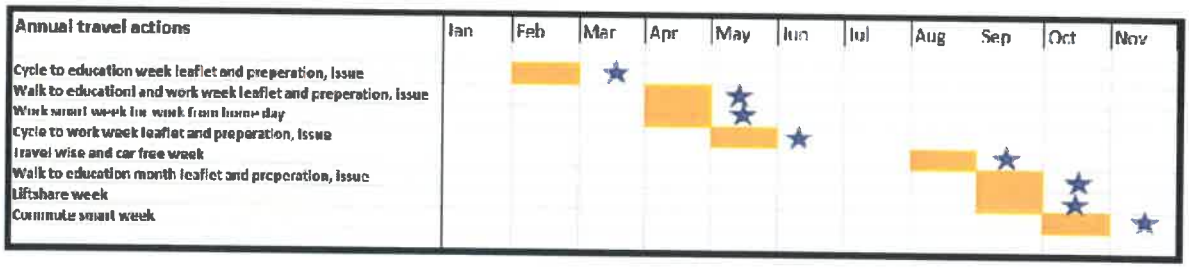
Assumed start 2023:

- 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 2024 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.
18 month monitoring report submitted to LCC	18 months after submission of Final Travel Plan with new travel survey and mode shift review/target setting.

Actions to be undertaken in each year set out with funding as required, details of the way the plan will be communicated to visitors, staff and stakeholders to be provided beyond the staff pack set out above.

Annual initiatives programme.



Budget

The final approved plan has an agreed budget allocated to the TPC to allow action for:

- Promoting, encouraging and providing incentives for increasing sustainable travel, see above annual initiatives.
- Covers the administration tasks and publicity material.
- TPC will be responsible for expenditure and budget control.

All funding related to the travel plan will be paid for by Oakmere.

Budget management and spend is agreed in liaison between TPC the Travel Plan Coordinator and Oakmere.