



# Land south of Longsight Road, Langho

## Framework Travel Plan

For Hallam Land Management Limited

Date	6 March 2025
Doc ref	4094

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# 1. Introduction

## 1.1 Commission

This Framework Travel Plan, prepared by Hydrock Fore on behalf of Hallam Land Management Limited, supports an outline planning application for a proposed residential development on land south of Longsight Road, north of Langho, Lancashire.

A Transport Assessment has also been submitted to accompany the application, submitted under a separate cover.

## 1.2 Development Proposals

Outline planning permission is sought for the following:

*Outline Application: Development residential homes (Use Class C3), associated access, rail station car park, green infrastructure and sustainable drainage systems (all matters reserved except for access to, but not within, the site)*

The development proposals are described in Chapter 4 and demonstrated on an indicative masterplan included at Appendix A.

## 1.3 Purpose of this Document

This document communicates the Framework Travel Plan for the development.

A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with the prospective residents about their options and special initiatives available; promoting sustainable transport; providing incentives; gathering data about the travel habits of residents and reporting on this in order to identify room for improvement.

This Framework Travel Plan is aimed at future developers of the development and has been prepared in accordance with Ribble Valley Borough Council (RVBC) planning guidance<sup>1</sup>, Lancashire County Council (LCC) guidance<sup>2</sup>, as well as the National Planning Policy Framework<sup>3</sup> (NPPF) and the associated Planning Practice Guidance.

## 1.4 Structure of this Document

This document continues as follows:

- » Chapter 2: Management and development of the Framework Travel Plan over time, including the overarching objectives of the Framework Travel Plan and detail of monitoring and review.
- » Chapter 3: Details of access to the development site by all available modes.
- » Chapter 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of access.
- » Chapter 5: Summary tables of Actions and Measures.

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<sup>1</sup> Local Validation Checklist for Planning Applications. Ribble Valley Borough Council. Adopted 2023.

<sup>2</sup> Highways and Transport Strategy 2023 – 2025. Lancashire County Council.

<sup>3</sup> Ministry of Housing, Communities and Local Government, 2024.

## 2. Travel Plan Management

This Chapter provides details of the management and development of the Framework Travel Plan over time, including the overarching objectives of the Framework Travel Plan and details of monitoring and review. Framework Travel Plan actions are summarised in Chapter 5.

### 2.1 Objectives

The objective of the Framework Travel Plan is to ensure that all residents can choose from a range of options when travelling by non-car modes. This will be achieved by communicating the Framework Travel Plan process to the future developers so that they can support future residents to make sustainable travel choices, and by providing the measures to help make sustainable travel practical and attractive.

### 2.2 Roles and Responsibilities

#### 2.2.1 Applicant Responsibility

The applicant will agree this Framework Travel Plan with Lancashire Council (LCC) as part of the planning process. Following approval, the applicant will manage the Framework Travel Plan until a developer (i.e. housebuilder) is identified.

The applicant will issue this Framework Travel Plan to future developers (i.e. housebuilders) upon enquiry and once they enter a contractual arrangement to ensure that they are aware of potential obligations of the Framework Travel Plan from the offset. Specifically, the applicant will communicate to future developers the obligation to produce a Full Travel Plan for the development which will be secured by condition or an appropriately worded legal agreement.

The requirement to produce a Full Travel Plan will be based on the LCC threshold<sup>4</sup> for requiring a Travel Plan, which is 80 dwellings. This means that if the development is brought forward in phases or by different developers, a Full Travel Plan will be required where there are 80 dwellings or more.

It is noted, however, given the size of the proposed development, should phases of 80 dwellings or less be brought forward, Full Travel Plans may still be required due to the cumulative impact of the proposed development. The requirement for Full Travel Plans will be determined in liaison with LCC and it is anticipated that these will be secured by way of a planning condition.

#### 2.2.2 Developer Responsibility

##### 2.2.2.1 Full Travel Plan

If required, the developer will prepare a Full Travel Plan for the development. This will be agreed with LCC prior to occupation, and will include:

- » Update of transport network in the vicinity and on-site facilities outlined in Chapter 3.
- » Details of an appointed Travel Plan Coordinator (see Section 2.2.2.2).
- » Details of how the Full Travel Plan will be managed.
- » Details of the lifespan of the Full Travel Plan, which is anticipated to be five years from first occupation.
- » A list of measures to encourage sustainable travel.
- » A refinement of the monitoring schedule set out in this Framework Travel Plan (see Section 2.7).

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<sup>4</sup> Local Validation Checklist for Planning Applications. Ribbles Valley Borough Council. Adopted 2023.

### 2.2.2.2 Travel Plan Coordinator (TPC)

The key role in delivering the Travel Plan is the Travel Plan Coordinator (TPC). It will be the responsibility of the developer (i.e. housebuilder) to appoint a TPC prior to first occupation and for the lifespan of the Travel Plan.

The TPC will have the following responsibilities:

- » Implement the Full Travel Plan, showing commitment and enthusiasm towards its success.
- » Deliver the actions in Table 8 and measures in Table 9 which have "TPC" in the responsibility column, including communicating the Travel Plan and travel options to the development.
- » Act a point of contact for residents at the development to discuss travel options.
- » Liaising with Lancashire County Council (LCC) to discuss the Full Travel Plan, including the results of monitoring via the submission of progress reports.

The contact details of the TPC will be provided to LCC two months prior to first occupation. If a new TPC is appointed, their contact details will be provided to LCC within two weeks of the change.

## 2.3 Funding

The costs associated with the producing this Framework Travel Plan will be covered by the applicant.

The costs associated with preparing a Full Travel Plan will be covered by the developer. This includes the cost of funding measures to encourage sustainable transport, appointing a Travel Plan Coordinator, communicating the Full Travel Plan to residents, as well as the cost of monitoring and reporting.

## 2.4 Liaison with the Local Authority

This Travel Plan will be agreed with Lancashire County Council as part of the planning process.

Thereafter, Lancashire County Council (LCC) as the local transport authority will oversee the development and implementation of the Full Travel Plan. It is anticipated that the requirement for a Full Travel Plan will be secured by way of planning condition.

The future developer will liaise with LCC to agree the Full Travel Plan through the planning process. Thereafter, the appointed TPC will communicate with LCC to discuss the findings of monitoring relating to the Full Travel Plan.

## 2.5 Travel Plan Targets

Travel Plan targets should be **SMART** (specific, measurable, attainable, realistic and timebound). This Travel Plan sets a baseline target for the maximum percentage of residents travelling alone to the development by car. Initially, this will be based on 2011 Census data for Ribble Valley 007<sup>5</sup>, within which the site is located.

Over time, these will seek to achieve a reduction in journeys made by car as an indicator that the development is supporting journeys by sustainable modes. The Travel Plan target proposed includes a 5% reduction in single occupancy car journeys to be achieved over a 5-year period (i.e. the lifespan of the Travel Plan). Baseline and target mode share is summarised in Table 1.

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<sup>5</sup> Obtained from: Nomis QS701EW – Method of travel to work 'Work from home', and 'Other' been excluded from this assessment. 'Train' and 'Underground, metro, light rail or tram' have been incorporated into 'Rail'

Table 1: Baseline and Target Mode Share

Mode	Baseline (%)	Target (%)	Net Change (+/-)
Rail	1.9%	2.8%	+0.8%
Bus, Minibus or coach	1.8%	2.6%	+0.8%
Taxi	0.1%	0.1%	-
Motorcycle, scooter or moped	0.6%	0.6%	-
Driving a car or van	83.6%	79.4%	-4.2%
Passenger in a car or van	4.9%	5.7%	+0.8%
Bicycle	0.8%	1.7%	+0.8%
On foot	6.1%	7.0%	+0.8%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>-</b>

Note: Table subject to rounding errors.

Whilst the dataset used to establish the target for the development represents a good proxy for the site, the actual baseline position of residents will be determined through undertaking the first travel surveys.

Therefore, following the findings of the first survey, the TPC will liaise with LCC to review the baseline and target mode share for the development to consider whether these targets remain **SMART**. If revised, the mode share target will be agreed, and will not change, without prior consultation with LCC.

If the targeted mode share is achieved throughout the lifespan of the Full Travel Plan, a future target to achieve a further reduction in single car occupancy will be set.

## 2.6 Monitoring

Travel surveys will be undertaken annually by the TPC to record travel patterns of residents. Each survey period will be an opportunity for the TPC to communicate the Travel Plan to residents, to ensure they know about the range of travel options available for getting to the development and to gather feedback.

The TPC will develop an online survey for distribution. Prior to launching the first survey, a copy of each survey will be shared with LCC for approval of format and structure.

Travel surveys will determine as a minimum:

- » Mode of travel to main activity.
- » Postcode of main activity.
- » How often they make the journey to their main activity.
- » What other modes they would consider and barriers to making this shift.
- » If they own a vehicle, what type of fuel this uses – petrol, diesel, electric.
- » If any school-aged children live in the household, what school they attend and mode of travel to school.

The first travel survey will be 6 months after initial occupation of the development, and then repeated annually for the lifespan of the Travel Plan (i.e. there will be one monitoring period per year). If occupation levels are low (<30% of the total number of dwellings), the TPC will liaise with LCC to agree an appropriate time for the initial survey to be undertaken.

Residents will be contacted via email<sup>6</sup> and/or letter/leaflet to participate in an online travel survey. Residents will also be provided with the contact details of the TPC should they wish to complete the survey over the phone / or request a paper copy of the survey.

A prize draw will be made available by the Developer and reminders sent out during the survey period to encourage resident participation.

## 2.7 Reporting

Within three months of the completion of the surveys, the TPC will prepare a monitoring report which will contain the following.

- » Survey methodology and results (including qualitative feedback). Data collected as part of previous monitoring periods will be presented for year-on-year trends to be identified.
- » An analysis on the effectiveness of the Travel Plan and performance against targets.  
Proposals for future measures (the Action Plan) if targets are not met in a particular year. This will set out corrective actions such as introduction of incentives that will help meet the target at the next survey.

This will be submitted to LCC for discussion and agreement.

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<sup>6</sup> Prior to confirmed residents moving into the development, the sales team should ask residents to provide their email addresses in compliance with GDPR so that residents can be contacted regarding the Travel Plan (including surveys).

### 3. Existing Situation

This Chapter outlines how the site is accessed by all available modes and gives details on planning journeys by sustainable modes.

#### 3.1 Site Location and Existing Use

The site is located directly off the A59 Longsight Road, 500m north of Langho, 6.2km north-east of Blackburn town centre and 17km east of Preston city centre.

The site is bound by the A59 Longsight Road to the north, Northcote Road to the east; Langho and the Manchester to Clitheroe rail line to the south and Whitehalgh Lane to the west.

The site is currently undeveloped and does not generate any traffic movement.

The location of the site is shown at Figure 1.

#### 3.2 Pedestrian and Cycle Accessibility

##### 3.2.1 Pedestrian Catchment

Walking routes can be planned using [www.google.co.uk/maps](http://www.google.co.uk/maps) which gives step by step instructions along your chosen route. There is also a Google Maps app.

Although walking distances vary between individuals and local circumstances, 2.0km is broadly accepted as the maximum justifiable distance for commuting and other journey purposes by foot<sup>7</sup>. Figure 2 presents an isochrone of a 2.0km walking catchment, measured from an indicative central point within the development site.

As can be seen the majority of Langho village is within walking distance of the site. Several local amenities and services are located within a walking distance measured from an indicative centre point of the site as follows:

- » **Education** – the nearest school is St. Leonards C of E Primary School located approximately 1.2km east of the site on Whalley Road. St. Mary's Roman Catholic School is situated 1.3km to the south in Langho village on Whalley Road. The closest secondary school is Saint Augustine's RC High School, located on Whalley Road at Billington, approximately 2.8km east of the site.
- » **Retail** – The nearest convenience store to the site is a SPAR located approximately 1.2km south at Portland Road. Additional local services such as a hair salon are also located within Langho on Whalley Road, within a similar walking distance.
- » **Leisure** – Northcote Hotel and Restaurant is located on Northcote Road approximately 650 m from the site entrance. Langho The Lord Nelson on Whalley Old Road is located within walking distance approximately 2.0km from the site entrance. Langho Park and Community Orchard is located approximately 1.3km from the site entrance on Longsight Road.
- » **Health** – A doctor's surgery and pharmacy is located approximately 1.1km to the south of the site on Whalley Road. The nearest dental practice is located in the village of Ramsgreave, which is accessible by bus.

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<sup>7</sup> Guidelines for Providing Journeys On Foot, Chartered Institution of Highways and Transportation, 2000, p49.

### 3.2.2 Pedestrian Facilities

Pedestrian facilities in the vicinity of the site are outlined as follows:

- » A footway runs along the northern side of the A59 Longsight Road between Salesbury and the roundabout with Whalley Road, with an existing crossing provided allow crossing to existing footways along the southern edge of the carriageway on the immediate approach to the roundabout.
- » To the southeast of the site a pedestrian footpath is present which provides access between the nearby Pringle Homes development to the east, Langho Station and Olive Bank directly linking the site to Langho village centre.

In addition, the following Public Rights of Way (PROW) are located within, or within the vicinity of the site, as follows:

- » A PROW<sup>9</sup> runs through the proposed site, providing a connection between Longsight Road to Langho rail station, and continues under the rail line into the village. The pedestrian underpass is illuminated but has a low ceiling and stepped access only on the southern side.
- » A PROW<sup>9</sup> runs between Whitehalgh Lane to the west of the development 200m south of the Whitehalgh Lane / Longsight Road junction.
- » An additional PROW<sup>10</sup> exists on Longsight Road, 450m west of the site, providing a connection to the village of Wilpshire.

### 3.3 Cycle Accessibility

An 8.0km cycling isochrone from the indicative centre of the site is demonstrated in Figure 3 a distance that is generally accepted for people willing to commute to work by cycle<sup>11</sup>. With regard to these distances, the isochrone demonstrates that a large proportion of Blackburn can be accessed within 8.0km of the site, in addition to various towns and villages including Rishton, Great Harwood and Whalley. Within the local network, it is likely that most cyclists will travel by road, though for cyclists travelling on Whalley Road through Langho village, cycle lanes are provided intermittently on both sides of the road.

The following long-distance cycle routes can be accessed within proximity to the site:

- » National Cycle Route 90 is the Lancashire Northern Loop which can be accessed at Billington where the route intersects with Route 91. The loop runs through the Forest of Bowland, Arnsdale, Silverdale, the Ribble Valley, Lancaster and Blackpool.
- » National Cycle Route 91 is the Lancashire Southern Loop which can be accessed on Whalley Old Road to the south, 1.5km from the centre of the site. The route runs as far north as Barnoldswick, and as far south as Aughton, running north of Blackburn to the east of Burnley.

Cycle routes can be planned using [www.cyclestreets.net](http://www.cyclestreets.net) which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

#### 3.3.1 Local Cycling Initiatives

The following initiatives exist within the Ribble Valley to encourage and support people to cycle:

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<sup>8</sup> FP0306006a

<sup>10</sup> FP0306049

<sup>10</sup> FP0306013

<sup>11</sup> Cycling England, 'Integrating Cycling into Development Proposals', 2009.

- » Lancashire County Council offer Free 'Cycle to Work' Commuting classes are invited to sign up to a two hour tailored course where they will be able to practice their cycling skills. <https://www.ribblevalley.gov.uk/downloads/file/116/cycle-commuting-to-work-courses>
- » Clitheroe Bike Club is for more advanced cyclists looking to ride as a group with friends. A website is available at <http://www.clitheroebikeclub.co.uk/>
- » The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free [www.letsride.co.uk/social](http://www.letsride.co.uk/social)
- » The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network [www.cyclinguk.org/courses-and-training](http://www.cyclinguk.org/courses-and-training)
- » The Breeze network for women aims to inspire more women to get involved and grow in confidence in cycling. Their website offers free cycle rides and guides to improve skills [www.letsride.co.uk/breeze](http://www.letsride.co.uk/breeze)

The above resources will be promoted through the wider Travel Plan communication.

## 3.4 Public Transport

### 3.4.1 Journey Planning Tools/ Resources

The following information sources can be used to support public transport use:

- » Public transport journeys in Lancashire can be planned using the journey planner at <https://www.traveline.info/>.
- » Bus journeys can be planned using <https://www.arrivabus.co.uk/north-west>
- » Timetables can be downloaded at <https://www.lancashire.gov.uk/roads-parking-and-travel/public-transport/bus-timetables/>
- » Rail journeys can be planned using the National Rail Enquiries app or online at <http://www.nationalrail.co.uk>

### 3.4.2 Bus Network

The closest bus stops to the site are located within 600m west of the site on A59 Longsight Road offering services for the 22 and 280 bus services. Additional bus services such as the 25 are serviced by bus stops located on Whalley Road and can be accessed via the pedestrian walkway under Langho station.

The location of the bus stops and routes are shown on **Error! Reference source not found.** A summary of public services is provided in **Error! Reference source not found.** and local bus services in Table 2.

Table 2: Public Bus Services

Bus Service	Operator	Destinations Served	Service Frequency	
			Mon-Sat	Sunday
22	Stagecoach Merseyside	Clitheroe - Blackburn Hospital	30 Mins	Hourly
25	Pilkington bus	Clitheroe - Whalley - Mellor - Blackburn	2 Hours	No Service
280	Stagecoach Merseyside	Preston – Clitheroe -Skipton	Hourly	2 Hours

Table 3: Local School Bus Services

<i>Service</i>	<i>Operator</i>	<i>Route</i>
<b>113 (S)</b>	<i>Vision Bus</i>	<i>Preston – Walton Le Dale High School</i>
<b>121 (S)</b>	<i>Burnley &amp; Pendle Travel</i>	<i>Clitheroe – Burnley College</i>
<b>616 (S)</b>	<i>Mario Coach Travel</i>	<i>Lamac – Clitheroe Ribblesdale High School</i>
<b>623</b>	<i>Pilkington buses</i>	<i>Mellor – Clitheroe Royal Grammar School</i>
<b>856</b>	<i>Express Travel</i>	<i>Blackburn – Billington St. Augustines</i>
<b>859</b>	<i>Hodsons Coaches</i>	<i>Wilpshire Turning Circle – Billington St. Augustines</i>
<b>860</b>	<i>Moving People</i>	<i>Blackburn Loe Ree – Clitheroe Royal Grammar School</i>
<b>862</b>	<i>Express Travel</i>	<i>Wilpshire – Ribblesdale High School</i>

### 3.4.3 Rail Network

Langho railway station is located adjacent to the south-eastern boundary of the site, as shown Figure 4. A PROW and underpass are present and provide a connection between the proposed site to both platforms, though access to both platforms is by means of steps.

Langho station is situated on the Ribble Valley (Manchester to Clitheroe) line, a route which is managed by the Community Rail Lancashire Partnership. Hourly services in each direction are available between Manchester Victoria / Salford / Bolton / Blackburn and Clitheroe, with some additional services at peak hours. The station has platforms on both sides of the track which are accessed via two staircases. As such step free access is not possible. Platforms are unstaffed with ticket machines and customer help points in place. Five car parking spaces are located on Olive Bank on the south side of the railway station. Car parking is on-street, not managed by Northern Trains. Spaces are found within the carpark of a closed restaurant nearby or on-street on Whalley Road.

## 3.5 Summary

Given the location of the proposed development, opportunities exist for residents of future development on the site to walk, cycle or use public transport to travel to local amenities within Langho, in addition to key regional destinations by public transport. Sustainable modes of travel would be a realistic option for travelling for the key journey purposes.

## 4. Sustainable Transport Initiatives

This Chapter gives details of the on-site facilities and initiatives to provide access to the site by all available modes and to promote sustainable transport choices. It also provides details of recommended measures to be adopted by the developer.

This list of measures is not exhaustive, and additional measures should also be considered by the occupiers through the development of Full Travel Plans. These are all summarised in Table 9.

### 4.1 Communication Strategy

As described in Chapter 3, there are practical options for accessing the development by sustainable travel modes. To make sure that everyone knows there is a Travel Plan which aims to promote and facilitate sustainable transport choice, the TPC will need to actively communicate with residents. Communication measures to support the implementation of the Travel Plan are detailed below in Table 4.

Table 4: Communication Measures

Measure	Responsibility
<b>Communication Strategy</b>	
The developer will appoint a Travel Plan Coordinator (TPC) to oversee the Travel Plan. The TPC is on hand to answer any travel related queries from residents, with their contact details included on all travel literature.	Developer (i.e. housebuilder)
As confirmed residents move to the development, they will receive a travel guide. This guide will provide information on all available modes of transport and will include maps, health benefits, local amenities, public transport timetables. Hard copies of the residential travel guide will be made available in the marketing suite for prospective residents.	TPC
Hard copies of the travel guide will be made available in the marketing suite for prospective residents.	Developer /TPC
If the housebuilder produces a sales website for the development, a link to an electronic version of the guide will be included for prospective residents.	Developer /TPC
There will be additional ongoing communication every year to highlight aspects of the Travel Plan (e.g. walking, cycling, car share, public transport initiatives), and to promote national sustainable travel events such as <a href="#">Bike Week</a> , <a href="#">Walking Month</a> , <a href="#">Catch the Bus Month</a> . This could be in the form of an annual residential newsletter, email bulletin or leaflet and may include details of incentives/offers available.	TPC

### 4.2 Walking and Cycling

Pedestrians and cyclists will be able to access the development as follows:

- » Footways will be provided at the proposed vehicular access point onto A59 Longsight Road.
- » A pedestrian access point will also be provided to the southeast of the site, linking with existing PROW and nearby infrastructure leading towards Langho railway station and the railway underpass towards Langho village.

In addition, in order to facilitate sustainable access to the development:

- » A signalised toucan pedestrian crossing point will be provided on the A59 Longsight Road.
- » Zebra and refuge pedestrian crossing points on Whalley Road in Langho village will support a direct and safe route for pedestrians between the proposed residential development and nearby primary school, bus stops and amenities within the village.
- » Cycle parking will be provided at each dwelling, in accordance with LCC standards.
- » Improvements to the existing infrastructure on Whitehalgh Lane, including traffic calming measures.

The internal layout of development on the site will be confirmed at the relevant stage of the planning process. However, it is anticipated that footways will be provided along all internal roads, with informal pedestrian crossings (dropped kerbs with tactile paving) provided where necessary to allow the safe movement of pedestrians throughout the site.

Measures to encourage and promote walking and cycling are outlined in Table 5.

Table 5: Walking and Cycling Measures

Measure	Responsibility
<b>Walking and Cycling</b>	
Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations. Any pedestrian infrastructure provided will be level, safe and well lit.	Developer
Land to the south of the site will be safeguarded for future improvements to the train station to facilitate step free access. See Appendix A.	Developer
The developer will provide a Toucan Crossing on Longsight Road	Developer
Provide upgrades to zebra crossing and central pedestrian island on Whalley Road	Developer
Provision of adequate cycle parking as per LCC guidance.	Developer
Traffic calming measures will be provided on Whitehalgh Lane.	Developer
The TPC will investigate the possibility of setting up 'Walking Buses'. It is noted that only schools can set up these groups therefore the approach is to contact relevant schools following findings of first survey, ask if they have a walking bus, and promote it to residents if so/appeal for walk leaders if the school has interest in setting up a walking bus.	TPC
Promotion of health and environmental benefits of walking and cycling through Travel Plan communication materials.	TPC
Promotion of local active travel maps to support resident wayfinding through Travel Plan communication materials.	TPC
Promotion of cycle initiatives (detailed in Section 3.3.1) through Travel Plan communication materials, to help people to cycle.	TPC
Travel Plan communication materials will promote events which encourage walking and cycling, such as <a href="#">National Walking Month</a> , <a href="#">Bike Week</a> , <a href="#">Walk to School Week</a> and <a href="#">Love to Ride's Winter Wheelers</a> , as detailed in 4.1	TPC

### 4.3 Public Transport

As stated in Chapter 3.4 there are suitable options for arriving to the development by public transport with bus stops located within walking distance of the development on A59 Longsight Road and Walley Road in Langho.

In order to facilitate sustainable access to the development:

- » A signalised pedestrian crossing will be provided along A59 Longsight Road.
- » Two bus stops will be provided on the A59 Longsight Road.
- » Existing bus stops<sup>12</sup> on the A666 Whalley Road will be upgraded with the provision of shelters.

In addition, the Developer will provide enhancements to Langho railway station to improve the accessibility particularly those with mobility impairments.

Therefore, any initiative which are included to encourage the use of public transport are likely to be successful. Measures to promote and support commuting by public transport are outlined in Table 6.

Table 6: Public Transport Measures

Measure	Responsibility
<b>Public Transport</b>	
Pedestrian infrastructure will be provided through the site and along the access road, linking to improved pedestrian infrastructure available on the A59 Longsight Road, allowing future residents to access existing bus stops.	Developer
Land to the south of the site will be safeguarded for future improvements to the train station to facilitate step free access. See Appendix A.	Developer
Fund the provision of two additional bus stops on A59 Longsight Road.	Developer
Fund improvements and provision of shelters to the existing bus stops on A666 Whalley Road	Developer
Fund the provision of discounted bus tickets to residents.	Developer
Provision of passenger information to residents within the travel guide. Such information would detail all public transport connections to the site, ticketing options, journey planning tools and bus timetable information available.	TPC
Travel Plan communication materials will promote events which encourage public transport use, such as <a href="#">Catch the Bus Month</a> and <a href="#">Travelwise Week</a> , as detailed in Section 4.1.	TPC

<sup>12</sup> (Stop ID: lanagjaj & lanagjpg)

## 4.4 Arrival by Car

Vehicular access to the development is provided from A59 Longsight Road, via a three-arm priority junction. Full details of access are provided within the Transport Assessment, submitted under a separate cover.

The planning application is in outline, and therefore details in relation to the internal layout and car parking requirements (including provision of electric vehicle charging points) will be considered and determined as part of a future planning application for reserved matters.

This Travel Plan has been prepared to maximise the proportion of trips associated within the development that are made by sustainable modes of transport. Therefore, measures to reduce car use and the impact of car travel will be implemented by the TPC, as below. Measures to manage car use are outlined in Table 7.

Table 7: Measures to Manage Car Use

Measure	Responsibility
<b>Managing Car Use</b>	
Provision of adequate levels of resident and visitor parking in line with LCC guidelines.	The Developer
Promotion of alternative modes of transport within the travel guide and wider Travel Plan communication will help reduce car use.	TPC
Promotion of a <a href="#">public car share scheme</a> within the travel guide and wider communication materials	TPC
Information on <a href="#">efficient driving</a> will be included within the travel guide and wider communication materials.	TPC
Information about <a href="#">electric vehicles</a> and <a href="#">charging facility information</a> will be included within the travel guide and wider communication materials.	TPC
Information and <a href="#">guidance on working from home / flexible working</a> will be included within the travel guide and wider communication materials.	TPC
Travel Plan communication materials promote measures to manage / reduce the impact of car travel, including the promotion of national events such as <a href="#">Car Free Day</a> , <a href="#">Clean Air Day</a> and <a href="#">Travelwise Week</a> , as detailed in Section 4.1	TPC

## 5. Summary of Travel Plan Actions and Measures

Table 8 summarises the actions required to deliver the Travel Plan.

Table 8: Summary of Actions

	Action	Responsibility	Implementation
1	Agree this Framework Travel Plan with LCC.	Applicant	Through the planning process.
2	Issue this Framework Travel Plan to future developers (i.e. housebuilders) to communicate the Travel Plan obligations set out within this document.	Applicant	As detailed in Section 2.2.2.
3	Produce a Full Travel Plan with details of how the Full Travel Plan will be managed and monitored; a list of measures; and update of on- and off-site transport facilities. Agree with BMDC.	Developer (i.e. housebuilder)	As detailed in Section 2.2.2.1.
4	Appoint a Travel Plan Coordinator to implement the Full Travel Plan.	Developer (i.e. housebuilder)	As detailed in Section 2.2.2.2.
5	Fund Travel Plan measures.	Developer (i.e. housebuilder)	As detailed in Section 2.3.
6	Implement Travel Plan measures.	As detailed in Table 9	As detailed in Table 9.
7	Carry out annual travel surveys.	TPC	As detailed in Section 4.1.
8	Prepare and submit monitoring reports to include surveys and feedback; details of the effectiveness of the Occupier Travel Plan; success of existing measures; proposals for future measures.	TPC	As detailed in Section 2.6.
9	Produce ongoing sustainable travel promotional material	TPC	As detailed in Section 4.1

Table 9 provides a summary of the Travel Plan Measures which will be in place to encourage residents to commute by sustainable modes. These measures will apply for the lifespan of the Travel Plan.

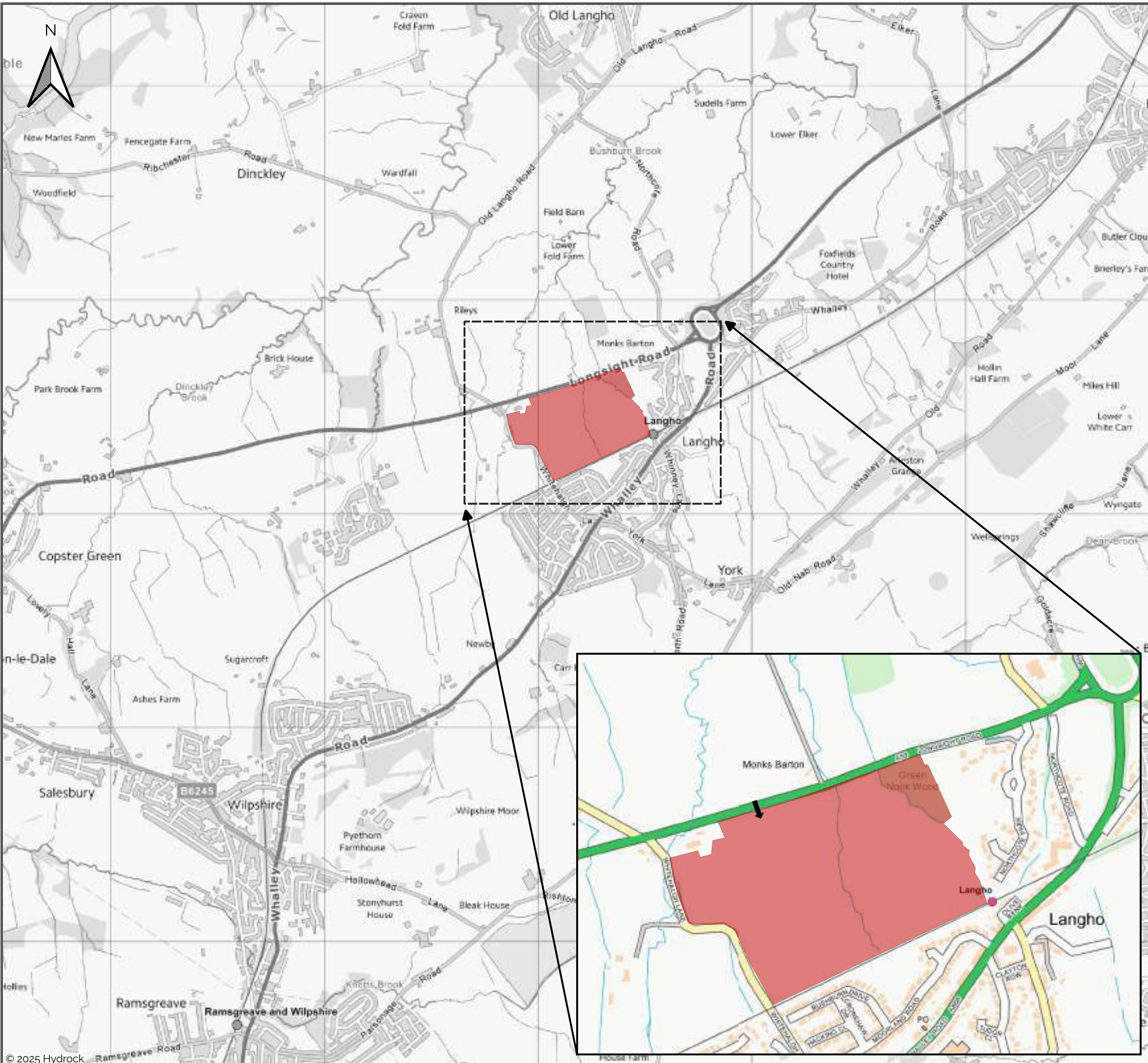
Table 9: Summary of Measures

Measure	Responsibility	Timeframe for implementation
<b>Communication Strategy</b>		
The developer will appoint a Travel Plan Coordinator (TPC) to oversee the Travel Plan.	Developer (i.e. housebuilder)	As outlined in Section 2.2.2.2.
As confirmed residents move to the development, they will receive a travel guide. This guide will provide information on all available modes of transport and will include maps, health benefits, local amenities, public transport timetables.	TPC	Guide to be distributed to new residents from first occupation and ongoing for the lifespan of the Full Travel Plan.
Hard copies of the travel guide will be made available in the marketing suite for prospective residents.	Developer / TPC	As above.
If the housebuilder produces a sales website for the development, a link to an electronic version of the guide will be included for prospective residents.	Developer / TPC	As above.
There will be additional ongoing communication every year to highlight aspects of the Travel Plan, and to promote national sustainable travel events.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
<b>Walking and Cycling</b>		
Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.	Developer	To be provided at construction.
Land to the south of the site will be safeguarded for future improvements to the train station to facilitate step free access. See Appendix A.	Developer	To be provided at construction.
The developer will provide a Toucan Crossing on Longsight Road	Developer	To be provided at construction.
Provide upgrades to zebra crossing and central pedestrian island on Whalley Road	Developer	To be provided at construction.
Provision of adequate cycle parking as per LCC guidance.	Developer	To be provided at construction.
Traffic calming measures will be provided on Whitehalgh Lane.	Developer	To be provided at construction.
The TPC will investigate the possibility of setting up 'Walking Buses'.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.

Measure	Responsibility	Timeframe for implementation
Promotion of health and environmental benefits of walking and cycling through Travel Plan communication materials.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Promotion of local active travel maps to support resident wayfinding through Travel Plan communication materials.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Promotion of cycle initiatives (detailed in Section 3.3.1) through Travel Plan communication materials, to help people to cycle.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Travel Plan communication materials will promote events which encourage walking and cycling, such as <a href="#">National Walking Month</a> , <a href="#">Bike Week</a> , <a href="#">Walk to School Week</a> and <a href="#">Love to Ride's Winter Wheelers</a> , as detailed in Section 4.1.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
<b>Public Transport</b>		
Pedestrian infrastructure will be provided through the site and along the access road, linking to improved pedestrian infrastructure available on the A59 Longsight Road, allowing future residents to access existing bus stops.	Developer	To be provided at construction
Land to the south of the site will be safeguarded for future improvements to the train station to facilitate step free access. See Appendix A.	Developer	As per the S106 agreement
Fund the provision of two additional bus stops on A59 Longsight Road.	Developer	As per the S106 agreement
Fund improvements and provision of shelters to the existing bus stops on A666 Whalley Road	Developer	As per the S106 agreement
Fund the provision of discounted bus tickets to residents.	Developer	As per the S106 agreement
Provision of passenger information to residents within the travel guide.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Travel Plan communication materials will promote events which encourage public transport use, such as <a href="#">Catch the Bus Month</a> and <a href="#">Travelwise Week</a> , as detailed in Section 4.1.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
<b>Managing Car Use</b>		
Provision of adequate levels of resident and visitor parking in line with LCC guidelines.	The Developer	To be provided at construction.

Measure	Responsibility	Timeframe for implementation
Promotion of alternative modes of transport within the travel guide and wider Travel Plan communication will help reduce car use.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Promotion of a <a href="#">public car share scheme</a> within the travel guide and wider communication materials	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Information on <a href="#">efficient driving</a> will be included within the travel guide and wider communication materials.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Information about <a href="#">electric vehicles</a> and <a href="#">charging facility information</a> will be included within the travel guide and wider communication materials.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Information and <a href="#">guidance on working from home / flexible working</a> will be included within the travel guide and wider communication materials.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.
Travel Plan communication materials promote measures to manage / reduce the impact of car travel, including the promotion of national events such as <a href="#">Car Free Day</a> , <a href="#">Clean Air Day</a> and <a href="#">Travelwise Week</a> , as detailed in Section 4.1.	TPC	From first occupation and ongoing for the lifespan of the Full Travel Plan.

## Figures



Key:

- Indicative Site Boundary
- Indicative Site Access

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Hydrock Fore  
Riverside West  
Whitehall Road  
Leeds  
LS1 4AW

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Client:  
Hallam Land Management Limited

Project:  
Langho, Lancashire

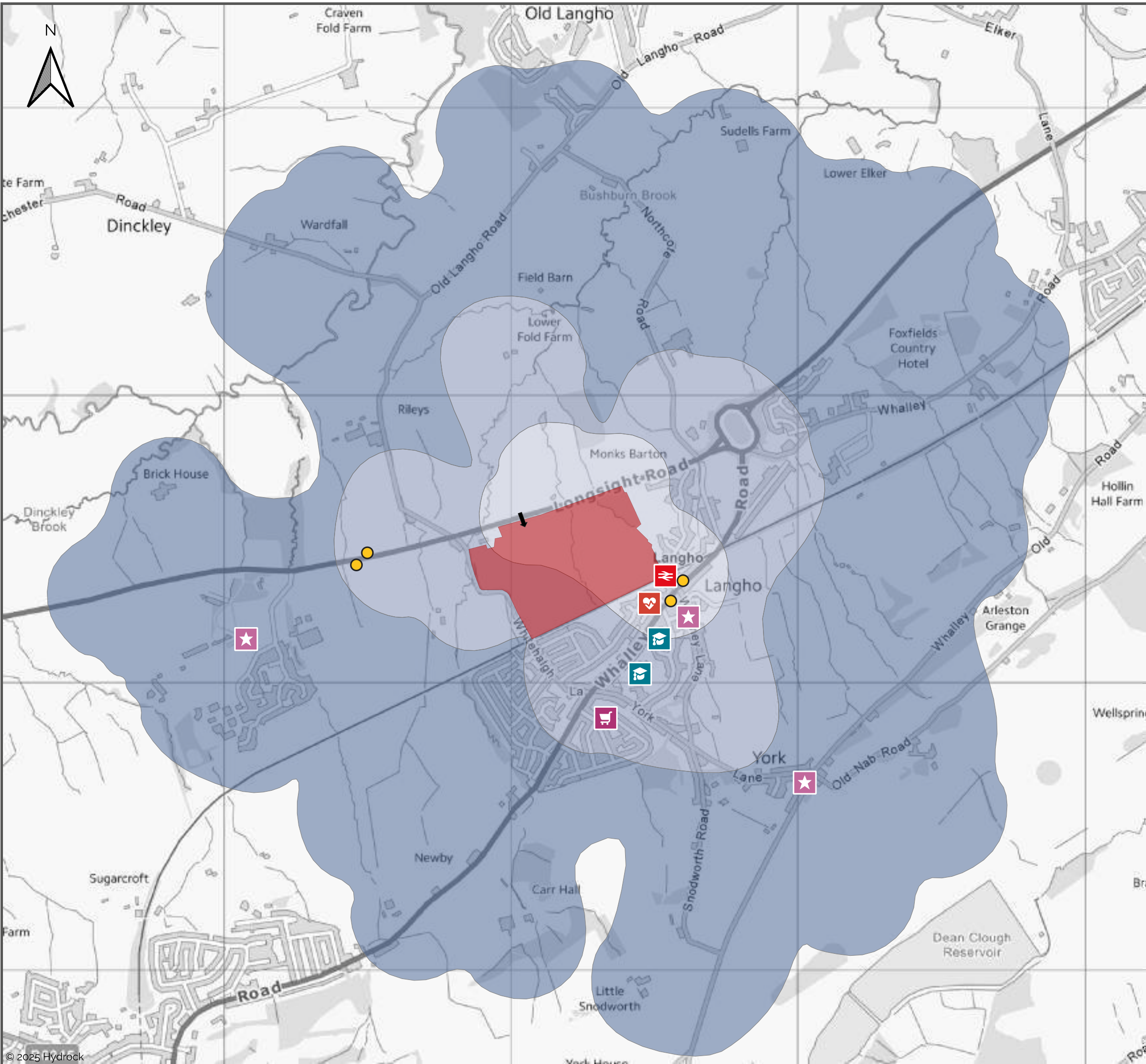
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Site Location

Scale:  
1:17,500

Figure Status:  
Issue

Job Number:  
4094

Figure Number:  
Figure 1



Key:

- Indicative Site Boundary
- Indicative Site Access

Walking Catchment

- 500m
- 1.0km
- 2.0km

Local Amenities

- Bus Stop
- Langho Railway Station
- Retail
- Leisure
- Health
- Primary School / Nursery

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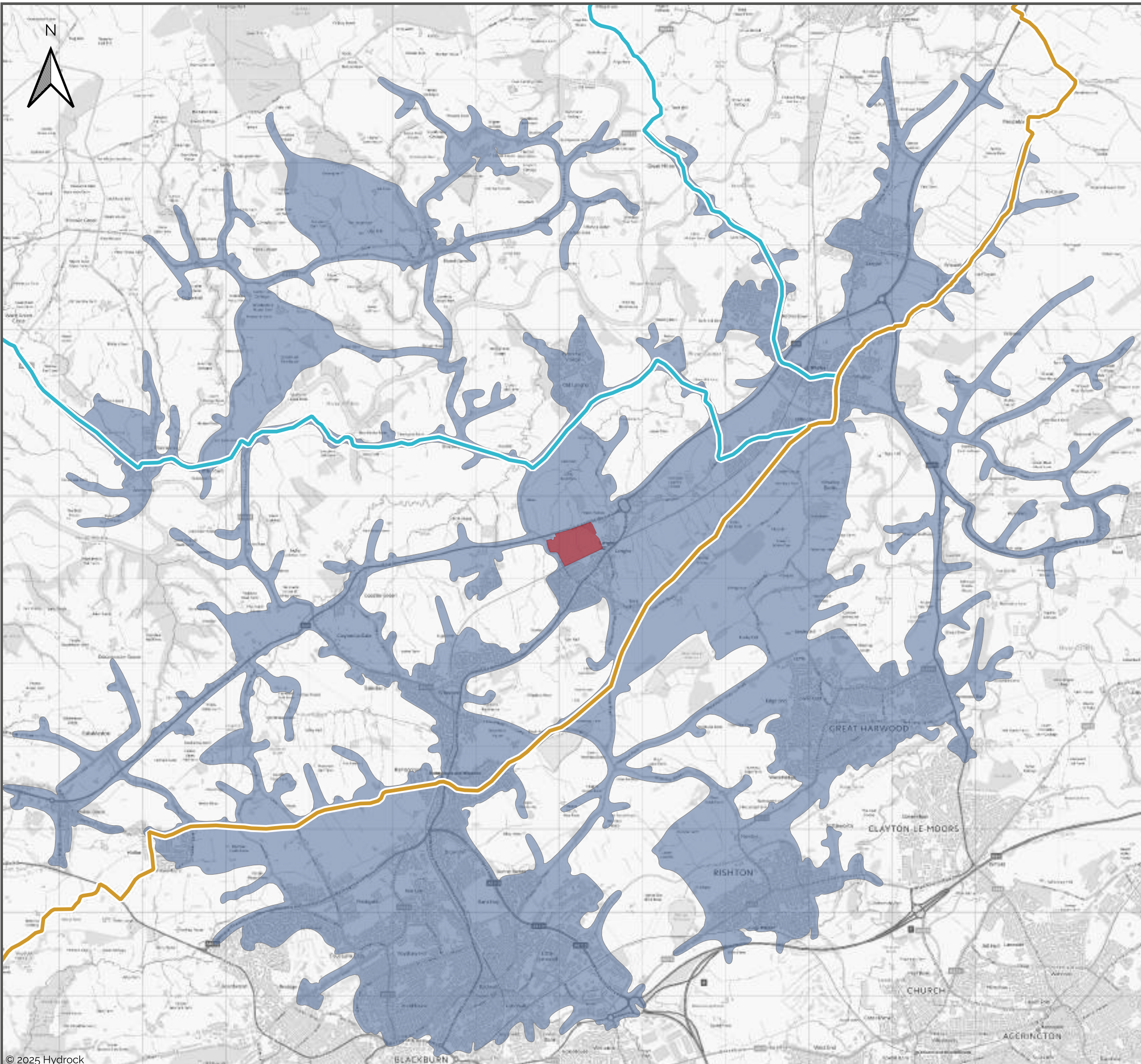
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Project:  
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Figure Title:  
Walking Catchment and Local Amenities

Scale: 1:13,000	Figure Status: Issue
Job Number: 4094	Figure Number: Figure 2



Key:

- Indicative Site Boundary
- 8.0km Cycling Catchment
- National Cycle Route 90
- National Cycle Route 91

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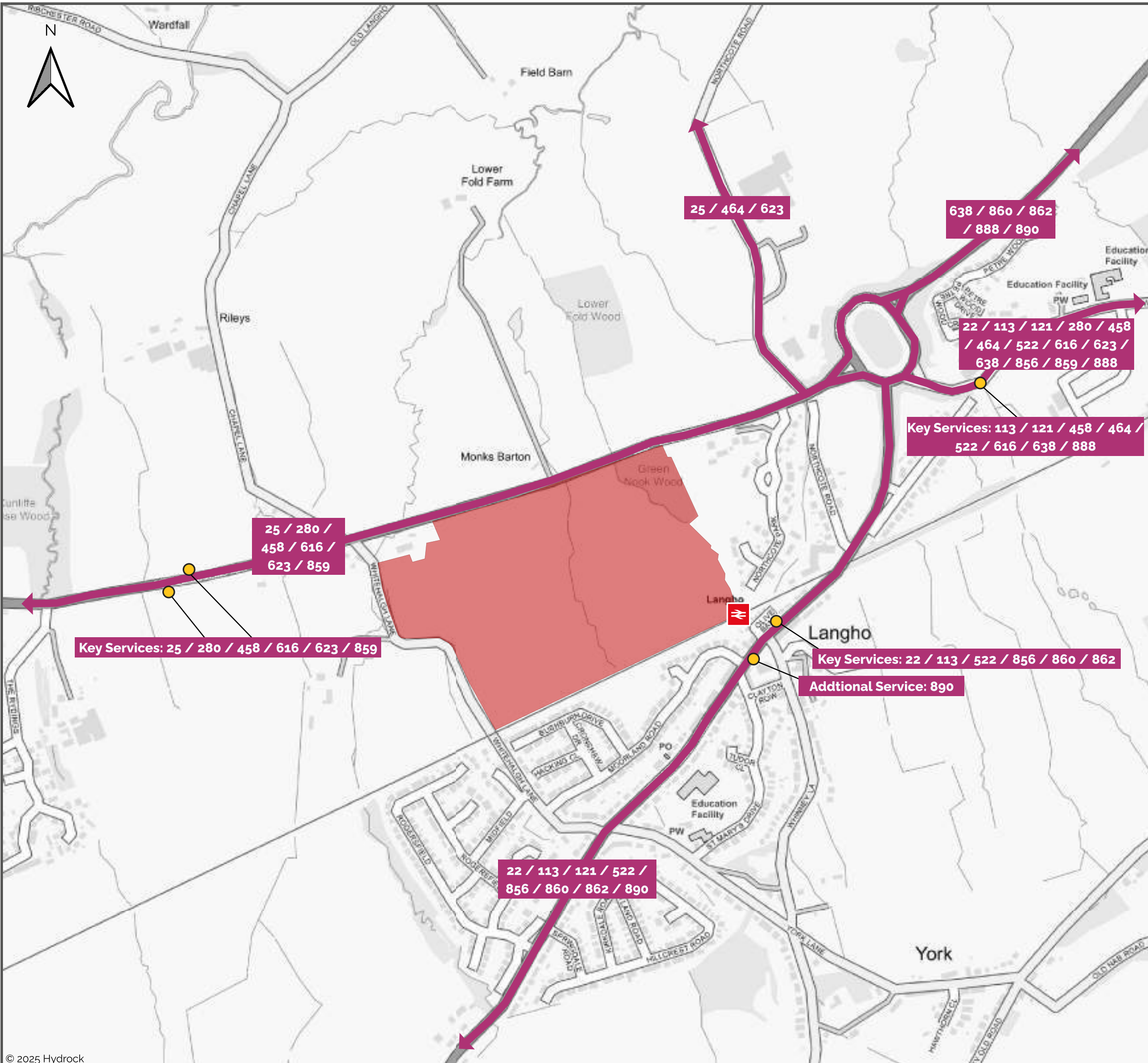
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Cycling Catchment and Long Distance Routes

Scale:  
1:45,000

Figure Status:  
Issue

Job Number:  
4094

Figure Number:  
Figure 3



- Key:
- Indicative Site Boundary
  - ≡ Langho Railway Station
  - Bus Stop
  - ↔ Bus Route

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Client:  
 Hallam Land Management Limited

Project:  
 Langho, Lancashire

Figure Title:  
 Public Transport Network

Scale: 1:7,000	Figure Status: Issue
Job Number: 4094	Figure Number: Figure 4

# Appendix A

*Illustrative Masterplan*



- Key:
- Site Boundary (19.88ha)
  - Indicative residential dwellings
  - Indicative private amenity space
  - Proposed public open space
  - Proposed BNG area (high value land- no public access)
  - Proposed attenuation basins
  - Proposed LEAP/LAP
  - Existing vegetation
  - Proposed vegetation
  - Existing Public Right of Way
  - Existing pedestrian access
  - Indicative informal pedestrian and cycle routes
  - Proposed vehicular access
  - Proposed pedestrian/cycle access
  - Indicative tree lined primary street (adoptable)
  - Indicative Private Drives
  - Safeguarded for possible future improvement to railway station

Land Use Summary:

- Red Line Boundary Area: 20.013ha
- Net Developable Area: 9.00ha
- Public Open Space: 10.84ha
- Station Car Park: 0.159ha
- Station Safeguarded Land: 0.01ha

Drawing Title  
ILLUSTRATIVE MASTERPLAN

Project  
LAND AT LONGSIGHT ROAD, LANGHO

Date	Scale	Drawn by	Approved by
20/02/2025	1:1000@A1	EF/SN	JB

Project No	Drawing No	Revision
333101612	0104	D

Client  
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