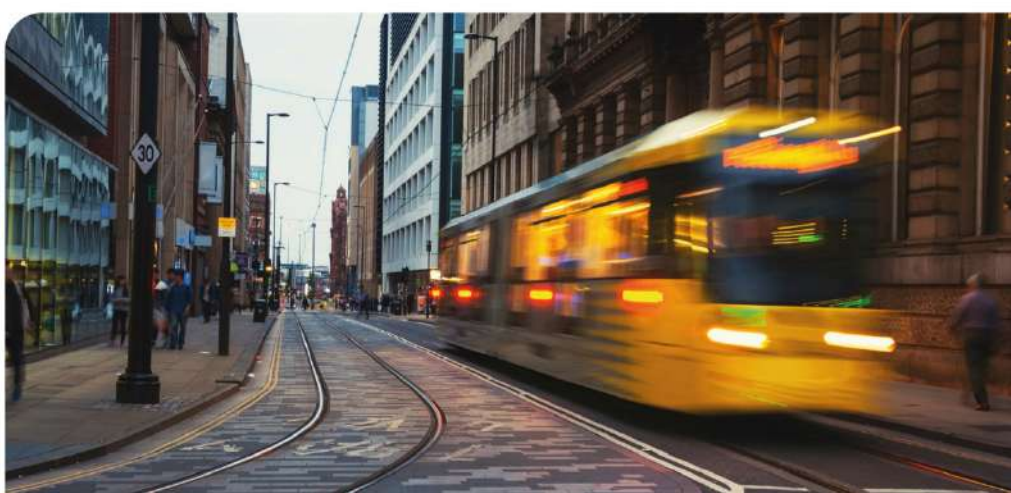




Pringle Homes

# Clitheroe Road, Whalley Framework Travel Plan

July 2025



Pringle Homes

# Clitheroe Road, Whalley

## Framework Travel Plan

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## APPENDICES

APPENDIX A Full Bus Timetables

APPENDIX B Example Travel Survey

# 1. Introduction

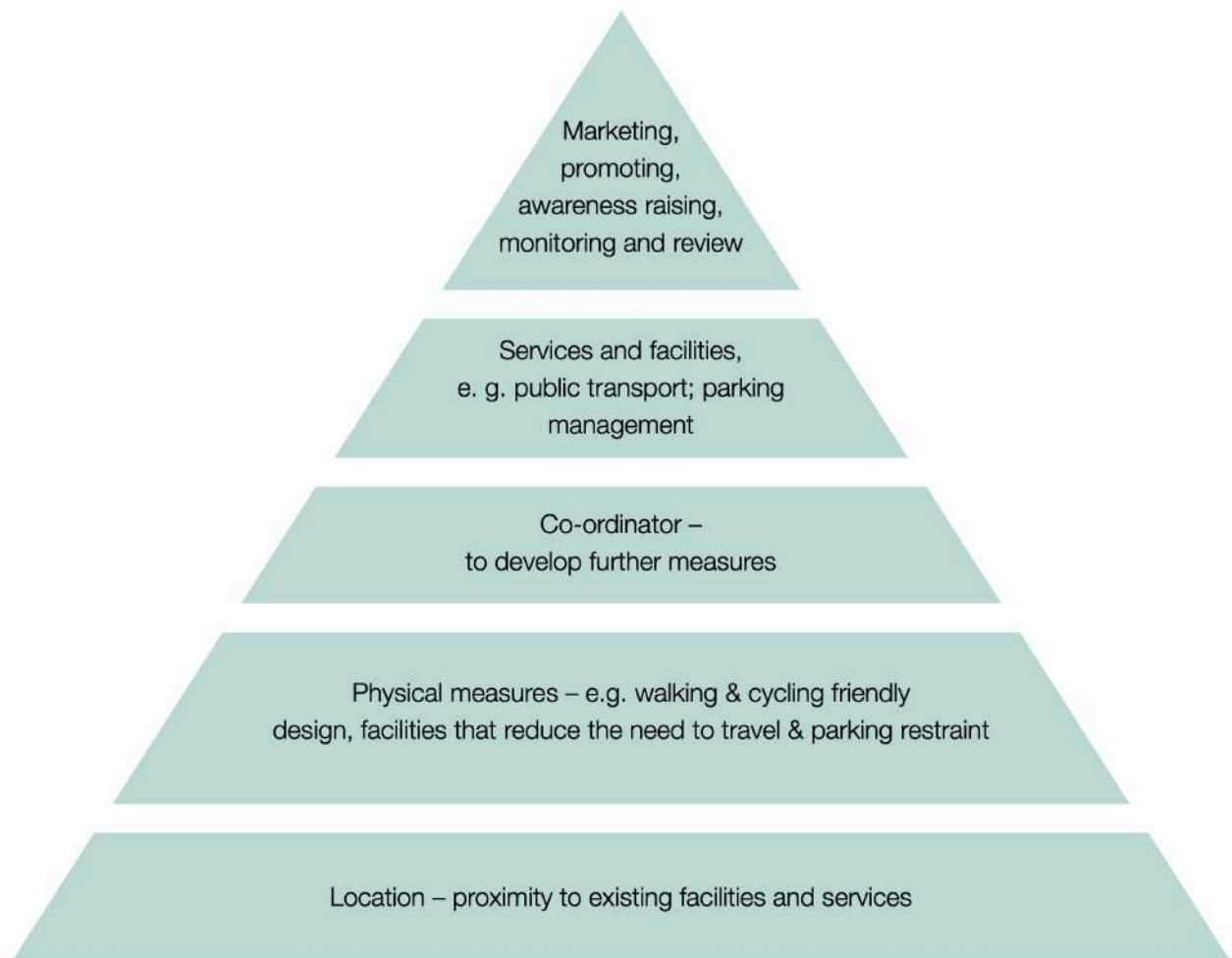
## 1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Pringle Homes (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a residential development on Clitheroe Road in Whalley, Lancashire.
- 1.1.2 The proposed development comprises a total of 77 no. dwellings, with access taken from a new priority junction from Clitheroe Road.
- 1.1.3 This Framework Travel Plan (FTP) has been prepared as part of the planning application documentation and should be read in conjunction with the Transport Assessment (TA). The purpose of this FTP is to provide the agreed reference point for a future full Travel Plan (TP) to be prepared once the development is occupied.
- 1.1.4 The overall aim of the FTP is to encourage residents to travel sustainably and reduce Single Occupancy Vehicle (SOV) trips.

## 1.2 Overview of the Travel Planning Process

- 1.2.1 A TP is a long-term management strategy for integrating proposals for sustainable travel into the planning process. The TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term.
- 1.2.2 The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, as a result mitigating the impact of travel. A successful TP can be established by the Travel Plan Pyramid shown in [Figure 1.1](#).

Figure 1.1 : Travel Plan Pyramid (source: Department for Transport)



1.2.3 This FTP forms the starting point by providing the following:

- Details of the provision for cyclists, pedestrians, and public transport users;
- An example toolkit of sustainable travel measures;
- Potential milestone targets that could be developed for on-going implementation; and
- A strategy for ongoing monitoring and review would be developed and this would include the appointment of a designated Travel Plan Co-ordinator (TPC) who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.2.4 The key objectives of the FTP will be taken forward by a TPC who will seek to:

- Reduce the need to travel by car to and from the site;
- Promote the health and cost benefits of cycling, walking and using public transport;
- Promote the cost benefits of car sharing;

- Provide clear information to residents on sustainable modes of travel to and from the site; and
- Provide information to residents on the alternative sustainable modes of travel.

## 1.3 Report Structure

1.3.1 Following this introduction, the remainder of this FTP is set out as follows:

- Chapter 2 reviews the exiting conditions of the site;
- Chapter 3 outlines the development proposals;
- Chapter 4 describes the sustainable accessibility of the site;
- Chapter 5 sets out the sustainable travel connections for the site;
- Chapter 6 identifies the Travel Plan targets;
- Chapter 7 describes the travel management plan of the FTP;
- Chapter 8 identifies the Travel Plan measures;
- Chapter 9 explains the monitoring and review process; and
- Chapter 10 presents a timetable and action plan.

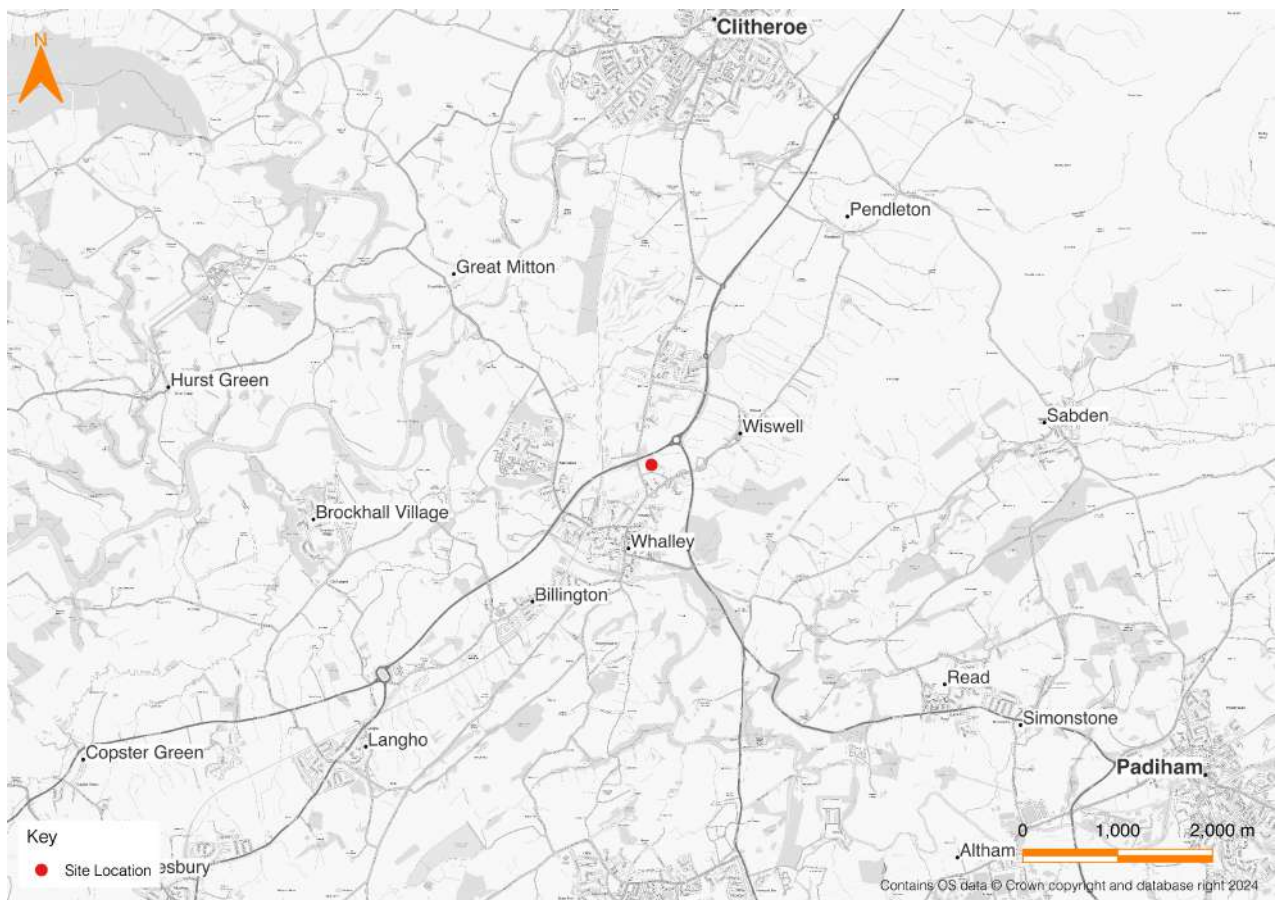


## 2. Existing Conditions

### 2.1 Site Location

2.1.1 The development site is located in Whalley, c.800m north of Whalley village centre, c.900m west of Wiswell and c.4.7km south of Clitheroe, as shown in [Figure 2.1](#).

**Figure 2.1 : Strategic Site Location**



### 2.2 Existing Development Site

2.2.1 The development site currently comprises undeveloped land and vegetation to the east of Clitheroe Road that abuts the banking along the elevated section of the A59 to the north.

2.2.2 The existing development site is shown in [Photograph 2.1](#) and [Photograph 2.2](#).



Photograph 2.1 : Existing Development Site



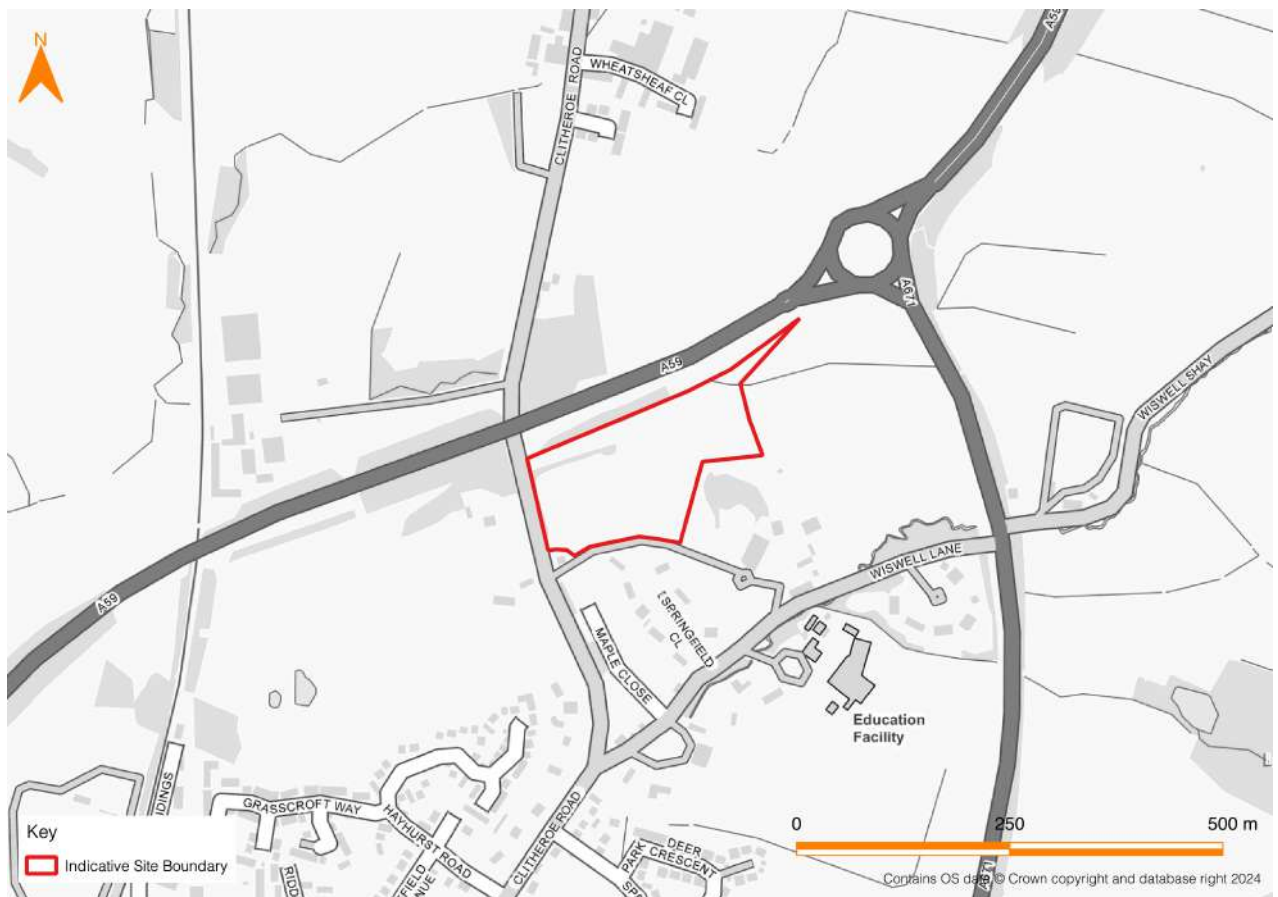
Photograph 2.2 : Existing Development Site



## 2.3 Local Highway Network

- 2.3.1 The development site is bound to the west by Clitheroe Road and to the north and east by existing vegetation and trees, as well as the banking along the elevated section of the A59. To the south, the development site abuts an existing access road which serves existing residential properties to the south and east.
- 2.3.2 **Figure 2.2** shows the location of the site in the context of the local highway network.

**Figure 2.2 : Local Highway Network**



### Clitheroe Road

- 2.3.3 Access to the site will be taken from Clitheroe Road, which runs in a broadly north-south alignment to the west of the site.
- 2.3.4 Clitheroe Road provides access to the village of Barrow to the north, and into the centre of Whalley to the south.
- 2.3.5 The existing conditions along Clitheroe Road are summarised in **Table 2.1** and shown in **Photograph 2.3** to **Photograph 2.5**.



**Table 2.1 : Clitheroe Road – Existing Conditions**

Road Classification	Unclassified	Footway Width	c.2.0-2.6m
Road Type	Two-way single carriageway	Pedestrian Facilities	Footway available to west of carriageway
Speed Limit	30 mph / 40 mph	Cycle Facilities	No
Carriageway Width	c.8.0m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

2.3.6 As shown in **Photograph 2.3** and **Photograph 2.4**, a speed limit change is in place adjacent to the development site. This is indicatively shown in **Figure 2.3**, which shows the existing 40 mph speed limit to the north, which continues to Barrow, and the existing 30 mph speed limit to the south, towards Whalley.

2.3.7 Currently, the 40 mph speed limit is located adjacent to the proposed site access location.

**Photograph 2.3 : Clitheroe Road – northbound**



Photograph 2.4 : Clitheroe Road – southbound



Figure 2.3 : Clitheroe Road – Indicative Location of Existing Speed Limit Change





Photograph 2.5 : Clitheroe Road – Bus Stop



## 2.4 Modal Split

- 2.4.1 To provide an accurate representation of the forecast modal split anticipated at the proposed development, the journey to work data from the 2011 Census has been reviewed for the population living in the site area.
- 2.4.2 The modal split for people living in the 'Ribble Valley 007' Middle Super Output Area (MSOA) has been examined and is summarised in [Table 2.2](#).

Table 2.2 : 2011 Census Travel to Work Data – Modal Split (MSOA : 'Ribble Valley 007')

Mode of Travel	Ribble Valley 007 – Modal Share
Driving a car or van	78%
Passenger in a car or van	8%
On foot	6%
Bus, minibus or coach	4%
Bicycle	1%
Motorcycle	1%
Taxi	1%
Train	1%
Total	100%

2.4.3 As shown in [Table 2.2](#), the modal split data for 'Ribble Valley 007' MSOA shows that 87% of people travel by car to get to work, including 78% who drive, 8% who are passengers and 1% who use taxis. The Census data also shows that 12% of work trips are made using sustainable modes, including 6% on foot, 4% by bus, 1% by cycle and 1% by train.



## 3. Development Proposals

### 3.1 Proposed Use

- 3.1.1 The proposed development comprises a total of 77 no. dwellings, with associated car parking provision and landscaping.
- 3.1.2 The proposed site layout is shown in [Figure 3.1](#).

**Figure 3.1 : Proposed Site Layout** (source : MCK Associates)



### 3.2 Proposed Site Access Arrangement

- 3.2.1 Access to the site will be taken from a new priority junction on Clitheroe Road, which will feature a ghost right-turn lane. The access road will provide a 5.5m wide carriageway and 6m corner radii.
- 3.2.2 The access will include a 3m wide shared footway / cycleway on each side, reducing to 2m footways within the site. Within the site, cyclists will then use the carriageway.

3.2.3 Adjacent to the site, Clitheroe Road is currently subject to a 40mph speed limit as described previously. As part of the proposals, Clitheroe Road would be reduced to a 30mph speed limit across the site frontage, as requested by LCC Highways. This will create a continuous stretch of a 30mph speed limit between Barrow to the north and Whalley to the south.

3.2.4 To enforce the 30mph speed limit, traffic calming measures are proposed along Clitheroe Road in the vicinity of the site, which are outlined in [Section 3.3](#). The provision of a ghost right-turn lane at the proposed site access will form part of the traffic calming measures.

### 3.3 Clitheroe Road Traffic Calming Scheme

3.3.1 As stated previously, to enforce the proposed 30mph speed limit across the site's frontage and towards Barrow, traffic calming measures are proposed along Clitheroe Road in the vicinity of the site. These have been agreed in principle with LCC Highways.

3.3.2 The traffic calming scheme includes:

- Provision of ghost island right-turn arrangements at the proposed site access arrangement, as well as at the Clitheroe Road / The Palm Tree Company Warehouse access junction to narrow the carriageway; and
- Several pedestrian crossing points, including adjacent to the site access and adjacent bus tops, as well as along Clitheroe Road. these will act as a traffic calming measure, whilst also improving pedestrian accessibility.

### 3.4 Bus Stop Relocation and Improvements

3.4.1 To accommodate the proposed pedestrian refuse island to the south of site access, it is proposed to relocate the southbound bus stop on Clitheroe Road.

3.4.2 It is also proposed to upgrade both the northbound and southbound bus stops to include bus shelters as part of the development proposals.

### 3.5 Parking Provision

3.5.1 LCC's adopted parking standards are summarised in Appendix 2 of the '*Joint Lancashire Structure Plan*', adopted in March 2005.

3.5.2 LCC's residential (Use Class C3) parking standards are summarised in [Table 3.1](#).

**Table 3.1 : LCC Adopted Car Parking Standards** (source : LCC)

Dwelling Type	Maximum Car Parking
1-bed	1 space per dwelling
2/3-bed	2 spaces per dwelling
4+ bed	3 spaces per dwelling

3.5.3 Parking will be provided in line with LCC's adopted parking standards.

## 4. Sustainable Accessibility and Active Travel

### 4.1 Introduction

- 4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.1.2 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 4.1.3 Paragraph 110 states that: "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.*"
- 4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

### 4.2 Pedestrian Accessibility

- 4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 4.1](#).

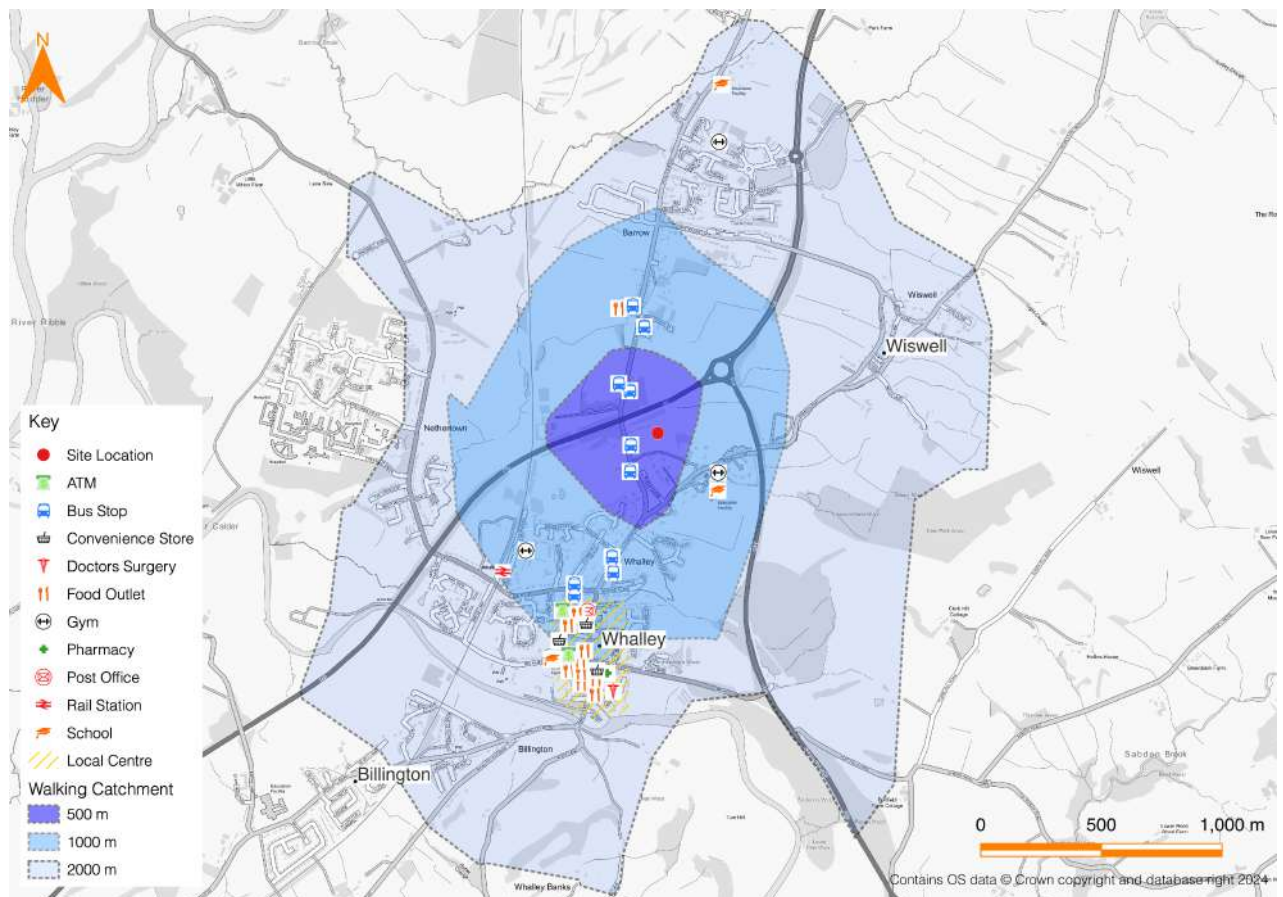
**Table 4.1 : CIHT Acceptable Walking Distances**

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 4.2.2 The CIHT guidelines shown in [Table 4.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

- 4.2.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.
- 4.2.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.
- 4.2.5 **Figure 4.1** presents the local amenities and 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

**Figure 4.1 : Walking Catchment Area with Local Amenities**



- 4.2.6 **Table 4.2** provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.



**Table 4.2 : Local Amenities – Distances and Walking Times**

Amenity	Distance	Average Walking Time
Southbound Bus Stop on Clitheroe Road	100m	1 minute
Northbound Bus Stop on Clitheroe Road	180m	2 minutes
Oakhill School & Nursery	700m	8 minutes
Oakhill Leisure Centre	700m	8 minutes
The Eagle at Barrow Restaurant	700m	8 minutes
Whalley Village Centre	950m	11 minutes
Whalley Rail Station	1.2km	14 minutes

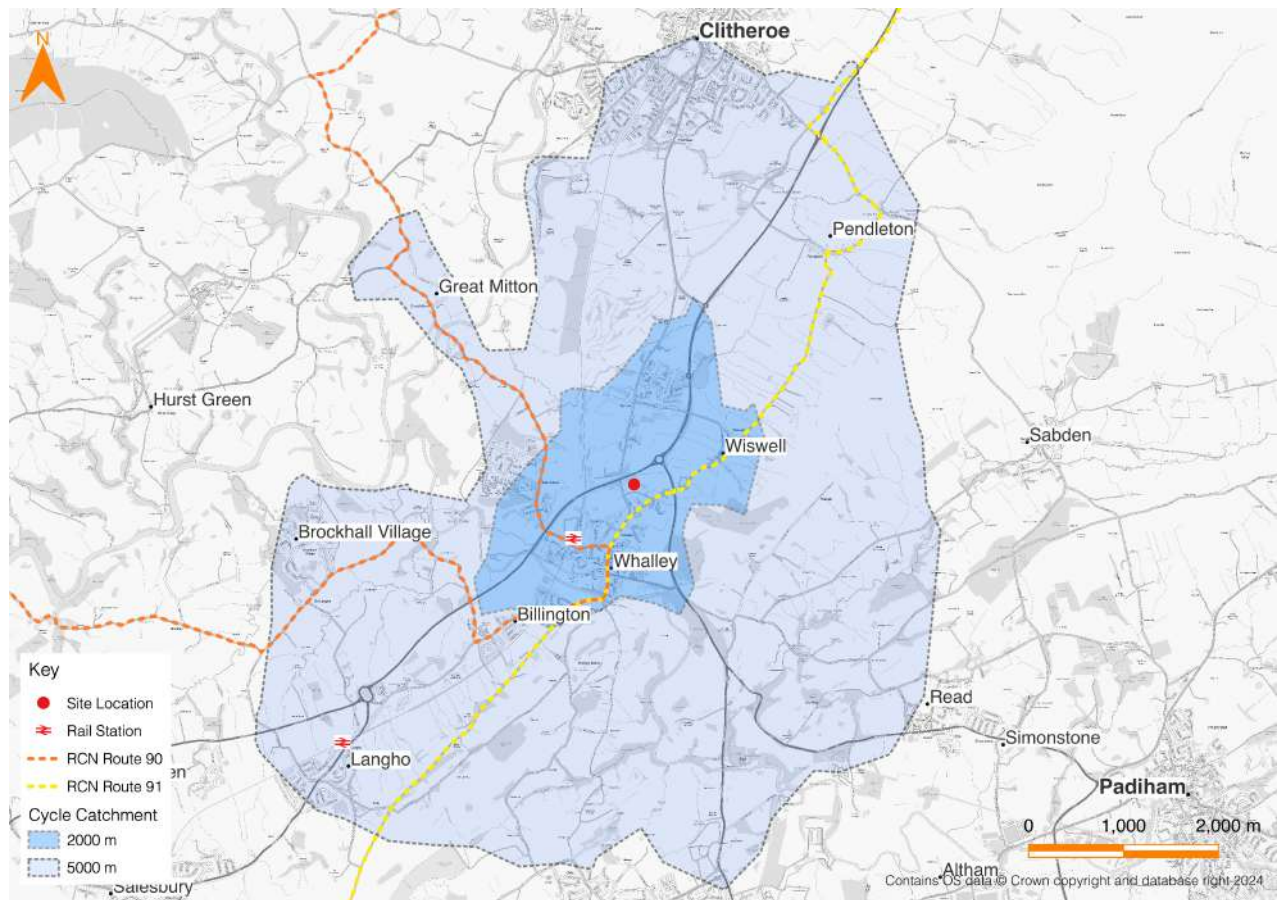
- 4.2.7 As shown in [Figure 4.1](#), the closest bus stops to the site are located adjacent to the site on Clitheroe Road within c.180m (2-minute walk).
- 4.2.8 Within a 1,000m walking catchment, a range of amenities are available, particularly to the south of the site in the centre of Whalley, which is accessible within c.950m (11-minute walk). This includes various food outlets, convenience stores, the Whalley Medical Group and the Whalley Pharmacy.
- 4.2.9 Whalley Railway Station is also accessible within c.1.2km (14-minute walk) to the west of Whalley village centre.
- 4.2.10 Additional amenities are also available outside of the centre of Whalley, including the Oakhill School & Nursery and Oakhill Leisure Centre within c.700m (8-minute walk) to the southeast of the site, as well as The Eagle at Barrow Restaurant also accessible within c.700m (8-minute walk) along Clitheroe Road to the north.

### 4.3 Cycle Accessibility

- 4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.
- 4.3.3 [Figure 4.2](#) indicates the cycling catchment area around the proposed development site for 2km and 5km.



Figure 4.2 : Cycle Catchment Plan



4.3.4 As shown in Figure 4.2, Whalley and Wiswell are available within a 2km cycle catchment, as well as Whalley Rail Station. A number of suburban areas, including Pendleton and Langho, as well as the south of Clitheroe, are located within a 5km cycle catchment of the site.

4.3.5 Regional Cycle Network (RCN) Routes 90 and 91 are also accessible within both the 2km and 5km cycle catchments; these both form part of the Lancashire Cycleway network. Both RCN routes run through the centre of Whalley along King Street, which is accessible via Clitheroe Road from the site.

## 4.4 Public Transport Services

### Local Bus Services

4.4.1 The closest bus stops to the site are located on Clitheroe Road adjacent to the site and are accessible within c.180m (2-minute walk).

4.4.2 It is also proposed to upgrade both the northbound and southbound bus stops to include bus shelters as part of the development proposals.

4.4.3 **Table 4.3** provides a summary of routes and times of local public bus services accessible from these stops on Clitheroe Road. Full bus timetables are attached in **Appendix A**.

**Table 4.3 : Local Bus Services – Clitheroe Road**

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
22 Valleyline	Clitheroe – Blackburn - Shadsworth	2	2	2	2	1
280	Preston – Clitheroe - Skipton	1	1	1	1	<1
637*	Billington St Augustine's Roman Catholic High School Service	<1	No Service	<1	No Service	No Service
859*	Clitheroe Royal Grammar School Service	<1	No Service	<1	No Service	No Service
995*	Myerscough College Service	<1	No Service	<1	No Service	No Service
M2 Mainline	Burnley – Padiham - Clitheroe	2	2	2	2	1
*Dedicated school / college service						

4.4.4 As shown in **Table 4.3**, 3no. regular public services are available from Clitheroe Road. The 22 Valleyline and M2 Mainline services operate with a frequency of up to every 30 minutes on weekdays and Saturdays, which provide access to Clitheroe, Blackburn and Burnley. The no.280 service also operates hourly on these days, providing a bus service between Preston and Skipton.

4.4.5 Additional school / college only services are also available during peak hours on weekdays, serving Billington St Augustine's Roman Catholic High School, Clitheroe Royal Grammar School and Myerscough College.

#### Rail Services

4.4.6 The closest rail station to the site is Whalley Station within c.1.2km (14-minute walk) to the southwest of the site, to the west of Whalley Village Centre. It is therefore accessible within both the walking and cycling catchments.

4.4.7 A summary of the direct rail services from Whalley Station are summarised in **Table 4.4**.

**Table 4.4 : Direct Rail Services – Whalley Station**

Destination	Approx. Frequency	Approx. Journey Time
Rochdale <i>via Blackburn, Bolton and Manchester Victoria</i>	1 service / hour	1 hour 35 minutes
Clitheroe	1 service / hour	8 minutes

4.4.8 As shown in [Table 4.4](#), there are 2no. frequent rail services available from Whalley Station providing direct rail access to destinations including Manchester, Blackburn, Bolton, Clitheroe and Rochdale. These services also provide access to local stations along each respective route.

## 5. Overarching Aim, Objectives and Benefits

### 5.1 Overarching Aim

- 5.1.1 The overarching aim of this FTP is to put in the place the management tools deemed necessary to enable residents to make informed decisions about how they travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This aim is achieved by setting out a strategy for eliminating barriers that keep residents from making use of sustainable modes.
- 5.1.2 Improving transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development. It will also provide travel options for all the site users, regardless of whether they own a car or not.

### 5.2 Objectives

- 5.2.1 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:
- Promoting sustainable and active travel to the site for all residents.
  - Promoting accessibility to the site by walking, cycling, public transport and car sharing.
  - Increasing the awareness of the environmental and social benefits of using alternative modes of transport.
- 5.2.2 It is intended that the objectives of this FTP will be met by identifying and implementing initiatives that provide future residents and visitors with a variety of travel choices and, in doing so, reduce the need to travel by private car.

### 5.3 Travel Plan Benefits

- 5.3.1 The overall TP strategy includes physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the FTP.
- 5.3.2 The proposed monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out later in this report.
- 5.3.3 The TP will incur different benefits, to different groups / individuals:

#### Resident Benefits

- 5.3.4 By meeting the objectives, the TP will bring about the following benefits to residents:

- Health benefits associated with walking and cycling, including reduced levels of stress.
- The opportunity to save money using alternative modes of travel to the car.
- Improved quality and reliability of journeys to and from home and work.
- Create a pedestrian / cyclist friendly environment.

#### Social Benefits - Wider Community Benefits

5.3.5 By meeting the objectives, the TP will bring about the following social community benefits:

- On-going reductions in vehicular generated traffic on the local highway network.
- Increasing patronage on existing public transport modes.
- Health benefits associated with walking and cycling.
- A contribution to reduced traffic, congestion, air pollution and accidents.
- Improving accessibility and travel choice for reaching local facilities.

#### Environmental Benefits

5.3.6 Data from the Department for Business, Energy and Industrial Strategy shows that domestic transport is the greatest-emitting sector in the UK (27% in 2019). The main source is the use of petrol and diesel, particularly for passenger cars. How people travel will therefore play a large role in the Uks journey to net zero.

5.3.7 Improving air quality is identified as a key target within Lancashire County Council's (LCC) 'Environment and Climate Strategy 2023-2025', with the transport sector identified as a major contributor. Actions include *'providing alternatives to petrol and diesel car use, promoting active travel and the use of public transport, supporting the transition to electric vehicles (EVs) and improvements to traffic flow'* which will be guided by transport planning.

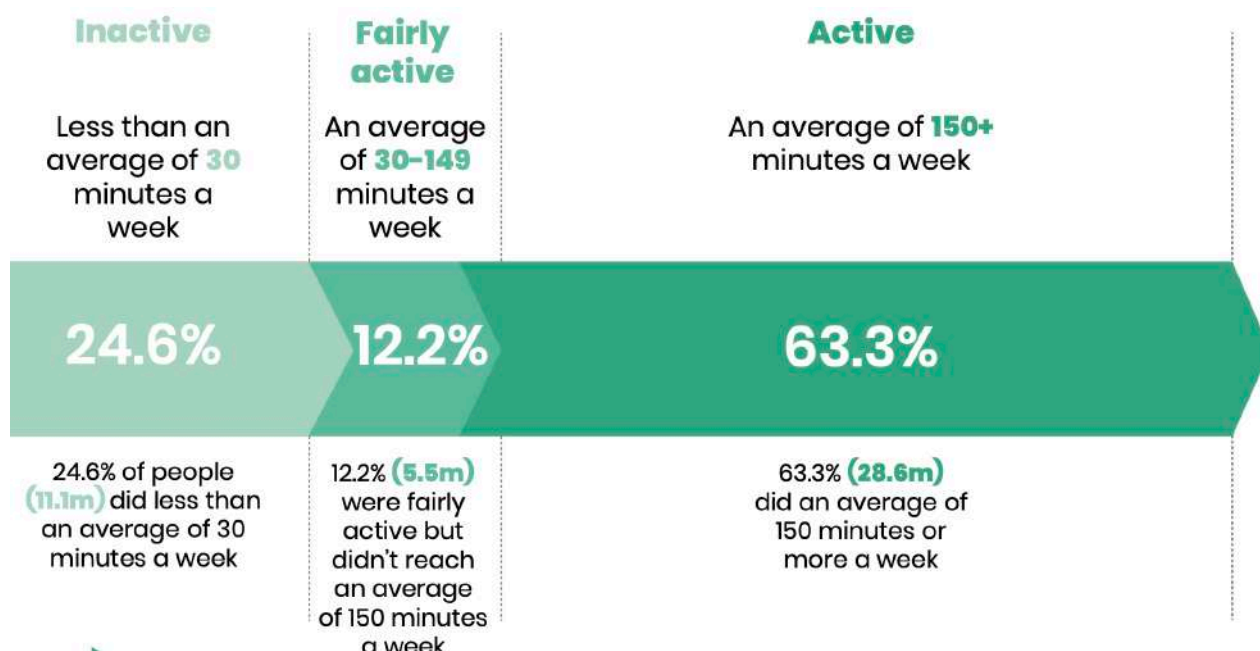
5.3.8 Therefore, encouraging people to make sustainable choices in the way they travel will considerably reduce the impact that a development has on the environment.

#### Health Benefits

5.3.9 A reduction in car use will contribute to improved air quality, which in turn will provide health benefits. There are also numerous direct health benefits associated with active travel (walking and cycling).

5.3.10 The NHS advise that adults undertake at least 150 minutes of moderate intensity activity a week, or 75 minutes of intense activity. **Figure 5.1** shows that whilst most adults meet this recommendation, a large amount do not. Active travel therefore presents an easy and convenient way to incorporate more activity in the adult daily life.

**Figure 5.1 : Activity Levels Amongst Adults** (source : Active Lives Adult Survey Nov 2018/19)



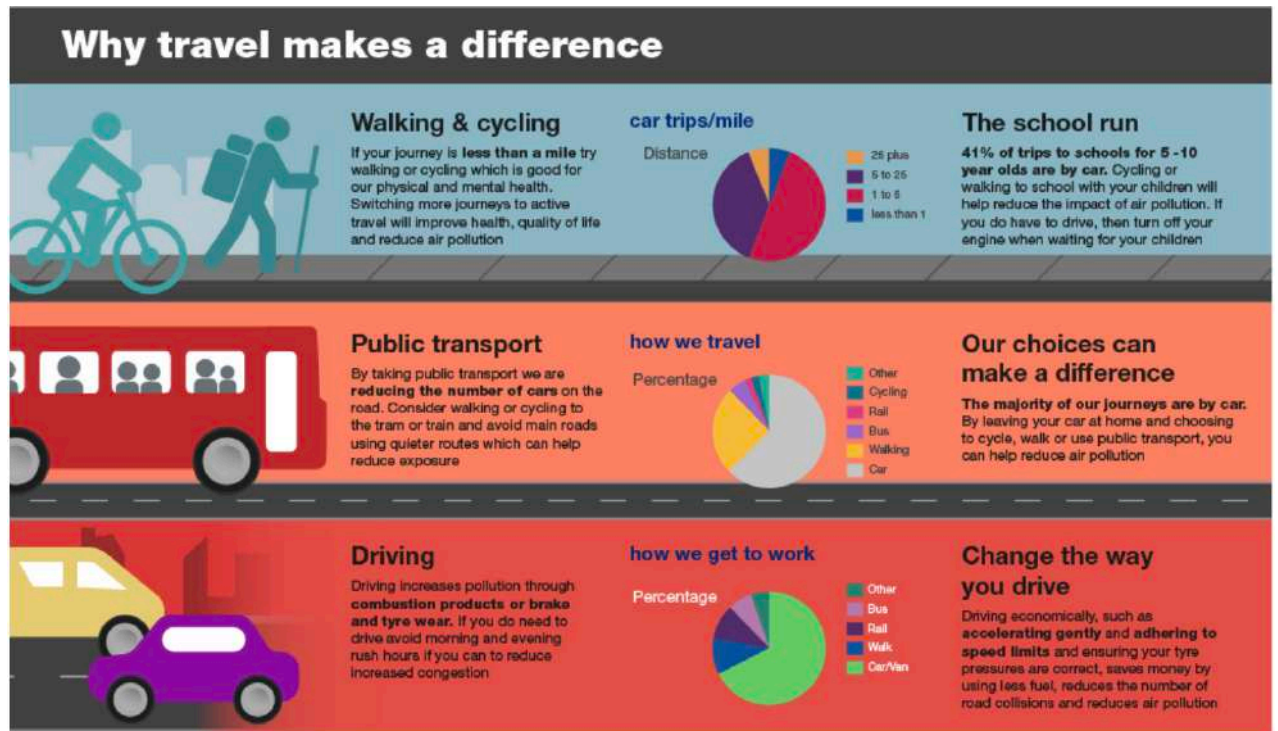
5.3.11 Public Health England published an edition of 'Health Matters' in 2018 with a focus on air pollution, noting that poor air quality is the largest environmental health risk in the UK; it showed that road transport contributes 33.6% and 12.4% of all nitrogen dioxide and particulate matter emissions respectively. Their effects include the exacerbation of asthma, coughing and wheezing in the short-term, and lung cancer, respiratory conditions and strokes in the long term, amongst many others.

5.3.12 Moderate activity, including walking and cycling can prevent / reduce the risk of various health problems; including, but not limited to, cancer, obesity, diabetes, strokes, mental health issues and high blood pressure. Further impacts of different travel modes on public health are shown in **Figure 5.2**.

5.3.13 The implementation of TPs therefore has a large scope to improve the health of those who they target.



Figure 5.2 : Impact of Travel Behaviour on Public Health (source : Public Health England)



#### Financial Benefits

5.3.14 Financial gains are also to be made through increased active travel (physical inactivity was thought to have cost the NHS £455 million in 2013-14), as well as public transport, that may present itself as a more affordable alternative to car ownership or regular car use.

5.3.15 Individuals can save money by choosing the most appropriate sustainable mode of travel to themselves, instead of using a private car. Such transitions and choices are made easier by the implementation of an effective TP.

## 6. Travel Plan Targets

### 6.1 Purpose of Target Setting

6.1.1 Targets are the measurable goals by which progress will be assessed. The TP sets out the mode share targets that the occupier will seek to achieve via liaising with Lancashire County Council (LCC). These mode share targets are **SMART**; that is **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime related.

### 6.2 Mode Share Targets

6.2.1 Individual modal share targets are outlined in **Table 6.1**. Due to the limited control over modes of travel adopted by visitors, targets are not set specifically for these site users. However, measures outlined in this TP may also benefit visitors, as well as residents.

**Table 6.1 : Provisional Mode Share Targets**

Mode of Travel	Mode Share Targets by Timescales					
	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Single Occupancy Vehicle (SOV)	78%	76%	74%	72%	70%	68%
Sustainable Travel Modes	22%	24%	26%	28%	30%	32%

6.2.2 The targets outlined in **Table 6.1** aim to achieve a 10% mode shift from SOV trips to sustainable travel modes (and corresponding 10% uplift in sustainable modes). The actual baseline mode share will be confirmed as part of the baseline Residents' Travel Survey. At this stage, these are interim percentages based upon the multimodal trip calculations from 2011 Census data. The mode share targets are subject to change on this basis.

6.2.3 It is recognised that it is not possible to set accurate targets far into the future, even when based on actual mode share data. Given this, it should be acknowledged that the targets may change over time as the results of ongoing monitoring become available.

6.2.4 All data collected will be in accordance with local authority standards, to ensure the TPs are being accurately monitored and that targets are being met as per the ambitions of this TP.

## 7. Travel Plan Management

### 7.1 Overview

7.1.1 This chapter sets out the actions and responsibility for managing the TP. Further actions are presented in the Action Plan in [Chapter 10](#).

### 7.2 Travel Plan Co-ordinator

#### Role and Responsibilities

7.2.1 The TPC will act as a liaison point for residents for any issues relating to the TP. The role will also include liaising with the LCC as the Local Highway Authority, as well as public transport operators, where required.

7.2.2 The roles and responsibilities of the TPC will include:

- Administer and manage the TP and provide a liaison with LCC when implementing the plan;
- Ensure travel awareness amongst residents;
- Provide a point of contact to discuss travel information and options;
- Promote and encourage the use of sustainable travel modes as an alternative to single occupancy car trips, where appropriate; and
- Ensure the availability of the most up to date travel information.

7.2.3 The TPC will be responsible for conducting annual Residents' Travel Survey. The TPC will submit these results to LCC, and they will inform the relevant targets and measures for the TP document.

### 7.3 Funding

7.3.1 The TP will be funded by the developer who will cover the cost of the TPC role, all the measures, as well as the cost of the monitoring and reporting.

### 7.4 Liaising with Stakeholders

7.4.1 It will be necessary for the TPC to liaise with LCC and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.

7.4.2 As part of the TPC role, where required, they would need to liaise with other interested parties which can include sharing ideas with other adjacent developments, working with a transport authority to obtain/development information to pass on to users and liaising with other groups such as cycle user groups.

## 8. Travel Plan Measures

### 8.1 Overview

8.1.1 This section of the report will outline the specific physical and management measures which should be undertaken as part of the TP.

### 8.2 Promotion and Marketing

8.2.1 Residents will be made aware of the existence of the TP upon commencement of their residence at the development. The following methods could be used as a means of disseminating information to residents as well as promoting events / campaigns / promotions:

- TPC will utilise notice boards to promote the TP;
- Resident newsletters (where possible);
- The TP will be presented and promoted to residents as an opportunity and possibly a challenge rather than as a chore;
- Residents at the site will be provided with a Travel Pack upon moving in. This Travel Pack will inform residents of the information that they need to make an informed choice with regards to their travel options;
- E-groups and forums; and
- Other means of promoting the TP will also be investigated.

### 8.3 Travel Pack

8.3.1 The TPC will prepare a Travel Pack to be provided to each new resident on first occupation.

8.3.2 The Travel Pack will inform residents of the TP and would contain some or all of the following information:

- Location of nearest bus stops and train station(s);
- Up to date local bus timetables;
- Maps showing safe walking routes to the nearest key facilities including bus stops and train stations;
- Maps showing safe cycling routes to the site;
- Promotional material highlighting the health and financial benefits of walking and cycling;
- Promotion events, where applicable;

- Details of trip planning apps;
- Details of national websites such as <https://www.enterprise.co.uk/en/home.html>;
- Details of car share services such as <https://liftshare.com/uk>;
- Details of websites such as <https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner> which provides a free online walking journey planner;
- Details of journey planning websites such as <https://www.traveline.info/>; and
- Details of websites and apps where you can get the next departures from any bus stop sent to your mobile phone.

## 8.4 Travel Database

8.4.1 The TPC will produce and maintain a travel database of the travel characteristics of residents.

8.4.2 The TPC will obtain residents travel data by asking residents to complete a baseline Residents' Travel Survey once at least 50% of units are occupied. A Residents' Travel Survey will then be undertaken annually for a period of 5 years.

8.4.3 The surveys would request details of the following (this is not an exhaustive list):

- Normal working hours;
- Mode of travel to work;
- Car ownership;
- Reason for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;
- Estimates of public transport journey times and cost; and
- Profile, including age, gender etc.

8.4.4 All data collected in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the database and be responsible for the release of information.

8.4.5 The baseline Residents' Travel Survey should be undertaken once at least 50% of units are occupied. The baseline Residents' Travel Survey results also provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured.



8.4.6 An example Travel Survey that may be used as a starting point by the TPC is attached in **Appendix B**.

## 8.5 Encouraging Walking

8.5.1 In order to encourage walking at the site, the TPC will ensure that residents have received information and advice concerning safe pedestrian routes to and from the site to local amenities, and public transport links. They will also be encouraged to walk by promoting the benefits which include health, reduction in stress, cost and environmental friendliness.

8.5.2 The following websites can be accessed to plan safe walking routes and obtain information on walking:

- <https://www.google.co.uk/maps>
- <https://www.livingstreets.org.uk/>
- <https://www.routeyou.com/>
- <https://www.lancashire.gov.uk/leisure-and-culture/walking/>

## 8.6 Encouraging Cycling

8.6.1 The TPC's role will include the promotion of cycling to residents. This may be through the provision of details regarding local cycle routes and facilities and other relevant information such as bicycle purchase / repair.

8.6.2 The following websites can be used to find information on local cycle routes, groups and further information of cycling around Lancashire:

- <https://www.ribblevalley.gov.uk/walking-cycling/cycling-ribble-valley>
- <https://www.lancashire.gov.uk/leisure-and-culture/cycling/>
- <https://www.lancashire.gov.uk/leisure-and-culture/cycling/cycle-routes/>

## 8.7 Promoting Public Transport

8.7.1 The promotion of walking and cycling will encourage residents to adopt these modes, but for those travelling further from the development site, public transport provides a more suitable alternative to the private car. A lack of awareness of the facilities available is often cited as a reason for not using public transport facilities.

8.7.2 Public transport information would be provided within the travel information pack.

8.7.3 The following websites can be used to access timetables and ticketing information regarding local services in the vicinity of the site:

#### Local Buses

- <https://www.transdevbus.co.uk/the-blackburn-bus-company/>
- <https://pilkingtonbus.com/>
- <https://www.prestonbus.co.uk/>
- <https://www.stagecoachbus.com/>
- <https://www.lancashire.gov.uk/roads-parking-and-travel/public-transport/bus-timetables/>

#### Rail

- <https://www.thetrainline.com/>
- <https://www.traveline.info/>

## 8.8 Promoting Car Sharing and Car Hire

8.8.1 Car sharing represents a convenient and alternative form of travel with significant potential to reduce the total private car mileage and car parking demand.

8.8.2 The principal benefits associated with the introduction of a car sharing scheme are considerable and include:

- Reduced travel costs – drivers and passengers can split the costs of travel;
- Improved access – to areas which aren't accessible through public transport;
- Meet new people – sharing a car is a great way to meet colleagues, friends and neighbours;
- Reduced congestion – by sharing cars you can do your bit to help reduce congestion in the area;
- Reduced pollution – cutting congestion will also help to reduce pollution; and
- Reduced CO<sub>2</sub> emissions – which in turn will help to reduce the development of global warming.

8.8.3 Residents will be provided with details of publicly accessible databases and websites that provide the opportunity for people to car share in the wider area. These may include:

- <https://liftshare.com/uk>
- <https://www.blablacar.co.uk/>

## 8.9 Car Alternatives

8.9.1 It is understood that sometimes access by car is necessary. Residents and visitors will also be provided the details of local minicab/ taxi firms as necessary.

## 8.10 Liaising with Stakeholders

8.10.1 It will be necessary for the TPC to liaise with Local Planning Authorities and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.

8.10.2 As part of the TPC role, they would need to liaise with other interested parties which can include working with a transport authority to obtain information to pass on to users and liaising with other groups such as cycle user groups.

## 9. Monitoring and Review

### 9.1 Overview

9.1.1 Monitoring of the TP has the following key roles led by the TPC:

- To provide feedback to allow the TP to be developed; and
- To measure the level of success in meeting identified targets of this TP using key performance indicators.

9.1.2 A strategy for undertaking the monitoring and review is outlined in this section.

### 9.2 Monitoring Strategy

9.2.1 The monitoring programme will begin with the initial baseline Residents' Travel Survey, to be undertaken once at least 50% of units are occupied.

9.2.2 The baseline Residents' Travel Survey results also provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured.

9.2.3 The surveys undertaken will also confirm the number of residents surveyed, the number of respondents, the date of survey, the type of survey used and how the modal split has been calculated.

9.2.4 The success of a TP should be assessed in terms of the effect the implemented measures have had on the achievement of the TP targets.

### 9.3 Reporting

9.3.1 Respective TP reviews will be undertaken annually for a period of 5 years. These will provide an opportunity for the TPC to assess the progress of their TP. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data.

9.3.2 If the targets and measures outlined in the annual monitoring reports are not being achieved, the potential for introducing remedial actions will be considered.

## 10. Action Plan

10.1.1 An example 'Action Plan' is outlined in [Table 10.1](#). This provides a schedule of the key actions detailed within this TP in terms of who is responsible and their timescale. All actions are directed at influencing travel patterns to achieve the stated targets in-line with the objectives.

**Table 10.1 : Travel Plan Action Plan**

Measure	Responsibility	Timescale
Appointment of TPC	Occupier	Prior to occupation
Provision of sustainable travel information	TPC	Upon occupation / Ongoing
General promotion of sustainable travel opportunities	TPC	Ongoing
Undertake baseline Year 1 Residents' Travel Survey	TPC	When 50% of units are occupied
Undertake Year 1 Residents' Travel Survey	TPC	First anniversary of occupation
Undertake Year 2 Residents' Travel Survey	TPC	Second anniversary of occupation
Undertake Year 3 Residents' Travel Survey	TPC	Third anniversary of occupation
Undertake Year 4 Residents' Travel Survey	TPC	Fourth anniversary of occupation
Undertake Year 5 Residents' Travel Survey	TPC	Fifth anniversary of occupation
Update Travel Plan with survey and monitoring findings for the preceding period and issue to LCC	TPC	Within 6 months of survey

# APPENDICES



## APPENDIX A Full Bus Timetables

# Mondays to Fridays

-  **Clitheroe** Interchange stand 6
-  **Whalley** bus station stand A
- Langho** Northcote Road
- Roe Lee** Roe Lee Park
-  **Blackburn** bus station
- Blackburn** bus station stand 2
-  **Royal Blackburn Hospital** stand A
- Shadsworth** Fecitt Brow

arr  
dep

0613	0643	0713	0735	0755	0823	0832	0913	0943		13	43		1413	1443	1453	1523
0626	0658	0728	0750	0810	0838	0858	0928	0958		28	58		1428	1513	1509	1539
0632	0705	0735	0757	0817	0845	0905	0935	1005		35	05		1435	1520	1516	1546
0644	0717	0748	0811	0831	0857	0917	0947	1017		47	17		1447	1532	1528	1558
0655	0728	0800	0825	0845	0908	0928	0958	1028		58	28		1458	1544	1540	1610
0630	0700	0735	0805	0835	0905	0935	1005	1035		05	35		1505	1530	1550	1620
0642	0712	0747	0817	0847	0917	0947	1017	1047		17	47		1518	1543	1603	1633
0646	0716	0751	0821	0851	0921	0951	1021	1051		21	51		1522	1547	1607	1637

On school days this bus also calls at Clitheroe Royal Grammar School at 0839.  
On School holidays this bus leaves Clitheroe interchange at 0843

this bus runs on school day Wednesdays only and also calls at Clitheroe Royal Grammar School at 1453

this bus runs on school days except Wednesdays and school holidays only

-  **Clitheroe** Interchange stand 6
-  **Whalley** bus station stand A
- Langho** Northcote Road
- Roe Lee** Roe Lee Park
-  **Blackburn** bus station
- Blackburn** bus station stand 2
-  **Royal Blackburn Hospital** bus station stand A
- Shadsworth** Fecitt Brow

arr  
dep

1543	1553	1623	1653	1713	1743	1813	1843	1923	2023	2123	2223	2323
1613	1609	1639	1709	1729	1758	1827	1857	1937	2037	2137	2237	2337
1620	1616	1646	1716	1736	1805	1833	1903	1943	2043	2143	2243	2343
1632	1628	1658	1728	1748	1817	1844	1912	1952	2052	2152	2252	2352
1644	1640	1710	1740	1800	1828	1855	1921	2001	2101	2201	2301	0000
1650	1650	1720	1750	1810	1905	2005	2105	2205	2305			
1703	1703	1733	1803	1822	1915	2014	2114	2214	2314			
1707	1707	1737	1807	1826	1919	2017	2117	2217	2317			

this bus runs on school day Wednesdays and school holidays only

this bus runs on school days except Wednesdays and also calls at Clitheroe Royal Grammar School at 1553

this bus ends at Penny Street

# Saturdays

-  **Clitheroe** Interchange stand 6
-  **Whalley** bus station stand A
- Langho** Northcote Road
- Roe Lee** Roe Lee Park
-  **Blackburn** bus station
- Blackburn** bus station stand 2
-  **Royal Blackburn Hospital** stand A
- Shadsworth** Fecitt Brow

arr  
dep

	0723	0813	0843		13	43		1713	1743	1818	1923	2023	2123	2223	2323
	0707	0737	0758	0858		28	58		1728	1757	1832	1937	2037	2137	2237
	0713	0743	0805	0835	0905		35	05		1735	1803	1838	1943	2043	2143
	0722	0752	0817	0847	0917		47	17		1747	1814	1849	1952	2052	2152
	0731	0801	0828	0858	0928		58	28		1758	1825	1900	2001	2101	2201
0635	0735	0805	0835	0905	0935		05	35		1805	1905	2005	2105	2205	2305
0647	0747	0817	0847	0917	0947		17	47		1815	1915	2014	2114	2214	2314
0651	0751	0821	0851	0921	0951		21	51		1819	1919	2017	2117	2217	2317

this bus ends at Penny Street

# Sundays

-  **Clitheroe** Interchange stand 6
-  **Whalley** bus station stand A
- Langho** Northcote Road
- Roe Lee** Roe Lee Park
-  **Blackburn** bus station
- Blackburn** bus station stand 2
-  **Royal Blackburn Hospital** stand A
- Shadsworth** Fecitt Brow

arr  
dep

0918	1018	1118	1218	1318	1418	1518	1618	1718	1823
0932	1032	1132	1232	1332	1432	1532	1632	1732	1837
0938	1038	1138	1238	1338	1438	1538	1638	1738	1843
0949	1049	1149	1249	1349	1449	1549	1649	1749	1852
0958	1058	1158	1258	1358	1458	1558	1658	1758	1901
	1005	1105	1205	1305	1405	1505	1605	1705	1805
	1014	1114	1214	1314	1414	1514	1614	1714	1814
	1018	1118	1218	1318	1418	1518	1618	1718	1818

# Mondays to Fridays

- Shadsworth Fecitt Brow
- Royal Blackburn Hospital stand B
- Blackburn bus station
- Blackburn bus station stand 10
- Roe Lee Roe Lee Park
- Langho rail station
- Whalley King Street stand D
- Clitheroe Interchange

arr  
dep

0607	0647	0717	0752	0822	0852		22	52		1322	1352	1423	1453	1523	1548	1608
0616	0656	0728	0803	0833	0903		33	03		1333	1403	1434	1504	1534	1559	1619
0626	0706	0742	0818	0848	0916	then	46	16		1346	1416	1448	1518	1548	1613	1633
0550	0630	0710	0733	0745	0825	every	55	25		1355	1425	1450		1525	1555	1620
0558	0638	0718	0743	0755	0835	30	05	35	until	1405	1435	1501		1536	1606	1631
0606	0649	0729	0756	0808	0846	mins	16	46		1416	1446	1514		1549	1619	1644
0613	0658	0738	0805	0817	0855	at	25	55		1425	1455	1523		1558	1628	1653
0625	0710	0750	0819	0831	0907		37	07		1437	1507	1535		1610	1640	1705
																1725

on school days this bus continues to  
Clitheroe Royal Grammar School at 0839

- Shadsworth Fecitt Brow
- Royal Blackburn Hospital stand B
- Blackburn bus station
- Blackburn bus station stand 10
- Roe Lee Roe Lee Park
- Langho rail station
- Whalley King Street stand D
- Clitheroe Interchange

arr  
dep

1638	1708	1738	1808	1827	1920		2018		2118		2218		2318
1649	1719	1749	1819	1835	1928		2026		2126		2226		2326
1703	1733	1802	1832	1845	1938		2036		2136		2236		2336
1710	1740	1810	1840		1940		2040		2140		2240	2340	
1721	1750	1818	1848		1948		2048		2148		2248	2348	
1734	1801	1828	1858		1958		2058		2158		2258	2358	
1743	1810	1836	1906		2006		2106		2206		2306	0006	
1755	1822	1848	1918		2018		2118		2218		2318	0018	

this bus leaves from the  
night stand in Blackburn

# Saturdays

- Shadsworth Fecitt Brow
- Royal Blackburn Hospital stand B
- Blackburn bus station
- Blackburn bus station stand 10
- Roe Lee Roe Lee Park
- Langho rail station
- Whalley King Street stand D
- Clitheroe Interchange

arr  
dep

0617	0652	0722	0752		22	52		1622	1652	1722	1752	1820		1920		2018		2118
0625	0703	0733	0803		33	03		1633	1703	1733	1803	1828		1928		2026		2126
0635	0716	0746	0816	then	46	16		1646	1716	1746	1816	1838		1938		2036		2136
0640	0725	0755	0825	every	55	25		1655	1725	1755		1840		1940		2040		2140
0648	0733	0805	0835	30	05	35	until	1705	1733	1803		1848		1948		2048		2148
0658	0743	0816	0846	mins	16	46		1716	1743	1813		1858		1958		2058		2158
0706	0751	0825	0855	at	25	55		1725	1751	1821		1906		2006		2106		2206
0718	0803	0837	0907		37	07		1737	1803	1833		1918		2018		2118		2218

- Shadsworth Fecitt Brow
- Royal Blackburn Hospital stand B
- Blackburn bus station
- Blackburn bus station stand 10
- Roe Lee Roe Lee Park
- Langho rail station
- Whalley King Street stand D
- Clitheroe Interchange

arr  
dep

2218	2318
2226	2326
2236	2336
2240	2340
2248	2348
2258	2358
2306	0006
2318	0018

this bus leaves from the  
night stand in Blackburn

# Sundays

- Shadsworth Fecitt Brow
- Royal Blackburn Hospital stand B
- Blackburn bus station
- Blackburn bus station stand 10
- Roe Lee Roe Lee Park
- Langho rail station
- Whalley King Street stand D
- Clitheroe Interchange

arr  
dep

	1019	1119	1219	1319	1419	1519	1619	1719	1819
	1027	1127	1227	1327	1427	1527	1627	1727	1827
	1037	1137	1237	1337	1437	1537	1637	1737	1837
0935	1035	1135	1235	1335	1435	1535	1635	1740	1840
0943	1043	1143	1243	1343	1443	1543	1643	1748	1848
0954	1054	1154	1254	1354	1454	1554	1654	1758	1858
1002	1102	1202	1302	1402	1502	1602	1702	1806	1906
1014	1114	1214	1314	1414	1514	1614	1714	1818	1918

ALL OUR BUSES BETWEEN  
PADIHAM & BURNLEY

to Burnley

departures from  
**Padiham** Bridge Inn  
to Burnley

TRAVEL TIME

Ightenhill Park Lane  
Burnley bus station

8 mins  
17 mins

Mondays to Fridays	0503	Saturdays	0621	Sundays	0808
	0539		0651		0838
	0554		0711		0908
	0609		0726		0938
	0624		0741		0951
	0637		0756		1006
	then around every 10 mins until		then around every 10 mins until		1023
					1036
					1051
					then at
					06
1903		1816		21	
1923		1823		36	
1928		1838		51	
1938		1853		until	
2008		1853		1706	
2038		1923		1723	
2108		1928		1738	
2138		1938		1751	
2210		2008		1806	
2238		2038		1823	
2308		2108		1838	
		2138		1853	
		2208		1908	
		2238		1938	
		2308		2008	
				2038	
				2108	
				2138	
				2208	
				2238	

to Padiham

departures from  
**Burnley** bus station gate 4  
to Padiham

TRAVEL TIME

Ightenhill Park Lane  
Padiham

9 mins  
17 mins

Mondays to Fridays	0525	Saturdays	0632	Sundays	0743		
	0555		0640		0813		
	0605		0702		0843		
	0615		then around every 10 mins until		0858		
	0625				0913		
	0630				0928		
	0645				0943		
	0655				0958		
	0700				then at		
	0715						13
then around every 10 mins until	1802	until	28				
	1813		43				
	1828		58				
	1843						
	1858		1928				
	1913		1938				
	1928		2008				
	1943		2038				
	1958		2108				
	2013		2138				
2028	2210						
2058	2238						
2128	2308						
2158							
2228							
2258							
2328							



some departures from Padiham & Burnley  
will be run by our Hotline buses

**Accrington Bus Station stand 5**

Huncoat Newhouse Road

Hapton Mill Hill Lane

**Clitheroe Interchange stand 6**

**Whalley Bus Station stand C**

Padiham Slade Lane

Padiham Bridge Inn

Burnley Ightenhill Park Lane

**Burnley Bus Station**

**Accrington Bus Station stand 5**

Huncoat Newhouse Road

Hapton Mill Hill Lane

**Clitheroe Interchange stand 6**

**Whalley Bus Station stand C**

Padiham Slade Lane

Padiham Bridge Inn

Burnley Ightenhill Park Lane

**Burnley Bus Station**

**Accrington Bus Station stand 5**

Huncoat Newhouse Road

Hapton Mill Hill Lane

**Clitheroe Interchange stand 6**

**Whalley Bus Station stand C**

Padiham Slade Lane

Padiham Bridge Inn

Burnley Ightenhill Park Lane

**Burnley Bus Station**

**Accrington Bus Station stand 5**

Huncoat Newhouse Road

Hapton Mill Hill Lane

**Clitheroe Interchange stand 6**

**Whalley Bus Station stand C**

Padiham Slade Lane

Padiham Bridge Inn

Burnley Ightenhill Park Lane

**Burnley Bus Station**

M2	152	M2	152	M2	152	M1	M2	152	M2	M2	M1	152	M2	M1	152	M2	M1	152	M2	M2	M1
											0702			0727		0735					0810
											0711			0736		0744					0819
											0719			0744		0752					0827
						0639															
									0645				0715					0746			
											0700			0730				0801			
0500											0714			0744				0816			
0503	0539	0554	0609	0624	0637	0650	0700	0710	0719	0724	0732	0739	0749	0758	0758	0806	0813	0821	0831	0841	
0509	0545	0600	0615	0631	0645	0658	0708	0718	0727	0733	0741	0749	0759	0808	0808	0816	0823	0831	0841	0851	
0517	0553	0608	0623	0639	0653	0707	0717	0727	0737	0745	0753	0801	0811	0820	0820	0828	0835	0843	0853	0903	

this bus starts at  
Altham Business Park at 0546

this bus runs school days only

this bus runs school holidays only

152	M2	M2	M1	152	M2	M1	152	M2	M1	152	M2	M1	152	M2	M2	M1	152	M2	M2	M1	152
			0846					16		46				1416		1446					
			0855					25		55				1425		1455					
			0903					33		03				1433		1503					
	0822	0832			0902				32		02				1432						
	0847	0847			0917				47		17				1448	1457					
	0901	0901			0931				01		31				1502	1511					
0851	0906	0906	0916	0926	0936			46	56	06	16	26	36	1446	1458	1507	1516	1517	1527	1530	
0901	0914	0914	0924	0934	0944			54	04	14	24	34	44	1454	1507	1517	1526	1527	1537	1540	
0913	0923	0923	0933	0943	0953			03	13	23	33	43	53	1503	1517	1527	1536	1537	1547	1550	

this bus calls at  
Clitheroe Grammar at  
0830 on school days

this bus runs  
school holidays

this bus runs on school day Wednesdays only,  
starting at Clitheroe Grammar at 1440

M2	M1	152	M2	M1	152	M2	M2	M2	M1	152	M2	M1	152	M2	M1	152	M2	M1	152	M2
	1516			1546					1621		1656			1726		1756				
	1525			1555					1630		1705			1735		1805				
	1533			1603					1638		1713			1743		1813				
1502			1532			1548	1602			1637			1712			1743			1818	
1518			1548			1618	1618			1653			1728			1759			1832	
1532			1602			1632	1632			1707			1742			1813			1844	
1537	1547	1601	1607	1617	1637	1637	1637	1645	1652	1707	1712	1727	1737	1747	1757	1802	1817	1826	1829	1848
1547	1557	1611	1617	1625	1645	1645	1645	1653	1700	1715	1720	1735	1745	1755	1805	1810	1825	1834	1837	1854
1557	1607	1621	1627	1635	1655	1655	1655	1703	1710	1725	1730	1745	1755	1805	1815	1820	1833	1842	1845	1902

this bus runs school days  
except Wednesdays & serves  
Clitheroe Grammar

this bus runs Wednesdays and  
school holidays only

152	M1	M2	152	M1	152	M2	152	M1	152	M2	M2
	1836			1911				2111		2241	
	1844			1919				2119		2249	
	1852			1927				2127		2257	
		1853				2008			2208		
		1907				2022			2222		
		1919				2034			2234		
1856	1903	1923	1928	1938	2008	2038	2108	2138	2210	2238	2308
1904	1909	1929	1934	1944	2014	2044	2114	2144	2216	2244	2314
1912	1917	1937	1942	1952	2022	2052	2122	2152	2224	2252	2322

on Fridays, these buses serve  
The Mechanics in Burnley,  
not St James St

when Accrington Bus Station  
closes for the evening, buses  
depart from the night stand



departures showing 152 are run  
by our Hotline buses

## Saturdays

## Accrington Bus Station stand 5

Huncoat Newhouse Road

Hapton Mill Hill Lane

## Clitheroe Interchange stand 6

## Whalley Bus Station stand C

Padiham Slade Lane

Padiham Bridge Inn

Burnley Ightenhill Park Lane

## Burnley Bus Station

152	152	M2	152	M2	152	M2	M1	152	M2	M1	152	M2	M1	152	M2	M1	152
							0746										
							0755										
							0803										
							0732	▼	0802								
							0747	▼	0817								
							0801	▼	0831								
0621	0651	0711	0726	0741	0756	0806	0816	0826	0836								
0627	0657	0719	0734	0749	0804	0814	0824	0834	0844								
0635	0705	0728	0743	0758	0813	0823	0833	0843	0853								

then  
at

until

## Accrington Bus Station stand 5

Huncoat Newhouse Road

Hapton Mill Hill Lane

## Clitheroe Interchange stand 6

## Whalley Bus Station stand C

Padiham Slade Lane

Padiham Bridge Inn

Burnley Ightenhill Park Lane

## Burnley Bus Station

M2	M2	152	M1	152	M2	M2	152	M2	152	M1	152	M2	152	M2	M1		
	1746				1826			1911				2111			2241		
	1755				1834			1919				2119			2249		
	1803				1842			1927				2127			2257		
1732	▼		1808	▼	1853		▼			2008	▼		2208	▼			
1747	▼		1822	▼	1907		▼			2022	▼		2222	▼			
1801	▼		1834	▼	1919		▼			2034	▼		2234	▼			
1806	1816	1823	1838	1853	1853	1923	1928	1938		2008	2038	2108	2138	2208	2238	2308	
1814	1824	1829	1844	1859	1859	1929	1934	1944		2014	2044	2114	2144	2214	2244	2314	
1822	1832	1837	1852	1907	1907	1937	1942	1952		2022	2052	2122	2152	2222	2252	2322	

when Accrington Bus  
Station closes for the  
evening, buses  
depart from the night  
standthese buses serve  
The Mechanics in Burnley,  
not St James St

## Sundays

## Accrington Bus Station stand 5

Huncoat Newhouse Road

Hapton Mill Hill Lane

## Clitheroe Interchange stand 6

## Whalley Bus Station stand C

Padiham Slade Lane

Padiham Bridge Inn

Burnley Ightenhill Park Lane

## Burnley Bus Station

M2	M2	152	M2	152	152	M1	M2	152	152	M1	M2	152	152	M1	M2	152	152
						0956										1656	
						1004										1704	
						1012										1712	
						▼	1005									▼	1708
						▼	1019									▼	1722
						▼	1032									▼	1734
0808	0838	0908	0938	0951	1006	1023	1036	1051								1706	1723
0814	0844	0914	0944	0958	1013	1029	1043	1058								1713	1729
0822	0852	0922	0952	1007	1022	1037	1052	1107								1722	1737

then  
at

until

## Accrington Bus Station stand 5

Huncoat Newhouse Road

Hapton Mill Hill Lane

## Clitheroe Interchange stand 6

## Whalley Bus Station stand C

Padiham Slade Lane

Padiham Bridge Inn

Burnley Ightenhill Park Lane

## Burnley Bus Station

M1	M2	M1	152	M2	152	M2	M1	M2	M2	M2
1756		1826					2041			
1804		1834					2049			
1812		1842					2057			
▼	1808	▼		1908		2008	▼			
▼	1822	▼		1922		2022	▼			
▼	1834	▼		1934		2034	▼	2134	2204	2234
1823	1838	1853	1908	1938	2008	2038	2108	2138	2208	2238
1829	1844	1859	1914	1944	2014	2044	2114	2144	2214	2244
1837	1852	1907	1922	1952	2022	2052	2122	2152	2222	2252







## Saturdays

- Burnley** Bus Station **stand 4**  
**Burnley** Ightenhill Park Lane  
**Padiham** Green Lane  
**Padiham** Town Hall  
**Padiham** Slade Lane  
**Whalley** King Street  
**Clitheroe** Interchange  
**Hapton** Mill Hill Lane  
**Huncoat** Newhouse Road  
**Accrington** Bus Station

M2	152	M2	M1	152	M2	M1	152	M2	M1	152		M2	M1	152	M2	M1	152		M2	M1
0632	0640	0702	0712	0722	0732	0742	0752	0802	0812	0822	then at	32	42	52	02	12	22	until	1732	1742
0638	0646	0708	0718	0731	0741	0751	0801	0811	0821	0831		41	51	01	11	21	31		1741	1751
▼	▼	▼	0726	▼	▼	0800	▼	▼	0830	▼		▼	00	▼	▼	30	▼		▼	1759
0644	0652	0714	▼	0739	0750	▼	0809	0820	▼	0839		50	▼	09	20	▼	39		1750	▼
0647	0717	▼	▼	0753	▼	▼	0823	▼	▼	▼		53	▼	▼	23	▼	▼		▼	▼
0701	0731	▼	▼	0807	▼	▼	0837	▼	▼	▼		07	▼	▼	37	▼	▼		▼	▼
0713	0743	▼	▼	0819	▼	▼	0849	▼	▼	▼		19	▼	▼	49	▼	▼		▼	▼
▼	▼	▼	0735	▼	▼	0810	▼	▼	0840	▼		▼	10	▼	▼	40	▼		1809	▼
▼	▼	▼	0743	▼	▼	0818	▼	▼	0848	▼		▼	18	▼	▼	48	▼			
▼	▼	▼	0753	▼	▼	0829	▼	▼	0859	▼		▼	29	▼	▼	59	▼			

- Burnley** Bus Station **stand 4**  
**Burnley** Ightenhill Park Lane  
**Padiham** Green Lane  
**Padiham** Town Hall  
**Padiham** Slade Lane  
**Whalley** King Street  
**Clitheroe** Interchange  
**Hapton** Mill Hill Lane  
**Huncoat** Newhouse Road  
**Accrington** Bus Station

152	M2	M1	152	M1	152	M2	152	M2	152	M1	152	M2	152	M1	152	M2	M2
1752	1802	1812	1823	1838	1853	1908	1923	1938	1953	2008	2028	2058	2128	2158	2228	2258	2328
1801	1811	1821	1832	1847	1902	1917	1932	1946	2001	2016	2036	2106	2136	2206	2236	2306	2336
▼	▼	1829	▼	1855	▼	▼	▼	▼	▼	2023	▼	▼	▼	2213	▼	▼	▼
1809	1819	▼	1839	▼	1909	1925	1939	1953	2008	▼	2043	2113	2143	▼	2243	2313	2342
▼	1822	▼	▼	▼	1928	▼	▼	▼	▼	▼	2116	▼	▼	▼	2316	▼	▼
▼	1835	▼	▼	▼	1941	▼	▼	▼	▼	▼	2129	▼	▼	▼	2329	▼	▼
▼	1847	▼	▼	▼	1953	▼	▼	▼	▼	▼	2141	▼	▼	▼	2341	▼	▼
▼	1839	▼	1905	▼	▼	▼	▼	▼	▼	2033	▼	▼	2223	▼	▼	▼	▼
▼	1845	▼	▼	▼	▼	▼	▼	▼	▼	2039	▼	▼	2229	▼	▼	▼	▼
▼	1854	▼	▼	▼	▼	▼	▼	▼	▼	2048	▼	▼	2238	▼	▼	▼	▼

these buses serve  
The Mechanics in Burnley,  
not St James St

## Sundays

- Burnley** Bus Station **stand 4**  
**Burnley** Ightenhill Park Lane  
**Padiham** Green Lane  
**Padiham** Town Hall  
**Padiham** Slade Lane  
**Whalley** King Street  
**Clitheroe** Interchange  
**Hapton** Mill Hill Lane  
**Huncoat** Newhouse Road  
**Accrington** Bus Station

M2	M2	M1	M2	152	152	M1	M2	152	152	M1	M2		152	152	M1	M2		M2	M2	152
0743	0813	0843	0858	0913	0928	0943	0958	1013	1028	1043	1058	then at	13	28	43	58	until	1758	1813	1828
0751	0821	0851	0906	0921	0936	0951	1006	1021	1036	1051	1106		21	36	51	06		1806	1821	1836
▼	▼	0858	▼	▼	▼	0958	▼	▼	▼	1058	▼		▼	▼	58	▼		▼	▼	▼
0758	0828	▼	0914	0929	0944	▼	1014	1029	1044	▼	1114		29	44	▼	14		1814	1828	1843
▼	0833	▼	0917	▼	▼	1017	▼	▼	▼	1117	▼		▼	▼	▼	17		1817	▼	▼
▼	▼	▼	0931	▼	▼	1031	▼	▼	▼	1131	▼		▼	▼	▼	31		1830	▼	▼
▼	▼	▼	0943	▼	▼	1043	▼	▼	▼	1143	▼		▼	▼	▼	43		1842	▼	▼
▼	0908	▼	▼	▼	1008	▼	▼	▼	▼	1110	▼		▼	▼	▼	10		▼	▼	▼
▼	0914	▼	▼	▼	1014	▼	▼	▼	▼	1117	▼		▼	▼	▼	17				
▼	0923	▼	▼	▼	1023	▼	▼	▼	▼	1126	▼		▼	▼	▼	26				

- Burnley** Bus Station **stand 4**  
**Burnley** Ightenhill Park Lane  
**Padiham** Green Lane  
**Padiham** Town Hall  
**Padiham** Slade Lane  
**Whalley** King Street  
**Clitheroe** Interchange  
**Hapton** Mill Hill Lane  
**Huncoat** Newhouse Road  
**Accrington** Bus Station

M1	M2	152	M1	152	M2	M1	M2	M2	M2
1843	1858	1928	1958	2028	2058	2128	2158	2238	2308
1851	1906	1936	2006	2036	2106	2136	2206	2246	2316
1858	▼	▼	2013	▼	▼	▼	▼	▼	▼
▼	1913	1943	▼	2043	2112	2142	2212	2252	2322
▼	1916	▼	▼	2116	2146	2216	2256	▼	▼
▼	1929	▼	▼	▼	▼	▼	▼	▼	▼
▼	1941	▼	▼	▼	▼	▼	▼	▼	▼
1908	▼	▼	2023	▼	▼	▼	▼	▼	▼
▼	▼	▼	2029	▼	▼	▼	▼	▼	▼
▼	▼	▼	2038	▼	▼	▼	▼	▼	▼



departures showing 152 are run  
by our Hotline buses

MONDAY TO FRIDAY (excluding Bank Holidays)													From 2nd May 2024	
	280	280	280	280	280	280	280	280	280	280	280	280	280	*
Preston Bus Stn, Stand 37	-	0650	0723	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815
Preston, Hesketh Arms	-	0700	0733	0825	0925	1025	1125	1225	1325	1425	1530	1630	1730	1827
Mellor Brook, Feilden's Arms	-	0710	0749	0835	0935	1035	1135	1235	1335	1435	1542	1642	1742	1837
Langho Petre Arms	-	0720	0803	0845	0945	1045	1145	1245	1345	1445	1553	1653	1753	1846
Whalley King St, Stand D	-	0728	0810	0852	0952	1052	1152	1252	1352	1452	1600	1700	1800	1853
Clitheroe Interchange, Stand 5	-	0740	0823	0904	1004	1104	1204	1304	1404	1504	1612	1712	1812	1904
Clitheroe Interchange, Stand 5	0743	0743	0823	0909	1009	1109	1209	1309	1409	1509	1615	1715	1815	-
Chatburn Post Office	0751	0751	-	0916	1016	1116	1216	1316	1416	1516	1622	1722	1821	-
Chatburn Opp. Post Office	-	-	0836	-	-	-	-	-	-	-	-	-	-	-
Gisburn Travellers Rest	0800	0800	-	0924	1024	1124	1224	1324	1424	1524	1631	1731	1828	-
Barnoldswick Station Rd	0812	0812	-	0935	1035	1135	1235	1335	1435	1535	1642	1742	1838	-
Earby Bus Station	0825	0825	-	0945	1045	1145	1245	1345	1445	1546	1651	1751	1848	-
Thornton In Craven Post Office	0829	0829	-	0949	1049	1149	1249	1349	1449	1550	1655	1755	-	-
Skipton Craven College	0840*	-	-	-	-	-	-	-	-	-	-	-	-	-
Skipton Bus Stn, Stand 4	0846	0846	-	1004	1104	1204	1304	1404	1504	1604	1710	1810	-	-

\* College days only

SATURDAY													From 2nd May 2024	
	280	280	280	280	280	280	280	280	280	280	280	280		
Preston Bus Stn, Stand 37	0655	0805	0910	1015	1115	1215	1315	1415	1515	1615	1715	1815		
Preston, Hesketh Arms	0705	0815	0920	1025	1125	1225	1325	1425	1525	1625	1725	1825		
Mellor Brook, Feilden's Arms	0715	0825	0930	1035	1135	1235	1335	1435	1535	1635	1735	1835		
Langho Petre Arms	0725	0835	0940	1045	1145	1245	1345	1445	1545	1645	1745	1845		
Whalley King St, Stand D	0732	0842	0947	1052	1152	1252	1352	1452	1552	1652	1752	1852		
Clitheroe Interchange, Stand 5	0744	0854	0959	1104	1204	1304	1404	1504	1604	1704	1804	1904		
Clitheroe Interchange, Stand 5	0749	0859	1004	1109	1209	1309	1409	1509	1609	1709	1809	-		
Chatburn Post Office	0756	0906	1011	1116	1216	1316	1416	1516	1616	1716	1816	-		
Gisburn Travellers Rest	0804	0914	1019	1124	1224	1324	1424	1524	1624	1724	1824	-		
Barnoldswick Station Rd	0815	0925	1030	1135	1235	1335	1435	1535	1635	1735	1835	-		
Earby Bus Station	0825	0935	1040	1145	1245	1345	1445	1545	1645	1745	1845	-		
Thornton In Craven Post Office	0829	0939	1044	1149	1249	1349	1449	1549	1649	1749	-	-		
Skipton Bus Stn, Stand 4	0844	0954	1059	1204	1304	1404	1504	1604	1704	1804	-	-		














SUNDAY													From 2nd May 2024	
	280	280	280	280	280									
Preston Bus Stn, Stand 37	0840	1040	1240	1440	1640									
Preston, Hesketh Arms	0849	1049	1249	1449	1649									
Mellor Brook, Feilden's Arms	0858	1058	1258	1458	1658									
Langho Petre Arms	0908	1108	1308	1508	1708									
Whalley King St, Stand D	0915	1115	1315	1515	1715									
Clitheroe Interchange, Stand 5	0926	1126	1326	1526	1726									
Clitheroe Interchange, Stand 5	0930	1130	1330	1530	1730									
Chatburn Post Office	0937	1137	1337	1537	1737									
Gisburn Travellers Rest	0945	1145	1345	1545	1745									
Barnoldswick Station Rd	0956	1156	1356	1556	1756									
Earby Bus Stationn	1005	1205	1405	1605	-									
Thornton In Craven Post Office	1008	1208	1408	1608	-									
Skipton Bus Stn, Stand 4	1022	1222	1422	1622	-									













To comply with Department for Transport guidance, this service connects at Clitheroe Bus Station. The connection is guaranteed and passengers should remain on the vehicle. Through fares are available.







**Note:** Service 280 will operate a reduced service on Bank Holidays - For more details visit [Stagecoachbus.com](https://www.stagecoachbus.com)


**Key**

- ★ Arrives at Clitheroe Interchange Stand 4
- Stop not served

MONDAY TO FRIDAY (excluding Bank Holidays)												From 2nd May 2024	
	280	280	280	280	280	280	280	280	280	280	280	280	280
Skipton Bus Stn, Stand 4	-	-	-	0910	1010	1110	1210	1310	1410	1510	1610	1720	1820
Thornton In Craven Post Office	-	-	-	0922	1022	1122	1222	1322	1422	1522	1622	1732	1832
Earby Bus Station	0605	0647	-	0927	1027	1127	1227	1327	1427	1527	1627	1737	1837
Barnoldswick Fernlea Avenue	0615	0657	-	0938	1038	1138	1238	1338	1438	1538	1638	1748	1848
Gisburn Travellers Rest	0624	0706	-	0948	1048	1148	1248	1348	1448	1548	1648	1758	1858
Chatburn Opp. Post Office	0632	0714	0837	0956	1056	1156	1256	1356	1456	1556	1656	1806	1906
Clitheroe Interchange, Stand 4	0639	0721	0846	1005	1105	1205	1305	1405	1505	1605	1705	1815	1915
													
Clitheroe Interchange, Stand 4	0642	0726	0855	1010	1110	1210	1310	1410	1510	1610	1715	1820	1920
Whalley Bus Stn, Stand A	0654	0739	0910	1025	1125	1225	1325	1425	1525	1625	1730	1832	1932
Langho Petre Arms	0700	0745	0916	1031	1131	1231	1331	1431	1531	1631	1736	1838	1937
Mellor Brook, Feilden's Arms	0710	0755	0927	1042	1142	1242	1342	1442	1542	1642	1746	1848	1946
Preston, Hesketh Arms	0720	0815	0939	1054	1154	1254	1354	1454	1554	1656	1756	1858	1956
Preston Bus Stn, Stand 37	0730	0830	0951	1106	1206	1306	1406	1506	1606	1706	1808	1908	2005

SATURDAY												From 2nd May 2024	
	280	280	280	280	280	280	280	280	280	280	280	280	280
Skipton Bus Stn, Stand 4	-	-	0910	1010	1110	1210	1310	1410	1510	1610	1715	1815	
Thornton In Craven Post Office	-	-	0922	1022	1122	1222	1322	1422	1522	1622	1727	1827	
Earby Bus Stn	-	-	0927	1027	1127	1227	1327	1427	1527	1627	1732	1832	
Barnoldswick Fernlea Avenue	-	-	0938	1038	1138	1238	1338	1438	1538	1638	1743	1843	
Gisburn Travellers Rest	-	-	0948	1048	1148	1248	1348	1448	1548	1648	1753	1853	
Chatburn Opp. Post Office	-	0856	0956	1056	1156	1256	1356	1456	1556	1656	1801	1901	
Clitheroe Interchange, Stand 4	-	0905	1005	1105	1205	1305	1405	1505	1605	1705	1810	1910	
													
Clitheroe Interchange Stand 4	0755	0910	1010	1110	1210	1310	1410	1510	1610	1710	1815	1915	
Whalley Bus Stn Stand A	0810	0925	1025	1125	1225	1325	1425	1525	1625	1725	1827	1927	
Langho Petre Arms	0816	0931	1031	1131	1231	1331	1431	1531	1631	1731	1833	1933	
Mellor Brook, Feilden's Arms	0827	0942	1042	1142	1242	1342	1442	1542	1642	1742	1843	1943	
Preston, Hesketh Arms	0839	0954	1054	1154	1254	1354	1454	1554	1654	1753	1853	1953	
Preston Bus Stn Stand 37	0851	1006	1106	1206	1306	1406	1506	1606	1706	1803	1903	2003	

SUNDAY												Frpm 2nd May 2024	
	280	280	280	280	280	280							
Skipton Bus Station, Stand 4	-	1030	1230	1430	1630	-							
Thornton In Craven Post Office	-	1042	1242	1442	1642	-							
Earby Bus Station	-	1047	1247	1447	1647	-							
Barnoldswick Fernlea Avenue	-	1057	1257	1457	1657	1757							
Gisburn Travellers Rest	-	1105	1305	1505	1705	1805							
Chatburn Opp. Post Office	0913	1113	1313	1513	1713	1813							
Clitheroe Interchange, Stand 4	0921	1121	1321	1521	1721	1821							
													
Clitheroe Interchange, Stand 4	0925	1125	1325	1525	1725	1825							
Whalley Bus Stn, Stand A	0937	1137	1337	1537	1737	1837							
Langho Petre Arms	0943	1143	1343	1543	1743	1843							
Mellor Brook, Feilden's Arms	0953	1153	1353	1553	1753	1853							
Preston, Hesketh Arms	1003	1203	1403	1603	1803	1903							
Preston Bus Stn, Stand 37	1013	1213	1413	1613	1813	1913							

 To comply with Department for Transport guidance, this service connects at Clitheroe Bus Station. The connection is guaranteed and passengers should remain on the vehicle. Through fares are available.

Note: Service 280 will operate a reduced service on Bank Holidays - For more details visit [Stagecoachbus.com](https://www.stagecoachbus.com)

## APPENDIX B

### Example Travel Survey



# Travel Survey Questionnaire

Please return the survey once you have completed it. (Be assured that any personal data will be kept confidential)

Please select an answer to the questions below with a tick:

1. Your postcode: .....

2. Are you:    Male ☐      Female ☐

3. Your age:      16- 25 ☐      26-40 ☐      41-55 ☐      56+ ☐

4. How often are you typically required to travel to work?

- ☐ Most days
- ☐ Up to three times a week
- ☐ Once a week
- ☐ Less than once a week

5. How do you usually travel off site?

Please tick your usual mode of travel for the longest part of your journey:

Walk	Cycle	Bus	Train	Light Rail	Car Driver	Car Passenger
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Would you be interested in receiving more information on the following?

- ☐ Local public transport options
- ☐ Car sharing opportunities
- ☐ Walking maps for the area
- ☐ Cycle maps for the area
- ☐ Other (Please specify).....

Do you have any further comments or suggestions about how we can improve your journey to work options?

.....

.....

.....

.....

*Thank you taking the time to complete this questionnaire*



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 3848 9719

Manchester

☎ 0161 464 9495

✉ [info@modetransport.co.uk](mailto:info@modetransport.co.uk)

📍 [modetransport.co.uk](https://www.modetransport.co.uk)

✂ [@mode\\_transport](https://twitter.com/mode_transport)