



Bowland Tipis

Operational & Highways Management Statement

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1. Accommodation-Led Event Model (Key Highways Control Measure)

A fundamental operational principle of the venue is that **all events are intrinsically linked to on-site accommodation provision**. This forms a primary mechanism for controlling vehicle movements and reducing impacts on the local highway network.

1.1 Mandatory Accommodation Requirement

- All weddings and events are conditional upon the **full booking of on-site accommodation**.
- The venue operates a strict policy:
No accommodation booking = no event booking.
- This is both:
 - **Contractually enforceable** through booking terms
 - **Operationally monitored** through the venue's booking system
- During an event period:
 - Only guests attending the wedding/event are permitted to occupy the on-site accommodation
 - Accommodation is not made available to the general public

1.2 Operational Rationale

This approach ensures:

- The site operates as a **self-contained destination venue**
- The majority of guests **stay on-site rather than travelling to and from the venue**
- Vehicle trips are **significantly reduced compared to typical wedding venues**

2. Visitor Profile & Travel Behaviour

The venue's accommodation-led model results in a **distinct and predictable traffic**

pattern, which differs substantially from conventional event venues.

2.1 Guest Arrival Patterns

- **Majority of full-day guests:**
 - Arrive **the day before the wedding**, typically during daylight hours
 - Stay on-site overnight
- **Remaining full-day guests:**
 - Arrive on the morning of the event
 - Also stay overnight on-site
- As a result:
 - There is **no large single peak arrival period** immediately prior to the ceremony
 - Vehicle movements are **spread over an extended timeframe**

2.2 Evening Guests

- A limited number of evening-only guests (average ~**18 persons**) attend
- Arrival window: **17:00–19:00**
- Departure window: **22:00–00:00**
- These guests:
 - Either pre-book taxis (primarily via RS Travel)
 - Or travel short distances (typically **3–6 miles**) to local accommodation

2.3 No Late-Night Mass Departure

- Due to the mandatory on-site accommodation:
 - There is **no scenario where all guests depart late at night**
 - This removes a key highways concern typical of wedding venues
 - Late-night vehicle movements are **minimal and controlled**

3. Staff & Operational Traffic

- Staff travel is minimised through **car sharing**, typically:
 - **3–4 staff per vehicle**
- Supplier movements are:
 - Pre-booked
 - Scheduled within controlled time windows
- On-site security manages:
 - Late arrivals/departures
 - Taxi coordination
 - Any unforeseen vehicle movements

4. Comparative Traffic Impact

The venue's operational model results in **vehicular movements that are comparable to, or lower than, a typical non-event weekend**, due to:

- High levels of **on-site accommodation occupancy**
- Reduced need for off-site travel
- Staggered arrivals and departures
- Minimal late-night dispersal

This distinguishes the venue from traditional wedding venues, where:

- Guests typically arrive shortly before the ceremony
- A significant proportion depart simultaneously late at night
- There is greater reliance on off-site accommodation

5. Highways Impact Summary

Through the measures outlined above, the venue achieves:

- Reduced peak-time traffic generation
- Elimination of large-scale late-night departures
- Controlled and predictable vehicle movements
- High levels of sustainable travel behaviour (car sharing, taxis)
- No overspill parking or roadside congestion

The accommodation-led model is therefore a **key mitigation strategy**, ensuring that the operation of the venue does not result in a severe impact on the local highway network.



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