

**Land off Henthorn Road,
Clitheroe**

TRAVEL PLAN

Report prepared for
Gladman Developments Ltd

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Travel Plan

Land off Henthorn Road, Clitheroe

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Travel Plan

Land off Henthorn Road, Clitheroe

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1 Introduction

1.1 Gladman Developments Limited (GDL) has submitted an outline planning application for residential development on land off Henthorn Road, Clitheroe (henceforth referred to as the Site). This Framework **Travel Plan (TP)**, supports the outline planning application.

1.2 History

1.2.1 GDL has secured planning consent for two residential schemes near to the current application Site. These are:

- (i) GDL Phase 1: 270 dwellings built by Taylor Wimpey Homes, and
- (ii) GDP Phase 2: 110 dwellings built by Miller Homes.

1.2.2 The current scheme is referred to as **Phase 3**.

1.3 Overview

1.3.1 The reason that this is a 'Framework' TP is that the application is in outline. For the avoidance of doubt, this Framework TP applies to, and provides the context for, any and all future TPs prepared for the entirety of the outline application Site area; requirements of the Framework TP must relate to all dwellings constructed on the application Site area.

1.3.2 The planning application proposes residential development comprising two parcels of land to the north and south of Henthorn Road. Both areas of Site are presently agricultural/field land. The proposed development comprises up to 115 dwellings, as follows:

- (i) Northern Site: 35 dwellings,
- (ii) Southern Site: 80 dwellings.

1.3.3 **Figure 1.1** shows the location of the Site in the context of the local highway network.

1.3.4 The Framework TP is informed by a separate Transport Assessment (TA) prepared and submitted in support of the outline planning application. There is consistency between the Framework TP and the corresponding TA report.

1.3.5 The access strategy for the development is founded on the fundamental principle of encouraging travel by residents of the Site to be made by sustainable travel mode choices. The TP provides the context and means of achieving the development access strategy. The TP proposals ensure that, from the outset, sustainable travel choices are available for occupants and visitors of the development.



1.3.6 The Site access strategy comprises:

Northern Site

- Vehicles: Accessed through Phase 2,
- Cycles: Accessed through Phase 2 and Henthorn Road,
- Pedestrians: Accessed through Phase 2 and Henthorn Road,
- Emergency: Henthorn Road.

Southern Site

- Vehicles: Henthorn Road,
- Cycles: Henthorn Road,
- Pedestrians: Henthorn Road.

1.4 Travel Plan Objectives

1.4.1 The TP provides the context and means of achieving the development access strategy and objectives, and its formulation is ongoing and dynamic, in accordance with best practice.

1.4.2 The key objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,
- Improve accessibility of the Site by sustainable modes of transport and address traffic and parking issues,
- Widen choice of travel mode for all those travelling to/from the Site.

1.4.3 It is imperative that the TP measures are effective and efficient.

1.4.4 The 2014 Planning Practice Guidance (PPG) 'Travel Plans, transport assessments and statements in decision taking' provides the most up-to-date national guidance.

1.4.5 PPG states that Travel Plans are a way of *"mitigating the negative impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."* (Reference ID: 42-002-20140306)

1.5 Scope of Travel Plan

1.5.1 It is established and acknowledged that there are two broad types of TP:



- 'Destination': designed to increase sustainable travel to a particular location, and
- 'Origin': residential Travel Plans where journeys are made to varied locations.

The development is for residential use, and hence this TP is an 'origin' TP.

- 1.5.2 The Framework TP sets out how the developer(s) will progress the TP, progressing from this Framework TP to the preparation and submission to the local authority of a Full TP, which is to be agreed with the local authority.
- 1.5.3 The outcomes approach is an established TP approach and is adopted for this TP. In the outcomes approach, the focus is on securing the performance of the TP through ensuring targets are met. To work, the approach needs the developer to commit to achieving specific targets/outcomes and agree to a review and monitoring process. The advantage of this approach is that it is objective led. The outcomes sought should relate to the local situation and individual Site requirements. The approach provides scope for adjusting the means of achieving the outcomes over time in relation to experience at the Site.
- 1.5.4 The underlying purpose of a residential TP is to reduce car travel and encourage alternative modal choices that are more sustainable, such as walk, cycle and public transport, as well as car share.

1.6 Comprehensive Strategy

- 1.6.1 It is essential to recognise that, in order to achieve the optimal benefits from a TP, there is more required than ensuring provision of facilities for sustainable modes of travel. What is required, to meet the Framework TP outcomes objectives (refer Chapter 4), is a shift in behavioural attitudes, leading consequently to a change in behaviour when choosing the mode for making journeys.
- 1.6.2 Achieving changes to behavioural attitudes to travel, and the achievement of the associated Framework TP targets, requires a considered approach comprising many strands. For example, for some people the highlighting of health benefits and/or environmental benefits may 'do the trick', but for others this will not be as successful, for a variety of reasons.
- 1.6.3 The role of the Travel Plan Coordinator (TPC refer to Chapters 5 & 8) in addressing this is critical to the degree of success of the TP. The TPC must explore and identify these 'other reasons', and recognise that there is a need for a range of strategies to be employed to achieve the TP target result of people actually choosing to not make a journey driving alone, but rather to plan their travel needs in a more sustainable way.



- 1.6.4 It is imperative to understand and accept that behavioural change is for many people only achieved via a series of 'small steps'. In other words, there is a substantial body of people that will not take an 'overnight' decision to stop making journeys by driving alone (eg to work), but who can be gradually and positively influenced to change their attitudes and choices (to and for travel). The 'small steps' approach forms a key part of the Framework TP comprehensive strategy, and is discussed further in Chapter 5. This is wholly consistent with the strategies being pursued nationally for travel behavioural change.
- 1.6.5 The success of the TP is dependent upon the TP strategy proposals of the TPC. There is not a 'one size fits all formula' for a successful TP. Within the context of the overall principles that apply for any TP, the operation of a specific TP must be responsive to the specifics of individual sites. This approach is adopted for the development Framework TP.



2 Policy Context

2.1 National Policy

2.1.1 The Government's sustainable development strategy aims to reduce the need to travel, influence the rate of traffic growth and reduce the environmental impacts of travel overall.

2.2 NPPF: Achieving Sustainable Transport

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The latest version of NPPF was released in December 2024.

2.2.2 NPPF: Achieving Sustainable Transport

2.2.2.1 Paragraph 7 of NPPF sets out that:

"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection."

2.2.2.2 In paragraph 10, NPPF makes it clear that:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development.**"*

2.2.3 Promoting Sustainable Transport

2.2.3.1 The Government's commitment to sustainable transport is emphasised in NPPF. Paragraph 109 advises development promoters to consider transport issues from the earliest stages of plan-making and development proposals using a vision-led approach, so that:

"a) making transport considerations an important part of early engagement with local communities;



- b) *ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) *understanding and addressing the potential impacts of development on transport networks;*
- d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.’’*

2.2.3.2 This is expanded in paragraph 110, which states:

*“The planning system should actively manage patterns of growth in support of these objectives. 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 taken into account in both plan-making and decision-making.” (AHA emphasis).*

The proposed development respects and reflects this NPPF transport sustainability related objective.

2.2.3.3 NPPF states in paragraph 115 that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*



- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'*

2.2.3.4 NPPF offers specific transport advice with respect to development proposals. In paragraph 117, NPPF sets out that development should:

- "a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.2.3.5 NPPF sets out the documents that should be prepared for major developments. In paragraph 118, NPPF advises:

*"All developments that will generate significant amounts of movement should be required to provide a **travel plan**, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."* (AHA emphasis).

2.3 Planning Practice Guidance, March 2014 (Travel Plans, Transport Assessments and Statements)

2.3.1 PPG sets out that Travel Plans:



"...support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable." (Reference ID: 42-00620140306)

2.4 Ribble Valley BC: Core Strategy 2008-2028

2.4.1 The RVBC Core Strategy was adopted on 14 December 2014. The Core Strategy is the central document to the Local Development Framework and establishes the vision, underlying objectives and key principles that the Council will follow to guide development in the Borough. Although it is used to aid the assessment of planning applications its primary function is to set a more strategic level of planning policy for the area.

2.4.2 The Core Strategy sets out the Council's position with regard to transport in in Key Statement DM12. This states that:

"KEY STATEMENT DM12: TRANSPORT CONSIDERATIONS

New development should be located to minimise the need to travel. Also it should incorporate good access by foot and cycle and have convenient links to public transport to reduce the need for travel by private car. In general, schemes offering opportunities for more sustainable means of transport and sustainable travel improvements will be supported. Sites for potential future railway stations at Chatburn and Gisburn will be protected from inappropriate development.

Major applications should always be accompanied by a comprehensive travel plan."

2.4.3 The Council's position on transport is expanded further in Policy DMG3, which states:

"POLICY DMG3: TRANSPORT AND MOBILITY

In making decisions on development proposals the local planning authority will, in addition to assessing proposals within the context of the development strategy, attach considerable weight to:

The availability and adequacy of public transport and associated infrastructure to serve those moving to and from the development –

- 1. The relationship of the site to the primary route network and the strategic road network.*
- 2. The provision made for access to the development by pedestrian, cyclists and those with reduced mobility.*



3. *Proposals which promote development within existing developed areas or extensions to them at locations which are highly accessible by means other than the private car.*
4. *Proposals which locate major generators of travel demand in existing centres which are highly accessible by means other than the private car.*
5. *Proposals which strengthen existing town and village centres which offer a range of everyday community shopping and employment opportunities by protecting and enhancing their vitality and viability.*
6. *Proposals which locate development in areas which maintain and improve choice for people to walk, cycle or catch public transport rather than drive between homes and facilities which they need to visit regularly.*
7. *Proposals which limit parking provision for developments and other on or off street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives.*

All major proposals should offer opportunities for increased use of, or the improved provision of, bus and rail facilities. All development proposals will be required to provide adequate car parking and servicing space in line with currently approved standards. ..."

2.4.4 The Council's position on footpaths and bridleways is set out in DMB5. This states that:

"POLICY DMB5: FOOTPATHS AND BRIDLEWAYS

The Borough Council will seek to ensure the retention, maintenance and improvement of by-ways and un-surfaced/unclassified roads as part of the public rights of way network. In situations where a public right of way will inevitably become less attractive (due to adjacent/surrounding development), the policy should require compensatory enhancements such that there is a net improvement to the public right of way network. The Borough Council will, unless suitable mitigation measures are made, protect from the development footpaths which:

- 1. Provide a link between towns/villages and attractive open land;*
- 2. Link with the ribble way footpath;*
- 3. Are associated to the local nature reserves; and*
- 4. Are heavily used."*

2.5 Lancashire Local Transport Plan (LTP) 2011-2021

2.5.1 Lancashire County Council (LCC) is the local highway authority, and has responsibility for the development and delivery of the Local Transport Plan (LTP).

2.5.2 Blackburn with Darwen Council, Blackpool Council and Lancashire County Council are working together to develop a new joint Local Transport Plan (LTP4). The consultation process



closed on 30 November 2025 and the councils are analysing the feedback received. The publication of a final LTP is expected in 2026. Until it is adopted, LTP3 remains valid.

- 2.5.3 The underlying theme and objectives of the LTP are to promote policies and measures to foster and achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.



3 Existing Conditions: Key Information

3.1 Site Location

3.1.1 The location of the Site is indicated on Figure 1.1 in the context of the local highway network.

3.2 Accessibility by Walk

3.2.1 It is established and acknowledged that walking is the most important mode of travel at the local level, and offers the greatest potential to replace short car trips, particularly under 2km.

3.2.2 National Travel Survey (2024)

3.2.2.1 The National Travel Survey (NTS) provides data on travel by choice of mode. The NTS 2024 is the latest available data. NTS 2024 confirms that 29% of **all** trips are undertaken on foot. However, for trips less up to 1 mile (1.6km), 81% of journeys are carried out on foot.

3.2.2.2 The NTS establishes that:

- (i) 25% of all trips were under 1 mile (1.6km) and 70% were under 5 miles (8km);
- (ii) 81% of all trips under 1 mile are made by foot;
- (iii) The average number of walk trips per person 2024 was 267;
- (iv) Walking accounts for 29% of all trips and 4% of distance travelled;
- (v) Education and Shopping trips account for 36% of all walk trips;
- (vi) For children aged 5 to 10, 83% of trips less than a mile to school are made by foot. For children aged 11 to 16, this figure is 91%.

3.2.3 National Planning Policy Framework (NPPF) & The National Design Guide

3.2.3.1 NPPF defines sustainable transport modes as:

*“Any efficient, safe and accessible means of transport with overall low impact on the environment, including **walking** and cycling, ultra low and zero emission vehicles, car sharing and public transport.”* (AHA emphasis).

3.2.4 The National Design Guide

3.2.4.1 The National Design Guide sets out in paragraph 82 that:



"Priority is given to **pedestrian** and cycle movements, subject to location and the potential to create connections. **Prioritising pedestrians** and cyclists mean creating routes that are **safe, direct, convenient and accessible for people of all abilities**. These are designed as part of attractive spaces with good sightlines, and well chosen junctions and crossings, so that people want to use them. Public rights of way are protected, enhanced and well-linked into the wider network of pedestrian and cycle routes." (AHA emphasis).

3.2.4.2 This expanded further in paragraph 83, which states:

"In well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Safe and direct routes with visible destinations or clear signposting encourage **people to walk and cycle**."! (AHA emphasis).

3.2.5 **Manual for Streets**

3.2.5.1 The 'walkable neighbourhood' concept is set out in MfS1 and endorsed in MfS2. MfS1 explains that:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is **not an upper limit** and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km." (MfS para 4.4.1, AHA emphasis).

3.2.6 **CIHT Planning for Walking**

3.2.6.1 The CIHT document 'Planning for Walking' (2015) sets out the following key points:

- *Patterns of land use and, in particular, residential densities and mixed uses are the primary determinants of how much people walk. As towns and cities spread out, people make fewer short journeys. The current trend to higher density for new residential developments should encourage walking, if linked to provision of local destinations.*

- *Most short journeys are still made wholly on foot.*

- *Walking is also part of longer journeys. Very few trips by car or public transport are completed without some walking.*

- *Pedestrian "footfall" determines the viability of shops."*



3.2.6.2 The document also stresses:

- “• *Walking contributes to physical and mental health.*
- *All streets in urban areas need to be designed to accommodate people who walk wherever they wish to go*
- *People travelling on foot want routes that are direct, as level as possible, enjoyable and have destinations in sight. Safe road crossings are an essential element of routes.*
- “ *Walking” is best thought of as a nonvehicle movement including all forms of assistance, such as sticks, wheelchairs, baby buggies and pavement vehicles. Good provision for users requiring such forms of assistance helps everybody.*
- *Walking and cycling are often regarded as compatible. In reality, they are very different modes that will often require separate provision. Both benefit from reduced traffic speeds and reduced motor vehicle traffic flow.*
- The issue of pedestrians and pedal cyclists sharing space is contentious. There are perceived risks associated with cyclists sharing space with pedestrians, and it is not always realised that cyclists seriously injure several hundred pedestrians each year.
- Planners and traffic managers should appreciate that to encourage walking, motor vehicle traffic rather than pedestrians should, as far as possible, be required to avoid conflicts by diverting from direct routes and by changing elevation. Pedestrians wish to follow direct routes on a constant level.”

3.2.7 CIHT Providing for Journeys on Foot

3.2.7.1 The CIHT document ‘Providing for Journeys on Foot (2000) does not provide a definitive view of distances, but does suggest a preferred maximum distance of 800m for journeys to town centres and 2000m for walk commuting trips.

3.2.8 Walk Isochrones and Local Amenities

3.2.8.1 The CIHT provides guidance about journeys on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of 5 minutes, based upon a typical normal walking speed. **Figures 3.1** and **3.2** presents the development 400m, 800m, 1200m, 1600m and



2000m walk isochrones, (ie reflecting 5, 10, 15, 20 and 25-minute walk journeys), and taking account of the pedestrian infrastructure.

3.2.8.2 The walk isochrones presented in Figures 3.1 and 3.2 are created using Basemap TRACC software, a digital mapping and transport data program. The TRACC software enables installation of maps to create a road network. Amendments have been made to the road network to allow for the inclusion of public rights of way and pedestrian access points.

3.2.8.3 The TRACC software adopts the Department for Transport speeds and hence, a walk speed of 4.8km/h is automatically assumed across the road network. However, it is possible to alter the walk speed on all roads to reflect for example, changes in gradient or no accessibility by footway. The walk isochrones presented in Figures 3.1 (Northern Site) and 3.2 (Southern Site) and take into account the lack of footway on certain roads and the walk speed on these routes has been adjusted to 0km/h.

3.2.8.4 Indicated on Figures 3.1 and 3.2 are examples of local facilities near to the Site. This illustrates that there are a number of amenities within 1200m of the Site, including:

- Travel: Bus stops;
- Education: nursery/pre-school;
- Shopping: ATM, convenience store;
- Leisure: Public open space, playground.

3.2.8.5 There are additional amenities within a 1600m walk of the Site, including Edisford Primary School and leisure facilities on Edisford Road. The vast majority of town centre amenities are located between within, or just beyond, 2000m of the Site.

3.2.9 Public Rights of Way

3.2.9.1 **Figure 3.3** presents the existing Public Rights of Way (PROW) near to the Site. Footpath 3-1 FP17 is aligned around the western and southern perimeter of the Site. This provides a walking connection between Edisford Road and Henthorn Road.

3.2.9.2 The proposed Gladman Phase 3 residential scheme is located south of a residential site completed by Story Homes. It is understood that Story Homes paid a contribution towards surfacing Footpath 3-1 FP17. Improvement to FP17 includes:

- £55,000 contribution towards highway improvement of FP17 between Henthorn Road and Edisford Road for bicycle use;



- £8,000 contribution to introduce a footpath link from the Story Homes development to FP17 near the railway line;
- £50,000 contribution for surface improvement/ dressing of FP17 from Henthorn Road to Primrose Road.

For prospective residents, particularly those at the southern extent of the proposed development, the improvements outlined for FP17 will provide a surfaced and shorter route into the town centre.

3.2.10 Walk Routes to Schools

- 3.2.10.1 The National Travel Survey (NTS) sets out that 51% of children aged 5-10 years walk to school. For journeys of under 1 mile (1.6km) 80% of children (5-10 years) walk to school.
- 3.2.10.2 The nearest primary school to the Site is Edisford Primary School on Edisford Road. There is a pedestrian entrance to the school at Siddows Avenue/Hargreaves Court. The walk distance between the centre of the Site and this entrance is just over 1.2km, which is well below the distance quoted in NTS. Consequently, there is a reasonable expectation that most children at the application Site, and based at Edisford Primary School, will walk to school.
- 3.2.10.3 The most likely route for residents to walk to/from Edisford Primary School is:
- Henthorn Road (S) – Henthorn Road (N) – Siddows Avenue.
- 3.2.10.4 A recently completed residential development has delivered new pedestrian infrastructure along the northwest side of Henthorn Road (S). The new footway is to be 2.0m wide and includes street lighting. Henthorn Road (S) is subject to a 20mph speed limit, which is conducive to an environment for walking.
- 3.2.10.5 Henthorn Road (N) is an established residential road subject to a 20mph speed limit. The route is relatively level and offers sealed surface footways on both sides and benefits from street lighting. There are residential properties fronting Henthorn Road (N), which offer a degree of neighbourhood surveillance.
- 3.2.10.6 Siddows Avenue is also an established residential road, about 175m long and is subject to a 20mph speed limit. The route is relatively level, offers sealed surface footways on both sides of the road and benefits from street lighting. There are residential properties fronting Siddows Avenue which offer a degree of neighbourhood surveillance.



3.2.10.7 It is demonstrated that the walk route to the Edisford Primary School is acceptable. It is also reasonable to assume that most children based at the application Site and attending Edisford Primary School will complete their journey on foot.

3.2.11 Proposed Walk Measures

3.2.11.1 Measures to promote walking as part of the development proposals are outlined in Section 7.1, Chapter 7.

3.3 Cycle

3.3.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

3.3.2 National Travel Survey (2024)

3.3.2.1 The NTS 2024 sets out that, on average, people:

- (i) undertake 15 cycle trips per year,
- (ii) cycle a total of 53 miles per year.

3.3.2.2 Based on the total cycle distance of 53 miles and 15 trips per year, this means that the average cycle trip is 3.5 miles, which is about 5.8km.

3.3.3 National Planning Policy Framework (NPPF) & The National Design Guide

3.3.3.1 NPPF defines sustainable transport modes as:

*“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and **cycling**, ultra low and zero emission vehicles, car sharing and public transport.”* (AHA emphasis).

3.3.4 The National Design Guide

3.3.4.1 The National Design Guide sets out in paragraph 82 that:

*“Priority is given to pedestrian and **cycle movements**, subject to location and the potential to create connections. **Prioritising** pedestrians and **cyclists** mean creating routes that are **safe, direct, convenient and accessible for people of all abilities**. These are designed as part of attractive spaces with good sightlines, and well chosen junctions and crossings, so that people*



want to use them. Public rights of way are protected, enhanced and well-linked into the wider network of pedestrian and **cycle routes**." (AHA emphasis).

3.3.4.2 This expanded further in paragraph 83, which states:

*"In well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Safe and direct routes with visible destinations or clear signposting encourage **people to walk and cycle**."* (AHA emphasis).

3.3.5 CIHT Cycle Friendly Infrastructure

3.3.5.1 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person."(para 2.3)

3.3.6 Cycle Isochrones and Local Amenities

3.3.6.1 The cycle isochrones presented in **Figure 3.4** were created using Basemap TRACC software. The TRACC software adopts a 16km/h cycle speed across the road network. The cycle isochrones presented in Figure 3.4 discounts footpaths which do not permit cyclists.

3.3.6.2 Figure 3.4 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10-minute and 25-minute journeys. Review of Figure 3.4 highlights that most of Clitheroe is within a 2km cycle ride and all of Clitheroe is within a 5km cycle ride of the Site.

3.3.7 Cycle Routes to School

3.3.7.1 The nearest primary school is Edisford primary School. There is an entrance to the school at the northern end of Siddows Avenue. The most likely route for residents to cycle to/from Edisford Primary School is:

Henthorn Road (S) – Henthorn Road (N) – Siddows Avenue.

All of the route is along residential roads that are subject to a 20mph speed limit. The route is relatively level and benefits from street lighting. It is considered that development generated trips to/from school by cycle are feasible.



3.3.8 Proposed Cycle Measures

3.3.8.1 Measures to promote cycling as part of the development proposals are outlined in Section 7.2, Chapter 7.

3.4 Accessibility by Public Transport

3.4.1 CIHT Buses in Urban Development

3.4.1.1 The CIHT document 'Buses in Urban Developments' (2018) sets out several reasons why bus services are important for urban areas, being:

- *"Bus use enables more people to be moved along a corridor of limited vehicle capacity;*
- *Buses enable people who either do not have a car or who do not wish to use one to travel farther than they can walk, with benefits to social equality;*
- *Bus services from peripheral developments can reduce car use from those developments and the resulting congestion on main radial roads;*
- *Bus users contribute substantially to retail activity in town centres;*
- *Towns and cities in which access to the centre is largely by bus can achieve a better city centre environment through more pedestrian space and better air quality;*
- *Buses contribute to active travel and healthier lifestyles because of walking (or cycling) to and from bus stops."*

3.4.2 Existing Bus Stops & Routes

3.4.2.1 There is a frequent bus service operating near to the Site. Service No C2 calls within 450m of the proposed development and functions as a town circular service via Low Moor. The bus service operates on a 30-minute frequency, Monday to Saturday daytime.

3.4.2.2 There is a school bus service (No 686) which calls at bus stops on Garnett Road, which is about 850m from the Site. This service offers trips to/from Bowland County High School on schooldays only.

3.4.2.3 There are also school bus services which call at stops Edisford Road. Service Nos 510 and 645 offer trips to/from Clitheroe Royal Grammar School, Bowland County High School and Ribblesdale High School.



3.4.2.4 Figures 3.1 and 3.2 identifies the locations of existing bus stops in the vicinity of the Site. There is 1 no bus stop located on Blakewater Road, opposite Lune Road, which is approximately 450m from the centre of the Site. This stop caters for journeys to Clitheroe (service No C2).

3.4.2.5 The bus stop on Garnett Road comprises flag and pole and timetable information. This stop caters for service No 2 and school bus service No 686.

3.4.3 Bus Services & Frequencies

3.4.3.1 **Table 3.1** summarises the scheduled bus services operating near to the Site and the frequency of service.

3.4.3.2 The existing bus services summarised in Table 3.1 offer travel to Clitheroe Rail Station and town centre, as well as other areas within Clitheroe.

3.4.3.3 The first and last buses to/from Clitheroe are:

SERVICE	TO CLITHEROE		FROM CLITHEROE	
	FIRST	LAST	FIRST	LAST
C2	0712	1827	0700	1815

3.4.3.4 The No C2 service coincides with typical workplace start and finish times. This has been endorsed by the inspector at the Phase 2 appeal, who concluded that:

"...the No 2 service does operate during typical workplace start and finish times and offers some genuine opportunity for the use of public transport to be made to access employment."

This means that residents of the Site have genuine opportunity to complete commuting journeys to/from Clitheroe by bus.

3.4.3.5 Typical bus journey times are:

SERVICE	DESTINATION	JOURNEY TIMES (mins)
2	Low Moor	6
	Clitheroe (Interchange- Near Rail Station)	12

3.4.4 Financial Contributions

3.4.4.1 The No C2 service currently benefits from a financial contribution secured from the GDL Phase 2 residential scheme recently completed by Miller Homes. Financial assistance will extend to 2026.



3.4.5 Rail

3.4.5.1 The nearest rail station is at Clitheroe and is just over a 2km walk from the proposed development. Journeys to the rail station can also be made by cycle and bus. There are 5no cycle lockers available at the station as well as multiple cycle stands located adjacent to the station.

3.4.5.2 Bus service No C2 that calls circa 450m from the Site, is routed near to Clitheroe Rail Station and the journey is about 12 minutes.

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

DESTINATION	JOURNEY TIMES (mins)
Blackburn	28
Bolton	58
Salford Crescent	71
Manchester Victoria	79.

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

3.4.6 Proposed Public Transport Measures

3.4.6.1 Measures proposed to improve public transport infrastructure, as part of the development proposals, are outlined in Section 7.3, Chapter 7.



4 Objectives & Outcomes

4.1 The underlying objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,
- Promote accessibility to the development by sustainable modes of transport.

4.2 A key objective is that the TP measures are effective and efficient.

4.3 Specific outcomes sought from the development TP are to:

- Achieve the minimum number of car traffic movements to/from the development,
- Address the access needs of Site users, by supporting walking, cycling and public transport and other sustainable transport options,
- Reduce the need for travel to/from the Site.

These outcomes are consistent with the underlying objectives of the TP (refer para 4.1).

4.4 As explained in para 1.4.1, this Framework TP is an 'origin' TP.

4.5 It is important that, as far as possible, measures are in place that provide good active encouragement for sustainable transport choices, from the commencement of people residing at the Site. Thus, emphasis is placed on achieving, from the outset, a development 'culture' oriented to offering sustainable transport choices that are attractive to residents.

4.6 The Framework TP seeks to influence the choices made by people travelling to/from the Site, to favour selection of sustainable travel modes for journeys. Emphasis is to be placed on promoting all sustainable modes of travel.



5 Targets & Indicators

5.1 The term 'targets' is used in relation to a TP to cover any measurable aim that will be monitored and is agreed with the local authority to be an important indicator to the TP's effectiveness.

5.2 The TP is a tool identified by the local authority to be employed to assist in supporting and promoting identified policies to reduce car travel. Similarly, at national level the TP is an identified instrument for pursuing sustainable transport policies. A general target for what such sustainable transport policies must achieve is represented by the SMART criteria. The SMART criteria adopted for this TP are:

Specific	there must be no ambiguity in the output,
Measurable	the policy target(s) can be set against directly observable output(s),
Achievable	the policy must be feasible,
Realistic	target should be within reasonable bounds and not too optimistic,
Time bound	the output of the policy should be observable over a pre-determined time frame.

The TP provides a mechanism for implementing the above SMART criteria.

5.3 Benchmarking: Census Data

5.3.1 At present, prior to occupancy, there is no recorded information about modal choices for the residents of the development. However, there is recorded/published information that provides a context for considering the setting of targets within the TP. The primary source of available information is the 2011 Census data.

5.3.2 The Census provides travel to work data for people living in an area and travelling to work at a variety of end destinations.

5.4 Census Data

5.4.1 Census modal split journey to work statistics is available for the scenario of 'Middle Super Output Area (MSOA)/Borough is the 'origin' of work trips': ie residents travel to work **from** here. This is applicable to the proposed residential use.

5.4.2 The 2011 Census is interrogated for recorded journey to work modal split for:



- Ribble Valley (District),
- Ribble Valley 003 (Middle Super Output Area (MSOA)).

5.4.3 The reason for selecting the above Census interrogations is as follows:

- The Site is located within Ribble Valley District.
- The Site is located in Ribble Valley 003 MSOA.

This information is relevant to informing the selection of a suitable value for the TP targets.

5.4.4 The results of the Census journey to work interrogations are presented in Table 5.1.

5.5 Residents Travelling From The MSOA/District

5.5.1 The reporting of the Census journey to work interrogations (presented in **Table 5.1**) includes people working 'at home'. These are included in the Census data, and clearly represent sustainable travel behaviour choices, in that the need to make a journey is removed.

5.5.2 Review of Table 5.1 identifies the following key information:

Car driver:	63.5% of Ribble Valley 003 MSOA journeys to work, and higher for Ribble Valley as a whole (70.8%),
Car passenger:	5.5% of Ribble Valley 003 MSOA journeys, and lower for Ribble Valley as a whole (4.7%),
'Car driver + car passenger':	69.0% of Ribble Valley 003 MSOA journeys to work, and higher for Ribble Valley as a whole (75.5%),
Cycle:	higher for Ribble Valley 003 MSOA (2.3%), than for Ribble Valley as a whole (1.4%),
Walk:	notably higher for Ribble Valley 003 MSOA (19.3%) than Ribble Valley as a whole (10.6%),
Bus:	2.3% for Ribble Valley 003 MSOA journeys and similar for Ribble Valley as a whole (2.1%),



Train: similar for Ribble Valley 003 MSOA journeys to work (1.3%) and Ribble Valley as a whole (1.1%),

Working from Home: lower in Ribble Valley 003 MSOA (4.0%) than in Ribble Valley as a whole (7.9%).

5.5.3 In summary, the Census modal split interrogations and analysis for journey to work for people residing in Ribble Valley 003 MSOA and Ribble Valley as a whole, highlights that:

- A lower percentage of people living in Ribble Valley 003 MSOA drive to work than people living in Ribble Valley as a whole,
- Walking is the most popular sustainable mode of travel to work at both MSOA and district level,
- Rail is the least popular sustainable mode of travel to work at MSOA and district level,
- A lower percentage of people living in Ribble Valley 003 MSOA work from home than people living in Ribble Valley as a whole.

5.5.4 As well as providing information to inform the setting of the TP target, the above provides a valuable starting point for identifying the TP strategy for encouraging residents to adopt more sustainable travel choices.

5.6 Trip Rates

5.6.1 The TA adopts trip generation rates which were calculated based on a count of the Taylor Wimpey scheme (Gladman Phase 1) which is located near to the proposed development. AHA undertook the count and derived the following trip rates:

PEAK	ARR	DEP	2-WAY
AM	0.185	0.563	0.748
PM	0.444	0.274	0.719.

5.7 Trip Generation

5.7.1 These vehicle trip rates are used to estimate the number of car trips generated by the proposed residential development. For example, for the outline application of up to 115 dwellings, there is estimated to be 65 vehicle Departures in the AM peak hour.



5.8 TP Target Methodology

5.8.1 Benchmarking information has been investigated and analysed, to assist in informing the setting of targets and indicators for the Framework TP.

5.8.2 Established approaches for setting the residential TP target include:

- 'Number of car vehicle trips per occupied unit per weekday will not exceed X',
- 'Number of peak hour trips'.

5.8.3 The approach/philosophy adopted for the TP target setting is to:

- Set the Framework TP target in terms of the 'Number of peak hour trips' taking account of the benchmarking information and the SMART criteria (refer para 5.2),
- Explicitly set out that, as part of the Monitoring & Review regime (refer Chapter 9), the Framework TP target for percentage of resident trips will be reviewed in the light of development-specific modal split data becoming available, to ensure that the target is appropriately challenging.

5.9 TP Residential Target

5.9.1 Clearly, the 'number' of car trips is a direct function of the number of dwellings. As explained in Chapter 1, this Framework TP is prepared to set the context and requirements for the outline application development proposal of up to 115 dwellings.

5.9.2 The detailed Site layout must be the subject of a reserved matters application(s). It is possible that, arising out of this, less than 115 dwellings might be constructed. Therefore, if the Framework TP target is set in terms of 'number' of peak hour car trips derived on an assumption of the maximum 115 dwellings (for which outline permission is sought), and the actual number of dwellings built proved to be less than 115, then the Framework TP target may not be sufficiently challenging.

5.9.3 The approach adopted at this stage with the Framework TP is to set the Framework TP target in terms of 'peak hour vehicle trip rate'. As explained above, this is easily converted into a corresponding target 'number' of vehicle trips, (by multiplication of the trip rate and the number of dwellings). By adopting this target setting approach of trip rate, the TP target can apply to the Site irrespective of the final number of dwellings that are constructed.



- 5.9.4 Furthermore, a practical and pragmatic advantage of setting the TP target, in terms that relates to peak hour vehicle trips, is that this can be conveniently (and hence economically) measured, thereby providing an inherent assistance to the efficient and effective monitoring of the TP progress towards the TP target.
- 5.9.5 The residential TP target is set as **maximum AM peak hour 2-way vehicle trip rate of 0.673 vehicles/hour/dwelling.**
- 5.9.6 The explanation of how this is derived is as follows:
- The 2-way AM peak hour vehicle trip rate, as adopted for TA estimate of traffic generated by the proposed residential development is 0.748 vehicles/hour/dwelling: this represents the 'business as usual' situation,
 - Apply reduction factor of 10% to the 2-way peak hour trip rate of 0.748, ie $0.9 \times 0.748 = \mathbf{0.673}$; the Framework TP target 2-way peak hour vehicle trip rate.
- 5.9.7 One of the varied advantages of setting the Framework TP target in this manner is that it obviates the need for setting interim TP targets. This is because there is an implicit interim target applying at any point in time/level of dwellings occupied, ie the interim target is the same as the 'ultimate' target, that the total number of peak hour car trips generated should correspond to an equivalent trip generation rate of no more than the Framework TP target rate of maximum peak hour 2-way vehicle trip rate of 0.673 vehicles/hour/dwelling.
- 5.9.8 An illustration of how the Framework TP target represents/is converted to 'number of vehicle trips' is set out below for the outline application and assuming 115 dwellings:
- TP target for residential: 0.673×115 dwellings = 77 vehicles (total 2-way) in AM peak hour,
 - The TA estimates of peak hour traffic (total 2-way) generated by the proposed 115 dwellings (and that is used in all the TA modelling of junctions) are 86 vehicles in the AM peak hour,
 - Hence, the TP target represents a **reduction of 9 vehicles** in the AM peak hour.
- 5.9.9 The above target is set so as to be less than 'business as usual' scenario, being a reduction in the AM peak hour.
- 5.9.10 There is no need, or requirement, to set associated TP targets for other mode choices. This is because the limiting of car driver mode in itself requires alternative more sustainable modes to be selected.



5.9.11 The TP promotion of sustainable travel choices, and facilitating sustainable transport measures provided with the development, provides a basis for it being concluded that the TP target complies with the SMART criterion of being 'realistic'.

5.10 Timescale

5.10.1 A specified timescale is required to provide the context for aiming to achieve the TP targets. This is in accordance with the SMART criterion of 'time bound' (refer para 5.2 above). The initial TP target timescales are set out below. This can be kept under review with the Council on an ongoing basis as part of the TP monitoring and review regime (refer Chapter 9).

5.10.2 The Framework TP sets a timescale of 5 years from first occupation, for achievement of the TP residential target. For the avoidance of doubt, the TP residential target applies to **all** residential developers at the Site.

5.11 Indicators

5.11.1 TP indicators will also be recorded through the monitoring process (refer para 9.12), including, but not necessarily exclusively:

- Pedestrian movements to/from the development,
- Cycle movements to/from the development.



6 Management Strategy

6.1 Over-Arching Strategy

6.1.1 For the avoidance of doubt, if it transpires that there is more than a single residential developer at the Site, the Framework TP and targets apply to all residential development at the Site.

6.2 Pre-Occupation

6.2.1 PPG highlights that:

"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new Site rather than retrofitted after occupation." (Reference ID: 42-003-20140306)

6.3 Travel Plan Co-Ordinator (TPC)

6.2.1 A TP must have an appointed Travel Plan Coordinator (TPC). It is the responsibility of the developer of the Site to ensure that the TPC is appointed and remains in post.

6.3.2 It is a good practice requirement that the TPC is appointed and in-post prior to first occupation. This is necessary so that there is someone responsible for undertaking tasks prior to first occupation, to ensure that sustainable travel choices and information are available and people made aware of this. The TPC acts as the promoter of the TP to the residents, and provides a key point of contact.

6.3.3 The TPC will be appointed by the developer three months in advance of first occupation, to produce induction packs and work with the sales staff.

6.3.4 It is further required that the TPC details are provided in writing to the local authority 3 months prior to first occupation. The details to be provided include:

- Name,
- Telephone contact number,
- Email contact details,
- Date of taking up post.

6.3.5 There are a range of tasks that the TPC should undertake prior to first occupation, and this is why the TPC must be in post some months beforehand. Prior to first occupation the TPC will work in partnership with the local authority and others to undertake the following:



- Manage the implementation of measures set out in the Framework TP,
- Collect data and other information relevant to the implementation and future monitoring of the TP,
- Prepare and produce marketing material for residents and for the residential sales and marketing team, eg residents welcome/induction packs (refer paras 8.3, 8.4 & 8.5),
- Set up appropriate management arrangements, eg contact arrangements with local authority.

6.3.6 A key objective of the early stages of the TPC being in post is to provide the optimal platform for the TPC to work with the new residents before their travel habits are set.

6.3.7 In general terms, the duties of the TPC include:

- Identifying transport initiatives, including information and marketing, (refer Chapter 8),
- Arranging questionnaire Travel Surveys and statistical analysis of findings,
- Arranging other travel/monitoring surveys,
- Monitoring and review of TP,
- Preparation of annual Monitoring & Review report for submission to the Council,
- Liaison with the residents, local authority and other key stakeholders.

6.3.8 More specifically, the TPC responsibilities include inter alia:

- Day to day operation of the TP,
- Maintaining all public transport and database records up-to-date,
- Promotion of car sharing & ongoing promotion of the car share scheme,
- Liaison with local public transport operators,
- Promotion of bus and rail travel,
- Promotion of walking and cycling to work,
- Liaison with the local authority,
- Liaison with residents of the development, including for example promotional activities,
- Undertaking and analysing questionnaire Travel Surveys,
- Monitoring car and cycle usage,
- Preparing and maintaining information/promotional material for the TP,
- Managing TP social media,
- Undertaking annual Monitoring and Review of the TP and preparing the annual Monitoring & Review report for submission to the Council, including review of the TP targets.

6.3.9 As part of the ongoing management of the TP, the TPC will maintain a dialogue with the Council, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.



6.4 Financial Arrangements

6.4.1 As set out in para 6.3.3 above, it is the responsibility of the developer to ensure that the TPC is appointed and remains in post. This will be a requirement of all sale agreements with residential developer(s).

6.4.2 The TPC should be in post for a period of 5 years after first occupation of the development. This means that the developer must identify a sufficient revenue budget to employ the TPC for a period of 5 years after first occupation of the development. This is to be on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

6.5 LCC TP Support

6.5.1 The LCC consultation response, dated 3 September 2021, sets out the following with respect to the TP support:

“As per our original comments, LCC provide Travel Plan Support to developers and a contribution of £6,000 (cost based upon the number of dwellings) is requested. The support includes:

- *Appraise initial Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.*
- *Work closely with the Developer's appointed Travel Plan Coordinator, the end use where appropriate, local community groups*
- *Oversee the progression from the Interim Travel Plan to the Full Travel Plan/s in line with agreed timescales.*
- *Monitor and support the development, implementation and review of the Full Travel Plan. This will include reviewing:*
 - o *Annual surveys*
 - o *Progression of initiatives / actions plan*
 - o *Targets*



- *Where appropriate suggest further cost-effective meaningful intervention to maintain/satisfy travel plan targets using local knowledge"*

6.6 Community Interaction

- 6.6.1 The management strategy of the TP will include liaison with other interested parties and relevant bodies, eg local authority, local residents, bus operators, to seek to work with and support travel initiatives being developed for the wider community.



7 Measures to Encourage Sustainable Travel

7.1 Walk

7.1.1 The existing pedestrian infrastructure near the Site is described in Chapter 3.

7.1.2 The existing pedestrian facilities are complemented by the network of pedestrian infrastructure to be provided within the development Site, as part of the development. This is illustrated on the architect's masterplan layout; the details will be the subject of reserved matters approval from the Council.

7.1.3 All pedestrian routes within the Site have good natural surveillance, with proposed dwellings overlooking all pedestrian footways and on-site pedestrian routes.

7.1.4 Proposed Pedestrian Improvements

7.1.4.1 The proposed pedestrian infrastructure improvements are:

Northern Site

- Provide footway on the north side of Henthorn Road between the permitted Phase 2 access and the proposed Phase 3 footway/cycleway connection. New footway to be generally 2.0m wide although there is a slight reduction to 1.8m (minimum) over a 35m section where land availability is restricted;
- Pedestrian and cycle access also through permitted Phase 2 development;
- Provide 3.75m wide footway/cycleway connection with Henthorn Road, can function as an emergency access if required.

Southern Site

- Provide 2.0m wide footway on both sides of new Southern Site access road;
- Provide 2.0m wide footway on south side of Henthorn Road to connect with proposed Northern Site footway/cycleway and link to permitted Phase 2 footpath.

7.1.4.2 The LCC 3 September 2021 consultation response (Appendix G) states:

“Further measures of mitigation are requested to enhance pedestrian routes to the local food shop and primary school to support/promote walking from the site to the local area. A scheme has been identified on Eddisford Road in the vicinity of the Spar Food Shop and the Primary School to provide a new zebra crossing.”



We foresee that this scheme will support the walkability and sustainability of the site whilst enhancing highway safety for pedestrians on Edisford Road where the volume of traffic will increase as a result of the proposal."

7.1.4.3 The applicant confirms agreement to the provision of a new zebra crossing on Edisford Road in the vicinity of St Paul's Street.

7.1.4.4 Promotional events and literature will be arranged by the TPC, to encourage walking, and emphasising the health benefits.

7.1.4.5 The TPC will prepare and arrange for distribution of maps showing safe local walking routes.

7.2 Cycle

7.2.1 Information about the existing cycle infrastructure and opportunities is provided in Chapter 3.

7.2.2 Residents of the development will have opportunity to park cycles at their homes, and similarly for their visitors.

7.2.3 Within the development, the infrastructure provided will accommodate cycling. The details will be the subject of reserved matters application.

7.2.4 Awareness of cycling as a travel choice, for essential (eg work) as well as other journey purposes (eg leisure) is to be promoted to residents by the TPC from the outset, and indeed in advance, of their taking up occupation of the new dwellings.

7.2.5 The TPC will establish a cycling action plan that identifies a range of measures to be explored/pursued. This includes, for example but not exclusively:

- Promotion of National Bike Week,
- Bike buddy scheme, for those not confident about cycling.

7.2.6 Promotional events and literature will be arranged by the TPC, to encourage cycling and emphasise the health benefits.

7.3 Public Transport

7.3.1 The information and marketing aspects of the opportunity to make journeys by public transport to/from the development are important, and are discussed in Chapter 8. The Induction Pack



prepared by the TPC, and issued to all new residents will include information on bus and rail services. This will include bus stop locations, routes & destinations, and frequency of services.

- 7.3.2 LCC have sought a financial contribution to assist the No C2 bus service for a period 5 years. The applicant is agreeable to offering financial assistance for the future operation of the No C2 service and would welcome discussions with LCC to determine an appropriate level of contribution.

7.4 Car Share

- 7.4.1 Car sharing is proven as an effective means of reducing the number of car trips generated by a Site, especially for commuting trips to work, and is thus an established sustainable travel choice. It is concluded that modal shift to passenger, from car driver travelling alone, ie single occupancy vehicle (SOV), is an important component of the TP strategy. This is supported by evidence of successful car share schemes achieving significant modal shift and reducing car traffic.

- 7.4.2 The TPC will identify a car share scheme to be promoted to residents. For example, the Shared Wheels Lancashire Liftshare scheme operated by Liftshare, a well-established 'market-leader' in operating successful car share schemes throughout the country, is suitable. The car share scheme matches up car drivers and passengers who travel on similar routes at similar times. There is no fee for registering or using the website. There is no cost to the developer. This proposal has the advantage of the 'pool' of potential car sharers being able to also include existing residents of Clitheroe, and indeed residents at other locations that may share a route for journey to work with residents of the development.

- 7.4.3 The car share scheme will be promoted by the TPC through a variety of means (refer Chapter 8), including for example sales literature, Induction Packs, online resources.

- 7.4.4 Car sharers do not necessarily need to work for the same company, or even be based in the same building. In order to maximise this potential, the strategy is that, from initial occupation:

- A car share scheme is to be promoted to residents;
- Information about this scheme is to be included in Induction Packs;
- The benefits of car sharing are to be highlighted in the Induction Pack. This is to provide information to appeal to the widest range of reasons for deciding to car share, including for example, environmental, cost saving, potential to not need a car.

- 7.4.5 The car share scheme is available to, and valuable for, all those travelling to/from the Site.



7.5 Electric Vehicles

- 7.5.1 To encourage residents of the proposed development to operate Electric Vehicles (EV), the development will include the provision of a 32Amp single phase electrical supply that will allow for the future inclusion of an individual electric car charging point for each property.

7.6 Work at Home

- 7.6.1 The 2011 Census data records that 4.0% of employed residents in Ribble Valley 003 work at home.
- 7.6.2 The development will include provision of infrastructure for broadband service to be delivered to the new houses.
- 7.6.3 The TPC will further highlight to residents the benefits of working at home, including teleworking on a part-time basis, thereby reducing travel to work for a portion of the working week.

7.7 Behavioural Strategies

- 7.7.1 If the optimal benefits of the TP are to be achieved in respect of the identified TP outcomes objectives and targets, it is essential that the TP is operated in a way that recognises that, for many, substantial behavioural changes in attitudes to travelling choices are required. The role of the TPC is crucial to success in this endeavour.
- 7.7.2 A transformation of some peoples' behaviour may be achieved with simple strategies such as, for example, highlighting health or environmental benefits. However, it is certain that more sophisticated strategies will be needed for others.
- 7.7.3 An example of this is promoting the concept that travel choice for the journey to work can have inbuilt flexibility of mode choice, with not a single mode choice all of the time. The role of the TPC is essential in assisting people to understand this, and to empower them to find the means to achieve it in practice.
- 7.7.4 A 'small steps' (nudge) approach is a key part of the TP strategy for changing residents' attitudes to favour and make sustainable travel to work choices, as well as similarly for other journey purposes. This is especially important for people who have been choosing to travel to work as a car driver on their own for some considerable time (to/from a different location than the new development).
- 7.7.5 Information gathering from residents is important to inform the 'small steps' strategy, and to ensure that residents feel 'engaged with', rather than the objects of a 'big brother/nanny' style



approach that endeavours to tell them what they 'should do'. The TPC role in developing and overseeing this is critical.

7.8 Summary

- 7.8.1 A comprehensive TP strategy is needed for encouraging and achieving sustainable travel choices for people living at the development. This must recognise that a sustainable journey can be made by a variety of options, and one sustainable mode choice should not be promoted at the expense of another. It is a crucial task of the TPC to ensure this strategy is taken forward. A key aspect of this is identifying strategies and initiatives to address the issue of behavioural change of attitudes that is required; in which the 'small steps' approach has a key role to play.



8 Marketing Strategy

8.1 The information and marketing aspects of the TP are crucial to its success. It is of little use having TP initiatives if people are not adequately informed of them and persuaded to try them. The marketing strategy for the TP aims to:

- Raise awareness of sustainable travel options,
- Promote individual measures and initiatives,
- Disseminate travel information from the outset of first occupation, and indeed in advance of occupation (through the residential sales and marketing literature), and on an ongoing basis.

8.2 The first step is to ensure that good quality information is readily available and well disseminated, and this will be administered by the TPC. Information will be provided by a variety of means including:

- At the residential sales marketing suites,
- Occasional promotional initiatives,
- Residents Induction 'Travel Pack',
- Website/social media.

8.3 It is the responsibility of the TPC to set up and oversee arrangements for every new household to receive an Induction 'Travel Pack' prior to their residency commencing.

8.4 The Induction Packs will be prepared and kept up-to-date by the TPC, who will maintain a stock. These can be available in hard copy and/or electronic format.

8.5 The objective of the Induction pack is twofold: to inform and to promote. The latter aspects of the Induction Pack are aimed at promoting and achieving sustainable travel choices for trips to/from the development. It is anticipated that the TP Induction Pack will include items such as, but not exclusively:

- TP objectives,
- TPC: description of role and contact details,
- Walk: health benefits of walking,
- Cycle: health benefits of cycling, information about secure cycle parking, sources of cycle route information, bike buddy schemes,
- Public Transport: information about bus and rail services,
- Car share scheme: information about the financial benefits/incentives, and the environmental benefits. Details of registering,
- Information sources: eg residential sales office, websites, social media, etc.



8.6 Targeted promotional events and literature will be arranged by the TPC, to promote sustainable travel initiatives and options. This will include, inter alia, encouraging walking and cycling, and emphasising the health benefits, taking advantage of the platform of national and local initiatives, such as National Bike Week, as well as arranging development specific events. Similarly events/promotional activities will be aimed at promoting public transport and car sharing.

8.7 Social Media

8.7.1 Social media is a key component of the TP marketing & information strategy. Social media is an increasingly important marketing tool, and social media opportunities and techniques are rapidly evolving. The TPC will promote the TP objectives and measures through the use of social media and/or other online marketing techniques. The TP will monitor the evolving use of social media as a tool to assist in achieving the TP aims, and devise an appropriate online marketing strategy.

8.7.2 The TP online marketing strategy will include the use of a relevant and widely used social media platform. For example, Twitter, a well established and widely used social media platform, is suitable. A TP twitter account could be used to provide residents with the following types of information:

- Promotion of initiatives such as Bike Week, Walk to Work Week,
- Links to questionnaire travel survey forms,
- Updates of public transport information, eg timetable changes, route diversions, ticketing promotions, etc,
- Sustainable transport based 'fact of the week', eg, health benefits, cost savings, environmental benefits,
- Links to travel information websites/information sources, eg local bus operator websites, sustainable journey planning websites, sustainable travel blogs,
- Link to car share website,
- Promotion of phone applications (apps), eg bus ticketing, sustainable journey planners, pedometers, fitness apps, etc,
- Promotion of other relevant Twitter accounts/blogs, eg local travel news, public transport operators, walk and cycle organisations,
- Information on discount opportunities, eg offers at local cycle retailers, discount public transport tickets, etc.

8.7.3 The above is not an exhaustive list, but provides an indication of the wide range of possible uses of social media, with ever more becoming available.



- 8.7.4 The adopted social media strategy will be promoted through the Travel Induction Pack and TP website. Social media is an especially effective platform for engaging with younger people, at the time when their travel habits and choices are still forming. This extends benefits achievable from the TP by influencing positively the future travel choices of people as they become independent travellers.
- 8.7.5 The efficacy of the social media strategy will be monitored by the TPC, and the strategy will be reviewed accordingly. For example, the TPC may monitor the number of 'followers' of a TP social media account. If the number of social media followers is lower than expected/required the TPC may introduce incentives, such as prize draws, for people who interact with the TPC via social media. These incentives could be promoted through various media such as leaflet drops, poster campaigns, TP website, etc.



9 Monitoring & Review

- 9.1 Implementation of the TP must be monitored and reviewed if the intended and optimum benefits are to be secured.
- 9.2 Key points about the TP monitoring and review regime are that this:
- Is essential to ensure that the TP objectives are being met,
 - Assesses the effectiveness of the TP measures and provides opportunity for review,
 - Must be done over time, and hence requires action and resources.
- 9.3 The monitoring and review process needs to be systematic and planned. The role of the TPC in leading this is crucial.
- 9.4 The monitoring and review process provides the mechanism for identifying amendments to the TP that are agreed with the Council. The optimal approach for the effectiveness of the TP, in achieving the agreed TP outcomes, is that the ongoing management process (throughout the year) led by the TPC includes liaison with the relevant local authority officer.
- 9.5 The key objective of the monitoring of the TP is to measure the effectiveness and to ensure that it remains relevant over time. It is also important that flexibility is retained to amend the TP to respond to changing/emerging circumstances, and that the monitoring and review process provides the mechanism for this.
- 9.6 Monitoring of the TP is to employ two types of survey:
- Traffic count surveys: recording the morning peak hour vehicle trip generation of the residential development,
 - Residential questionnaire survey: recording travel mode choices and exploring factors that may influence residents to make more sustainable travel choices.
- 9.7 The survey methodology must be submitted to the local authority for approval prior to first occupation.
- 9.8 The initial travel surveys will:
- Be the vehicle traffic counts during the AM peak hour,
 - Be undertaken at the development access,
 - Establish the baseline travel characteristics of the residential development,



- Be undertaken within 3 months of the occupation of 60 dwellings at the development; (this is to ensure that there is a sufficient development occupancy to yield worthwhile survey results).
- 9.9 Subsequently, AM peak hour vehicle traffic count surveys will then be undertaken annually on the anniversary of the initial survey, until 5 years after first occupation of the development.
- 9.10 The residential questionnaire travel surveys will be undertaken:
- First survey within 9 months of first occupation of 60 dwellings at the development (ie 6 months after the vehicle peak hours traffic count survey, thereby providing complementary 'follow-on' up-to-date information),
 - Subsequently, biennially on the anniversary of the initial survey until 5 years after first occupation of the development.
- 9.11 Details of the questionnaire content will be discussed and agreed with the local authority, but may include, inter alia, the following:
- Residents' work journey distance and/or location,
 - Travel mode choice,
 - Time taken for journey,
 - Number of car owners and cars per household,
 - Resident parking habits on Site,
 - Any barriers (perceived/real) to particular modes of travel,
 - Number of primary school children who walk to school,
 - Factors influencing willingness to consider/change of travel mode choices.
- 9.12 TP indicators will also be recorded through the monitoring process, including, but not necessarily exclusively:
- Pedestrian movements to/from the development,
 - Cycle movements to/from the development.
- 9.13 Data collected from all the surveys will comply with the Data Protection Act. Residents will be identified only by numbers in the database, and data will not be used or disclosed except for the purpose it was collected.
- 9.14 The residential travel surveys will not only provide information about residents' travel choices and habits, but also, and importantly, about attitudes to change in choice of travel mode.



This is vital information for optimising the effectiveness of the targeting of the TP marketing strategy.

9.15 The monitoring process is not something that is done at a single point in time annually, albeit there is a requirement for a single formal report (refer para 9.16). TP monitoring is a dynamic process led by the TPC, that must be undertaken on an ongoing manner throughout the year. This is so that the effectiveness of the TP measures and financial resources can be optimised. The ongoing monitoring process throughout the year includes elements such as the promotional activities and mechanisms - if a particular form of promotion is not yielding benefits, then alternatives should be considered and employed. The key to all this is that the TP measures, be it promotion and/or services/facilities, are not an end in themselves, they are only the means to reach the TP target, and if a measure/activity is not yielding positive results, then the reasons for this should be examined and changes to the strategy and measures implemented to address this, in agreement with the local authority.

9.16 An annual 'Monitoring & Review' report will be prepared by the TPC and submitted to the local authority. This will set out the way in which the TP has been operated throughout the year, providing, inter alia:

- A record of key information collected throughout the year, including results of monitoring surveys (refer para 9.6) and analysis (if applicable),
- A schedule of meetings held throughout the year, and other key contact information,
- A record of TP initiatives introduced/operated during the year, and information about initiatives considered but not implemented (if applicable),
- A record of promotional activities,
- Assess efficacy of TP measures that have been pursued throughout the year and, on the basis of this, reach conclusions about measures to be taken forward for the coming year. This may reflect positive results and/or the need to revise the TP measures/strategy in pursuit of the TP target.



10 Action Plan & Budget

- 10.1 It is essential that key tasks in connection with the TP are commenced (and some completed) prior to first occupation. This is so that TP measures are in place prior to the travel habits of the residents being set. It is also important that there is ongoing TP activity that seeks to influence the modal choice of residents to achieve the residential TP target of: **maximum AM peak hour 2-way vehicle trip rate of 0.673 vehicles/hour/dwelling.**

10.2 Action Plan

Key elements of the Action Plan for the development's TP are set out below, as well as some examples of specific measures to be pursued. This is **not** an exhaustive list, but is intended to confirm that the intention is for the TP to deploy a variety of measures and strategies:

Prior to occupation:

- Residential TPC appointed by the developer 3 months prior to first occupation. TPC contact information to be provided to local authority 3 months prior to first occupation,
- TPC establishes contact with relevant Council officer,
- Resident Induction Travel Pack prepared by TPC and stock readied for distribution to each household prior to taking up residence at the Site,
- TPC to prepare and provide information for residential sales marketing team, and to hold an induction meeting for sales staff, informing them about the TP and the TP measures,
- Provisional date for peak hours vehicle traffic count survey, based upon residential sales projections. This will need to be kept under ongoing review in the light of actual sales and occupancy data,
- TPC to liaise with bus and rail operators,
- Car share scheme arrangements, and in particular promotional strategy, to be established by TPC.

Upon occupation and subsequently:

- Each new household to have been provided with an Induction Pack prior to moving in. TPC to ensure suitable arrangements in place,
- TPC to consider arranging an online TP resource, Twitter feed, etc.
- Promotional activities to residents, by a variety of means (and ongoing),
- TPC to pursue and promote to resident's cycle incentives, eg bike buddy scheme, etc;

Within 3 months of occupation of 60 houses:

- AM peak hour vehicle traffic count survey at the development access to be undertaken and subsequently analysed,



Within 1 month of first year's anniversary of first occupation:

- TPC to prepare and submit Annual Monitoring & Review report to Council,

Within 9 months of occupation 60 houses:

- Questionnaire Travel Survey to be undertaken and subsequently analysed,
- Ongoing monitoring, by a variety of means, of TP indicators,
- Ongoing promotional activities arranged by the TPC,

Annually, within 1 month of anniversary of first occupation:

- TPC to prepare and submit Annual Monitoring & Review report to Council,

Subsequent **traffic count surveys** as follows:

- Annually on the anniversary of the initial survey, until five years after first occupation of the development,

Subsequent residential **questionnaire travel surveys:**

- Biennially until 5 years after first occupation of the development.

Thereafter the operation of the TP will continue in a similar manner, guided by the evidence that accrues through operation of the TP and the contributions of the local authority. The timing of subsequent monitoring surveys is as set out in paras 9.8-9.10. An Annual Monitoring & Review report is to be prepared by the TPC and submitted to the Council.

10.3 Funding/Budget

10.3.1 The residential developer(s) is responsible for the appointment of the TPC and other monetary aspects of the funding of the TP. It will be a requirement of all sale agreements with residential developer(s) that they either appoint their own TPC, or contribute financially to a joint/shared TPC post.

10.3.2 A sufficient revenue budget must be identified by the developer(s) to employ the residential TPC for a period of 5 years after first occupation of the development, and commencing minimum 3 months prior to first occupation. The budget is to be on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

10.3.3 In practice, if there is more than a single residential developer, then:



- The '5 years after first occupation of the development' relates to their specific development, and
- That developer's TP financial liabilities relate to a timeframe based on the occupation of their first dwelling for the commencement of their period of '5 years after first occupation of the development'.

10.4 Summary

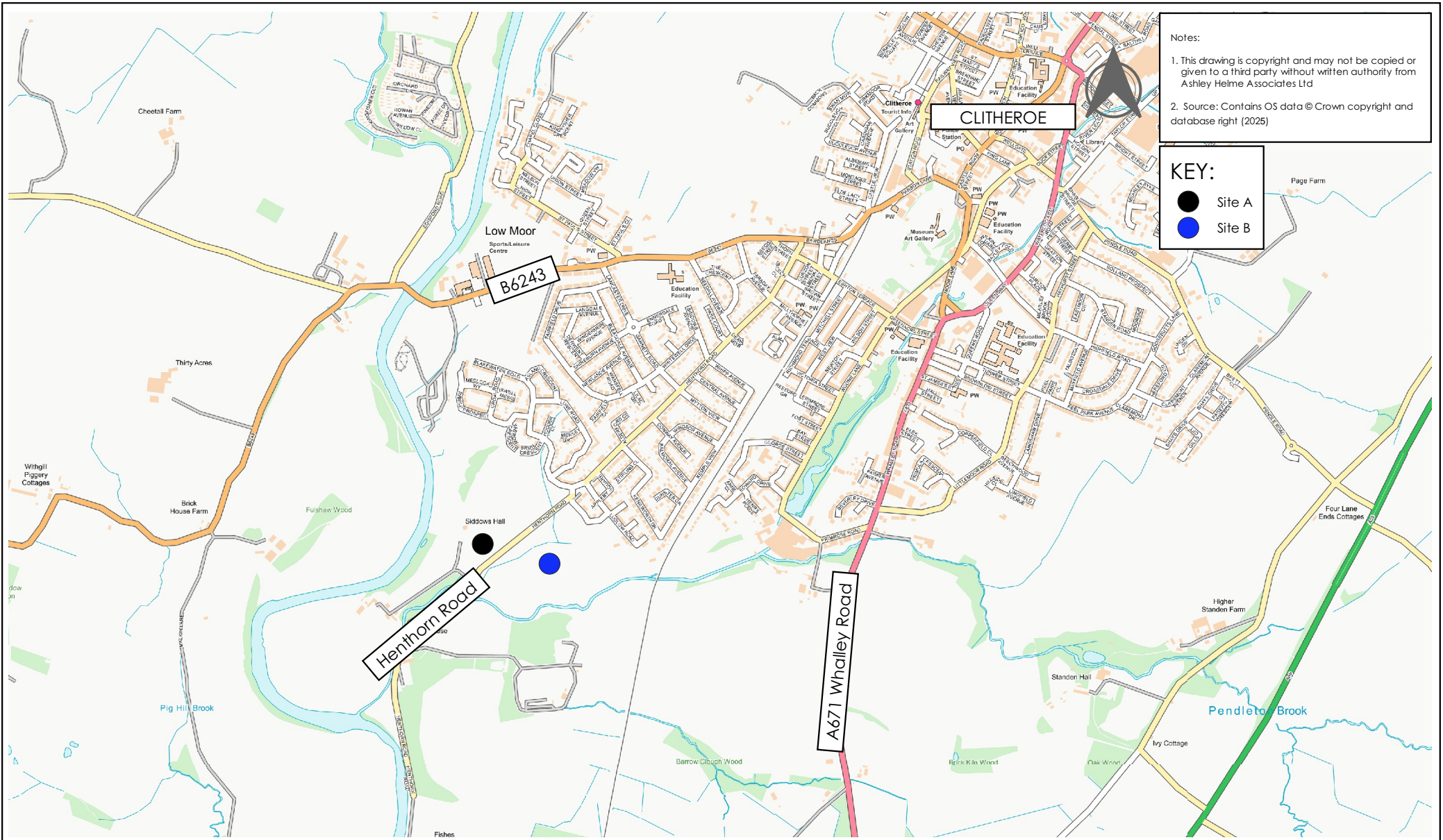
10.4.1 **Table 10.1** presents a summary of the proposed residential TP measures with associated timescale, responsibility and funding/budget information.



11 Conclusions

- 11.1 A Travel Plan (TP) promotes sustainable travel awareness and encourages sustainable travel choices. This TP is prepared taking account of currently available best practice and experience, and the 2014 national guidance (PPG).
- 11.2 This Framework TP report is prepared to support the current outline planning application for development comprising two parcels of land, referred to the Northern Site and Southern Site, that can accommodate up to 115 dwellings. All matters are reserved, except access. For the avoidance of doubt, this Framework TP relates to all dwellings at the Site and, if there is more than one, each and every developer.
- 11.3 The TP will be managed and operated by the Travel Plan Coordinator (TPC) to be appointed by the residential developer(s), and to be in post 3 months prior to first occupation of a house at the Site.
- 11.4 The outcomes approach is adopted for the TP.
- 11.5 A residential TP target is set of: **maximum AM peak hour 2-way vehicle trip rate of 0.673 vehicles/hour/dwelling.**
- 11.6 Chapter 10 sets out the Action Plan and Funding/Budget arrangements for the TP. This summarises identified measures that are proposed, and indicates the timing for the measures. This illustrates the holistic approach adopted for the TP, aimed at encouraging from the outset a positive sustainable transport awareness and culture for the development. The TP measures will be reviewed and amended as appropriate as part of the ongoing dynamic monitoring and review process for the TP.

Figures



Notes:

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KEY:

- Site A
- Site B

Project:
HENTHORN ROAD, CLITHEROE

Title:
LOCATION PLAN

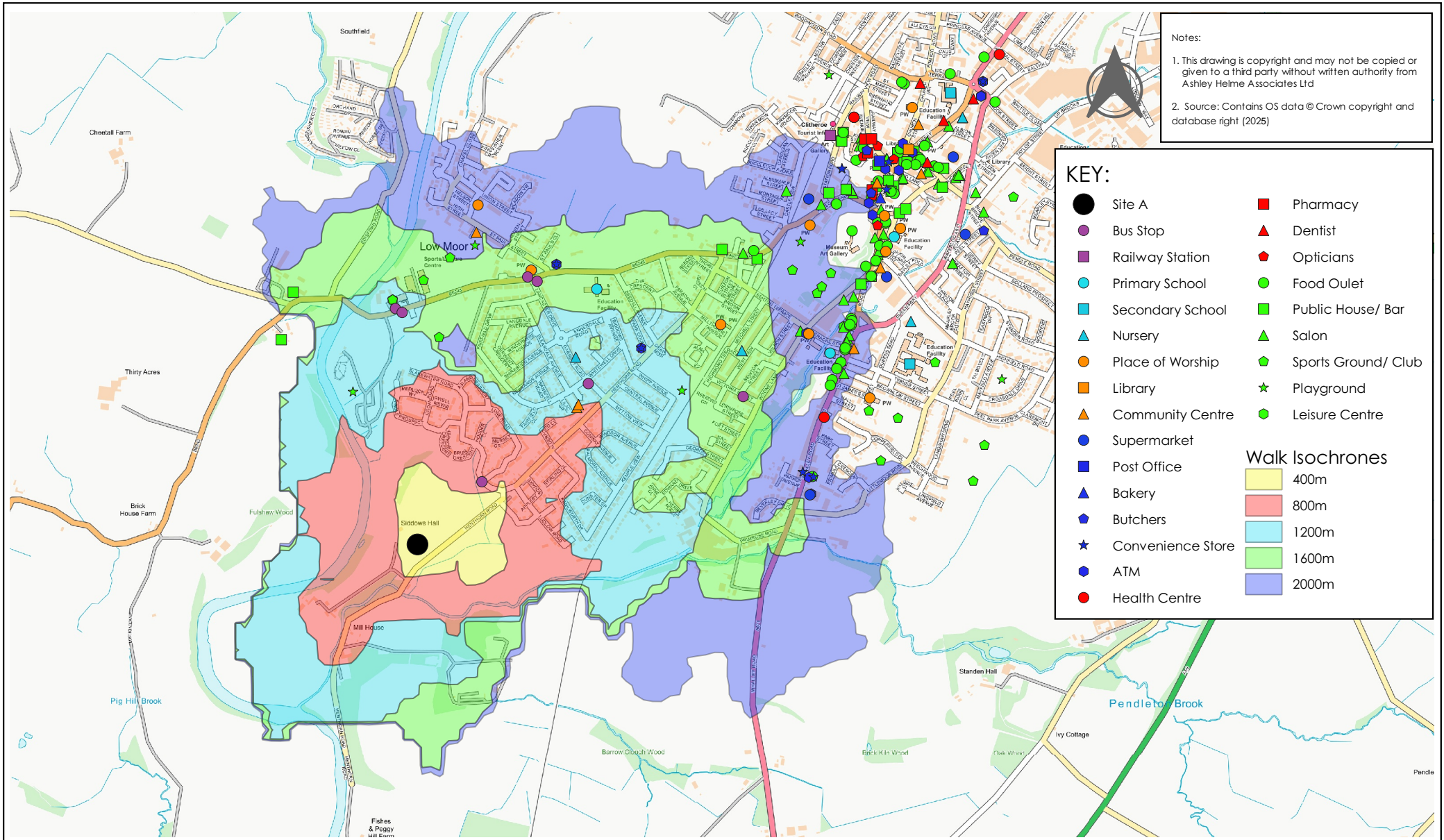
FIGURE 1.1

Client:
GLADMAN DEVELOPMENTS

Date:
DEC 2025

Scale:
NTS





Notes:

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KEY:

● Site A	■ Pharmacy
● Bus Stop	▲ Dentist
■ Railway Station	◆ Opticians
● Primary School	● Food Outlet
■ Secondary School	■ Public House/ Bar
▲ Nursery	▲ Salon
● Place of Worship	◆ Sports Ground/ Club
■ Library	★ Playground
▲ Community Centre	● Leisure Centre
● Supermarket	
■ Post Office	
▲ Bakery	
◆ Butchers	
★ Convenience Store	
◆ ATM	
● Health Centre	

Walk Isochrones

400m
800m
1200m
1600m
2000m

Project:
HENTHORN ROAD, CLITHEROE

Title:
WALK ISOCHRONES AND AMENITIES

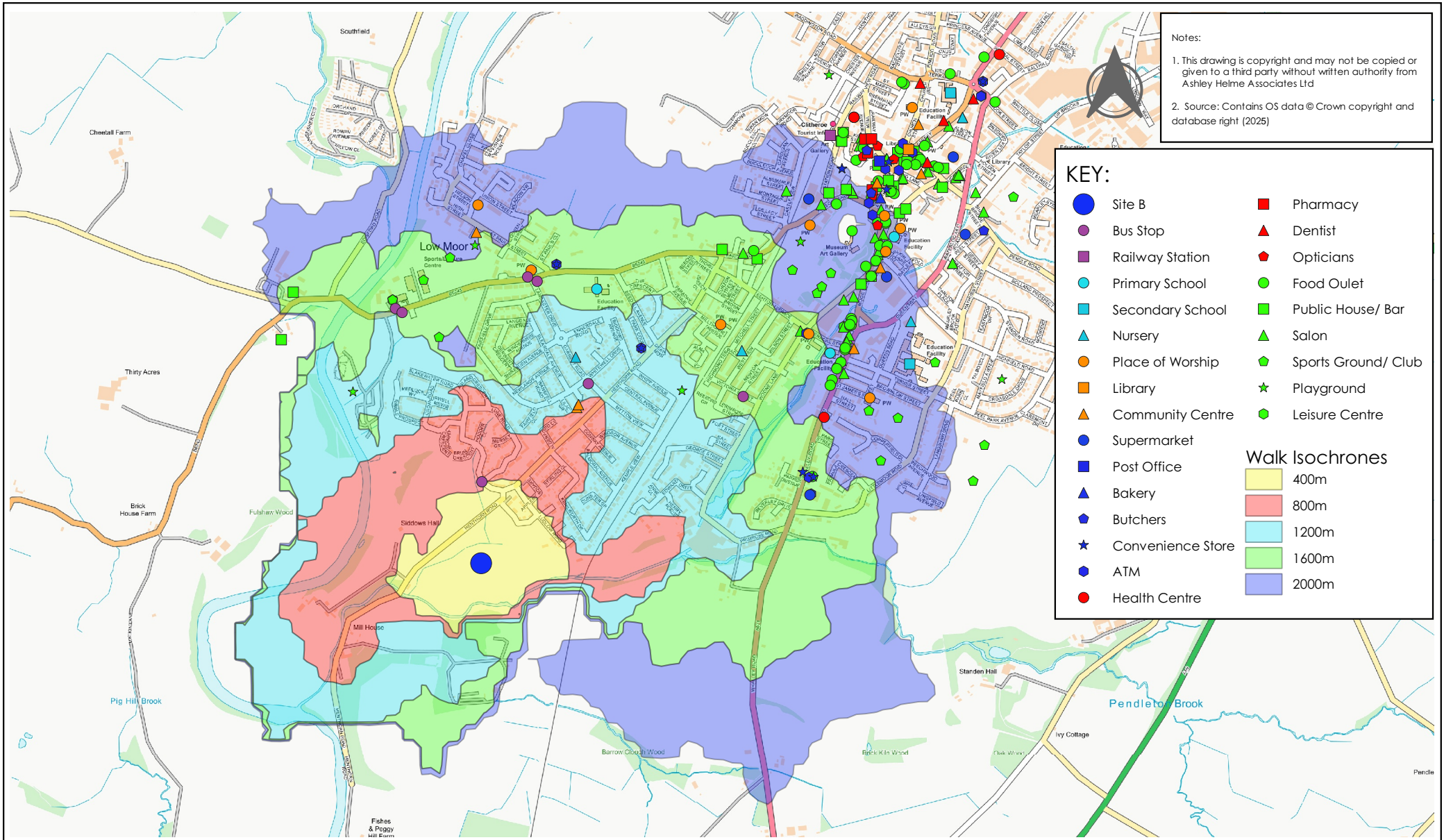
FIGURE 3.1

Client:
GLADMAN DEVELOPMENTS

Date:
DEC 2025

Scale:
NTS





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KEY:

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● Bus Stop	▲ Dentist
■ Railway Station	◆ Opticians
● Primary School	● Food Outlet
■ Secondary School	■ Public House/ Bar
▲ Nursery	▲ Salon
● Place of Worship	◆ Sports Ground/ Club
■ Library	★ Playground
▲ Community Centre	● Leisure Centre
● Supermarket	
■ Post Office	
▲ Bakery	
◆ Butchers	
★ Convenience Store	
◆ ATM	
● Health Centre	

Walk Isochrones

■ 400m
■ 800m
■ 1200m
■ 1600m
■ 2000m

Project:
HENTHORN ROAD, CLITHEROE

Title:
WALK ISOCHRONES AND AMENITIES

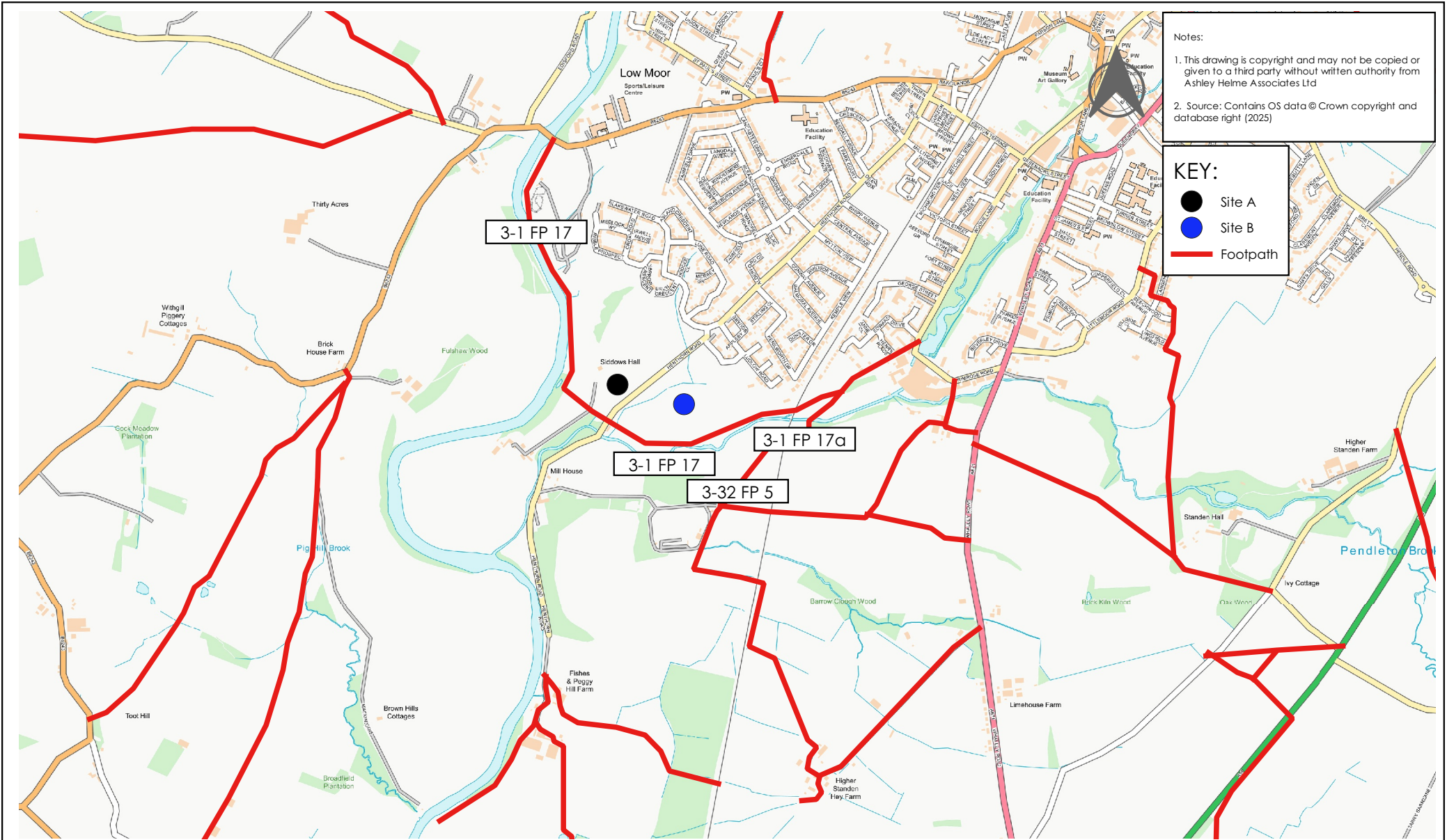
FIGURE 3.2

Client:
GLADMAN DEVELOPMENTS

Date:
DEC 2025

Scale:
NTS





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KEY:

- Site A
- Site B
- Footpath

Project:
HENTHORN ROAD, CLITHEROE

Title:
PUBLIC RIGHTS OF WAY (PROW)

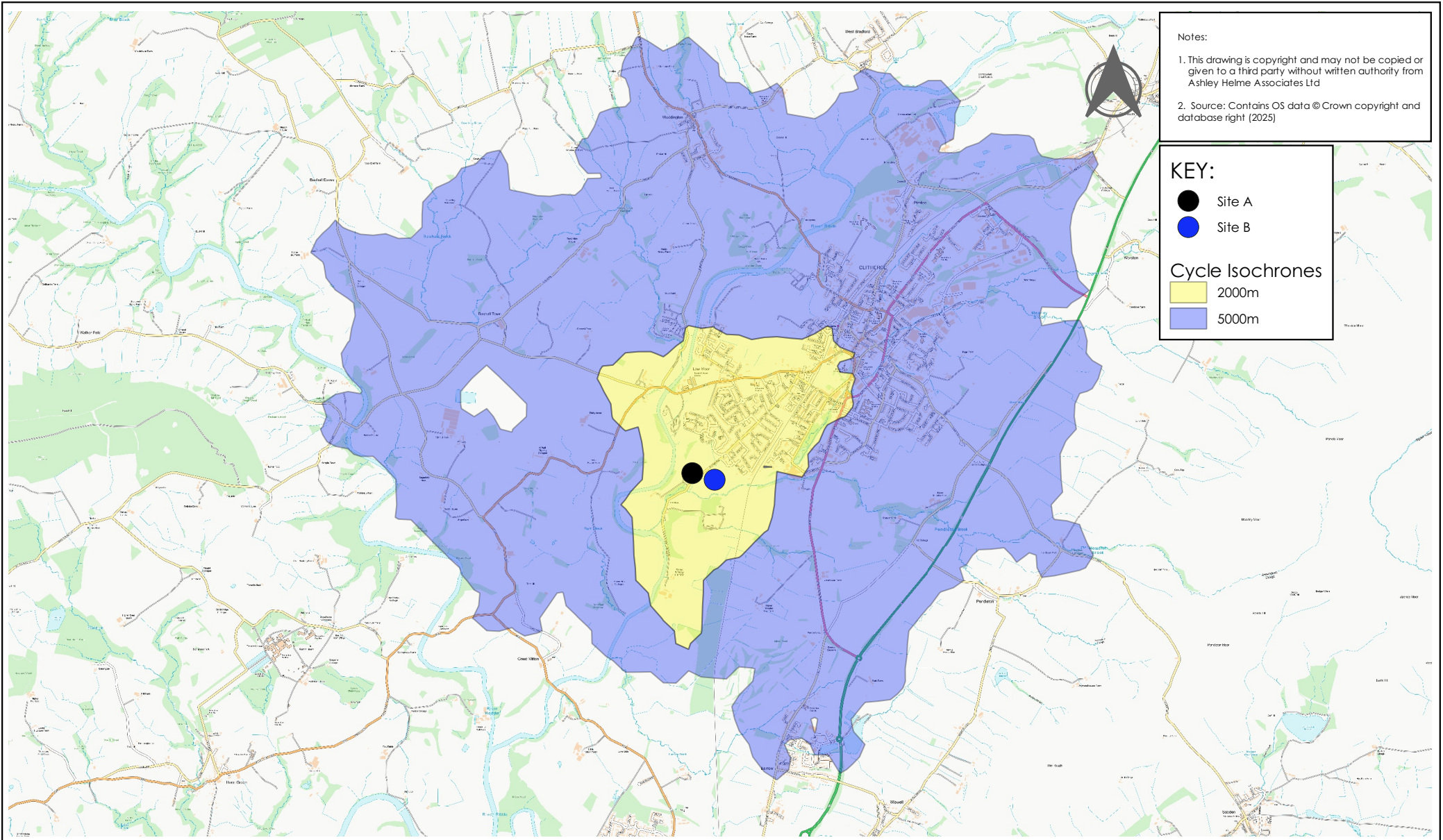
FIGURE 3.3



Client:
GLADMAN DEVELOPMENTS

Date:
DEC 2025

Scale:
NTS



Notes:

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KEY:

- Site A
- Site B

Cycle Isochrones

- 2000m
- 5000m

Project:
HENTHORN ROAD, CLITHEROE

Title:
CYCLE ISOCHRONES

FIGURE 3.4

Client:
GLADMAN DEVELOPMENTS

Date:
DEC 2025

Scale:
NTS



Tables

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-SATURDAY		SUN	
		DAY	EVE		

Service calling within 800m of Site (a 10-minute walk)					
C2	Clitheroe Town Circular via Low Moor	30 mins	-	-	VB

Service calling within 800m of Site (a 15-minute walk)					
686	Clitheroe – Bowland County High School	2 trips ⁽¹⁾	-	-	HC

Service calling within 800m of Site (a 20-minute walk)					
510	Dunsop Bridge – Clitheroe Royal Grammar School – Bowland County High School	2 trips ⁽¹⁾	-	-	PSN
645	Chipping - Ribblesdale High School	2 trips ⁽¹⁾	-	-	BGT
C4	Clitheroe – Peel Park Circular	60 mins	-	-	PB

Notes:

1. 1 trip to school in AM and 1 return trip in PM, schooldays and is for school children only.
2. 1 trip to school in AM and 1 return trip in PM, schooldays and is for school children only. An additional service runs on Wednesdays and Fridays in direction to Chipping.
3. There are several school bus services operating within walking distance of the Site.

Key:

VB	Vision Bus
HC	Hodsons Coaches
PSN	P&S Nelson
BGT	Brteherston Gold Line Tours
PB	Preston Bus Ltd

Source:

www.lancashire.gov.uk

Table 3.1 Bus Services & Frequencies

MODE OF TRAVEL	DISTRICT		MIDDLE SUPER OUTPUT AREA (MSOA)	
	No.	%	No.	%
	Ribble Valley		Ribble Valley 003	
Work at Home	2282	7.9	140	4.0
Tram etc	26	0.1	5	0.1
Train	328	1.1	47	1.3
Bus	603	2.1	80	2.3
Taxi	51	0.2	16	0.5
Motorcycle	167	0.6	29	0.8
Car Driver	20320	70.8	2216	63.5
Car Passenger	1338	4.7	191	5.5
Cycle	389	1.4	79	2.3
Walk	3053	10.6	675	19.3
Other	156	0.5	12	0.3
TOTAL	28713	100.0%	3490	100.0%

Notes:

1. Source: 2011 Census

Table 5.1 **Travel to Work (Resident Population)**
Employed Persons Aged 16-74

MEASURE	TIMESCALE	RESPONSIBILITY	FUNDING/ BUDGET
---------	-----------	----------------	-----------------

Public Transport			
Provision of bus and rail timetable information to residents as part of the residential Induction Pack	Prior to first occupation	TPC	TPC staff time
Financial contribution to assist No 2 Bus Service (level of contribution to be agreed with Highway Authority)	Upon occupation of 80 th dwelling (to be agreed with Highway Authority)	Highway Authority/Bus Operator	£106

Walk/ Cycle			
Provide new footway on north side of Henthorn Road between permitted Phase 2 access and proposed Phase 3 footway/cycleway connection	Prior to first occupation	Developer	Developer funding
Provide footway/cycleway connection with Henthorn Road (can function as emergency access if required)	Prior to first occupation	Developer	Developer funding
Provide new footway on both sides of new Southern Site access road	Prior to first occupation	Developer	Developer funding
Provide new footway on south side of Henthorn Road to connect with proposed Northern Site footway/cycleway and link to Phase permitted Phase 2 footpath	Prior to first occupation	Developer	Developer funding
Provide new zebra crossing on Edisford Road in the vicinity of St Paul's Street	Prior to first occupation	Developer	Developer funding
TPC to establish cycle action plan	Prior to first occupation	TPC	TPC staff time/Developer funding

Table 10.1 RESIDENTIAL TP ACTION PLAN SUMMARY

Car Share			
Shared Wheels Lancashire Liftshare car share arrangements and promotional strategy to be established	Prior to first occupation	TPC	TPC staff time

Electric Vehicles			
32Amp electric feed provided for all dwellings for future inclusion of electric charging point	Prior to first occupation	Developer	Developer funding

Management			
Residential TPC to be appointed	3 months prior to first occupation	Developer	Developer funding. Sufficient revenue budget for 5 years from first occupation
TPC establishes contact with relevant Council officer	Prior to first occupation	TPC	TPC staff time
Provision of broadband to each dwelling to facilitate home working	Prior to first occupation	Developer	Developer funding

Monitoring and Review			
Provisional date for AM peak hour vehicle traffic count survey based on sales projections	Prior to first occupation	TPC/ sales team	TPC/ sales staff time
AM peak hour vehicle traffic count survey to be undertaken and subsequently analysed	Within 3 months of occupation of 60 houses. Annually until 5 years after first occupation	TPC	TPC staff time/ Developer funding
Preparation of Annual Monitoring and Review report to Council	Within 1 month of first year's anniversary of first occupation, then annually for 5 years from first occupation	TPC	TPC staff time/ Developer funding
Questionnaire travel survey to be undertaken and subsequently analysed	Within 9 months of occupation of 60 houses, biennially until 5 years after first occupation	TPC	TPC staff time/ Developer funding
Ongoing monitoring of TP indicators	Start within 9 months of occupation of 60 houses	TPC	TPC staff time/ Developer funding

Table 10.1 RESIDENTIAL TP ACTION PLAN SUMMARY

Promotion and Marketing			
Resident Welcome/ Induction Pack prepared	Prior to first occupation	TPC	TPC staff time/ Developer funding
TP sales marketing information	1 month from TPC appointment	TPC/sales team	TPC staff time/ Developer funding
Induction meeting for sales staff	Prior to first occupation	TPC	TPC staff time
Each household to be issued with Welcome/ Induction pack	Upon first occupation	TPC/sales team	Developer funding
Promotional activities to residents by a variety of means	Upon first occupation and ongoing	TPC	TPC staff time/Developer funding

Table 10.1 RESIDENTIAL TP ACTION PLAN SUMMARY