



transport planning

Morris Homes

# Land at Highmoor Farm, Clitheroe

## Residential Travel Plan

December 2025



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# Land at Highmoor Farm, Clitheroe

## Residential Travel Plan

OFFICE ADDRESS:  
106 Albert Mill,  
10 Hulme Hall Road,  
Manchester,  
M15 4LY

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# 1. Introduction

## 1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Morris Homes (the 'Developer') to provide travel planning advice in relation to a consented residential development on land at Highmoor Farm in Clitheroe.

1.1.2 The planning application (Ref: 3/2020/0601) was approved on 8<sup>th</sup> February 2023 by Ribble Valley Borough Council (RVBC) as the Local Planning Authority (LPA). The Decision Notice included a Planning Condition (No.18) requiring a Travel Plan (TP):

*"Prior to the first use of the development hereby permitted, a detailed Travel Plan shall be submitted to, and approved in writing, by the Local Planning Authority. The Travel Plan shall be implemented within the timescale set out in the approved plan and will be audited and updated at intervals not greater than 18 months to ensure that the approved Plan is carried out.*

*Reason: To promote and provide access to sustainable transport options."*

1.1.3 This TP has been prepared in accordance with Planning Condition 18, as well as the approved Framework Travel Plan (FTP) which accompanied the planning application, produced by DTPC dated January 2020.

1.1.4 The overall aim of the TP is to encourage residents to travel sustainably and reduce Single Occupancy Vehicle (SOV) trips.

## 1.2 Development Proposals

1.2.1 The approved outline planning application comprises the construction of up to 125no. dwellings with public open space, landscaping and sustainable drainage system and vehicular access point from Highmoor Park.

1.2.2 All matters are reserved except for means of access, which will be subject to a further reserved matters application.

1.2.3 The approved site layout is shown in [Figure 1.1](#).

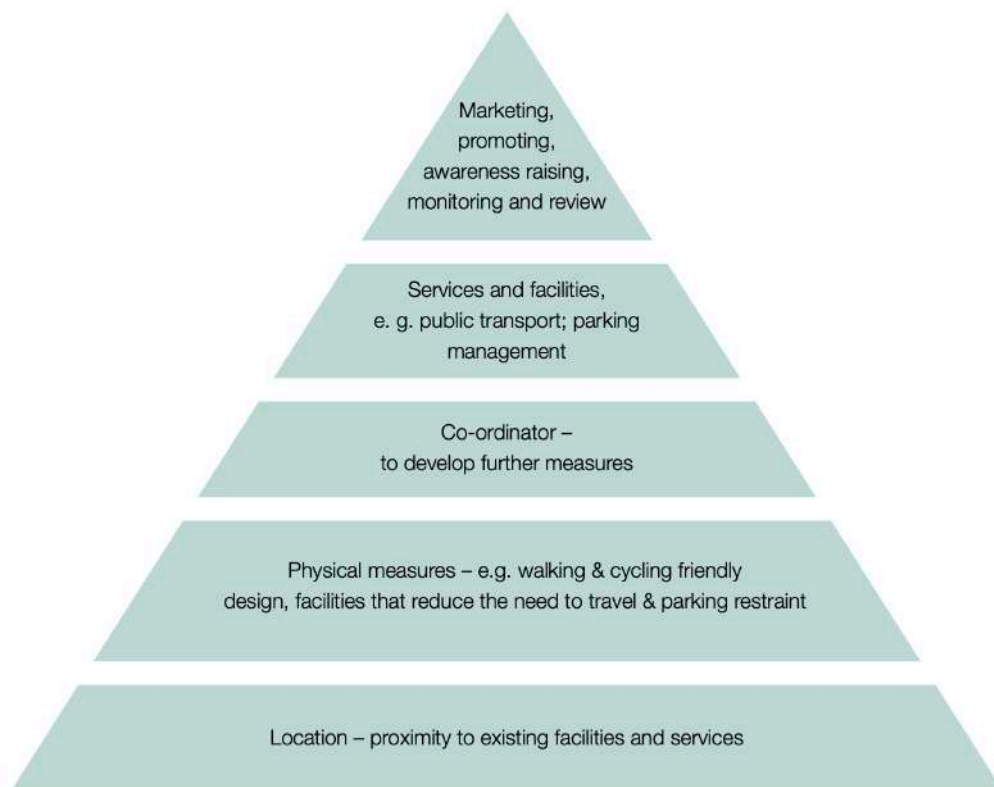
Figure 1.1 : Approved Site Layout (source: Morris Homes)



## 1.3 Overview of the Travel Planning Process

- 1.3.1 A TP is a long-term management strategy for integrating proposals for sustainable travel into the planning process. The TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term.
- 1.3.2 The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, and as a result mitigating the impact of travel.
- 1.3.3 A successful TP can be established by the Travel Plan Pyramid shown in [Figure 1.2](#).

**Figure 1.2 : Travel Plan Pyramid** (source: Department for transport)



1.3.4 This TP forms the starting point in the TP process by providing the following:

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

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

- Reduce the need to travel by car to and from the site;
- Promote the health and cost benefits of cycling, walking and using public transport;
- Promote the cost benefits of car sharing;
- Provide clear information to residents on sustainable modes of travel to and from the site; and
- Provide information to residents on the alternative sustainable modes of travel.

## 2. Existing Conditions

### 2.1 Site Location

2.1.1 The development is located c.1.0km east of the centre of Clitheroe, as shown in [Figure 2.1](#).

Figure 2.1 : Site Location

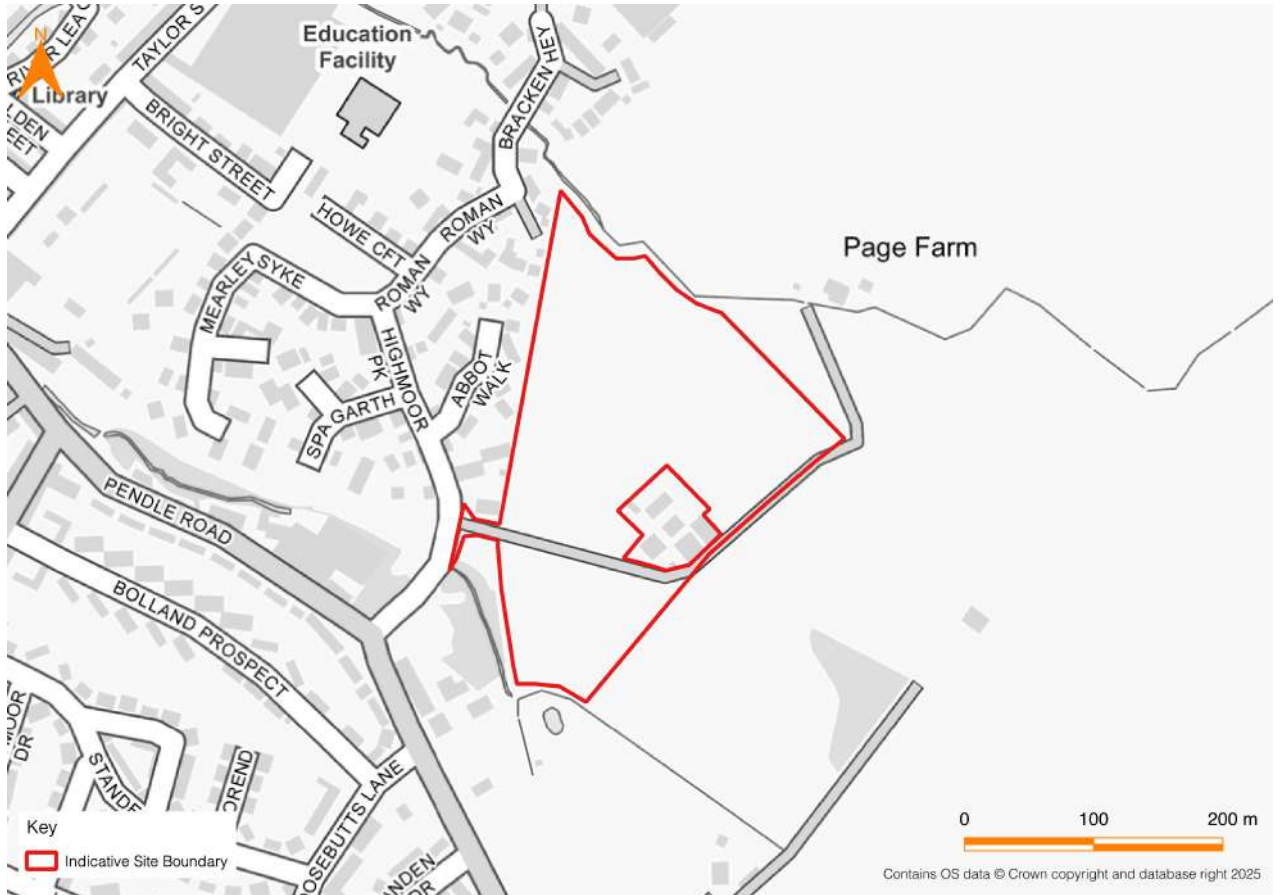


### 2.2 Local Highway Network

2.2.1 The site is bound by existing residential properties along Highmoor Park, Roman Way and Abbot Walk to the west, and undeveloped land to the north and east.

2.2.2 The site in the contact of the local highway network is shown in [Figure 2.2](#).

**Figure 2.2 : Local Highway Network**



2.2.3 The development site will be accessed off Highmoor Park to the west. The existing conditions along Highmoor Park within the vicinity of the site are detailed in [Table 2.1](#).

**Table 2.1 : Highmoor Park – Existing Conditions**

Road Classification	Unclassified	Footway Width	c.2m
Road Type	Two-way single carriageway	Pedestrian Crossing Facilities	Footways and refuge island at mini roundabout with Pendle Road
Speed Limit	20mph Zone with speed humps	Cycle Facilities	N/A
Carriageway Width	c.5.6 – 7.3m	Public Transport Provision	N/A
Adoption Status	Adopted	Streetlighting	Yes

## 2.3 Modal Split

2.3.1 The modal split has been estimated using journey to work data for the population working in the vicinity of the development site. The modal split from the 2011 Census for 'Ribble Valley 002' Middle Super Output Areas (MSOA), where the site is located has been examined and is summarised in [Table 2.2](#).

**Table 2.2 : 2011 Census Travel to Work Data – Modal Split ('Ribble Valley 002' MSOAs)**

Mode of Travel	Percentage Split
Driving a car or van	65%
On foot	23%
Passenger in a car or van	4%
Bicycle	3%
Bus, minibus or coach	2%
Train	2%
Motorcycle, scooter or moped	1%
Total	100%

2.3.2 As shown in [Table 2.2](#), currently 69% of people travel to work by car or van, of which 65% are drivers and 4% are passengers. The 2011 Census data also shows that 30% of people travel to work using sustainable modes, including 23% on foot, 3% by cycle, 2% by bus and 2% by train.

### 3. Sustainable Accessibility and Active Travel

#### 3.1 Introduction

3.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

3.1.2 This chapter considers accessibility via sustainable and active modes of transport to the proposed development site, including access by walking, wheeling and cycling, as well as by public transport.

#### 3.2 Pedestrian Accessibility

3.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'* are shown in [Table 3.1](#).

**Table 3.1 : CIHT Guideline Acceptable Walking Distances**

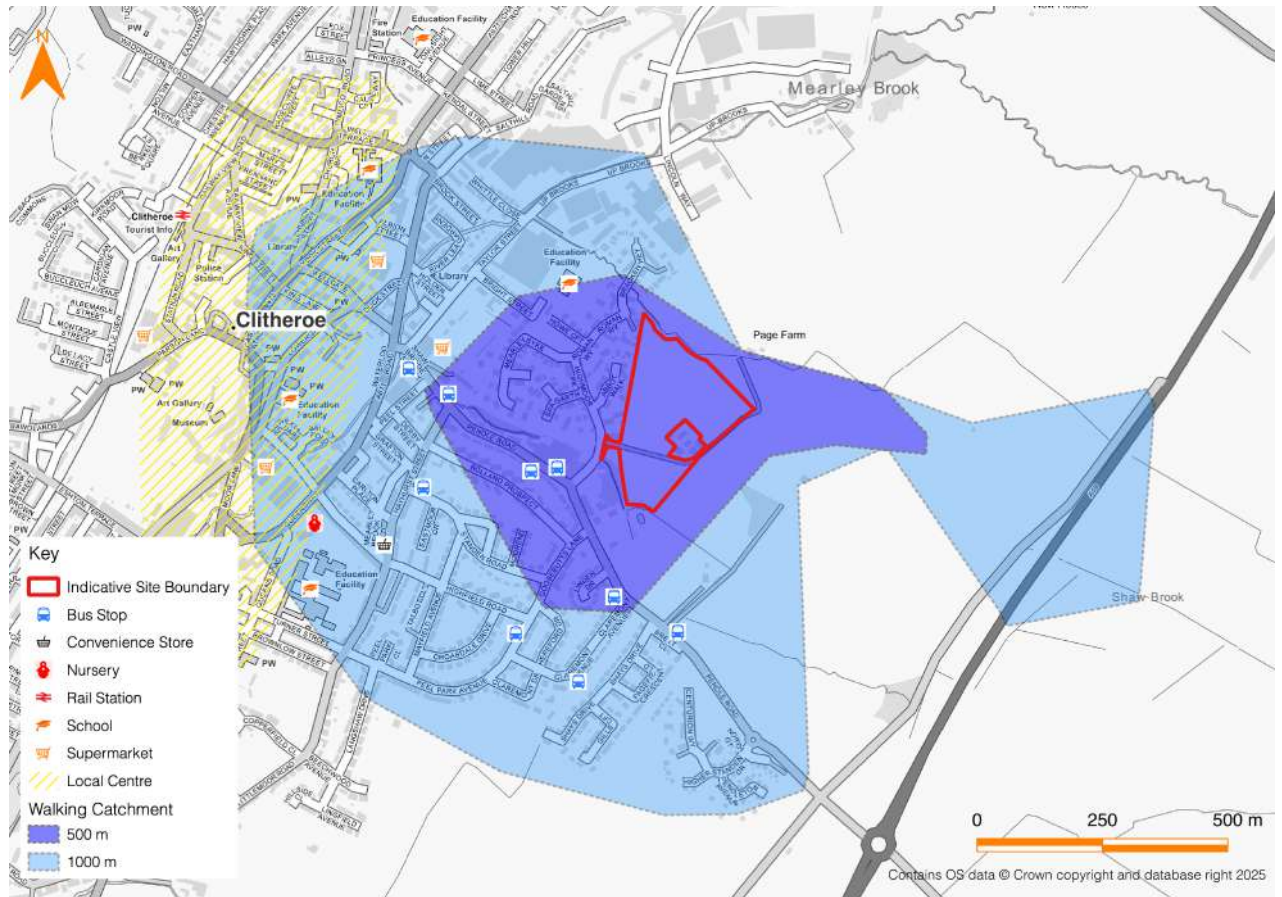
Criteria	Town Centre	Commuting/Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

3.2.2 The CIHT guidelines shown in [Table 3.1](#) suggest that, for commuting purposes, up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

3.2.3 Appropriate walking distances are dependent upon the location of the specific development; in more remote locations, people will be more likely to be prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

3.2.4 [Figure 3.1](#) presents the local amenities accessible within 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

**Figure 3.1 : Walking Catchment Area**



3.2.5 Table 3.2 provides an indication of the distances and approximate walking times to a selection of local amenities. The distances have been measured from the centre of the Phase 1, and the times are based on an average walking speed of 1.4 metres per second - not allowing for waiting time to cross junctions.

**Table 3.2 : Local Amenities – Distances and Walking Times**

Amenity	Distance	Average Walking Time
Bus Stops on Pendle Road	300m	4 minutes
Clitheroe Brookside Primary School	550m	7 minutes
Lidl Supermarket	600m	7 minutes
Clitheroe Town Centre	1.0km	12 minutes
Clitheroe Rail Station	1.2km	14 minutes

3.2.6 As shown in Figure 3.1 and Table 3.2, the development site is located adjacent to an established residential area, and benefits from nearby bus stops, schools, shops and employment areas within a reasonable walking distance.

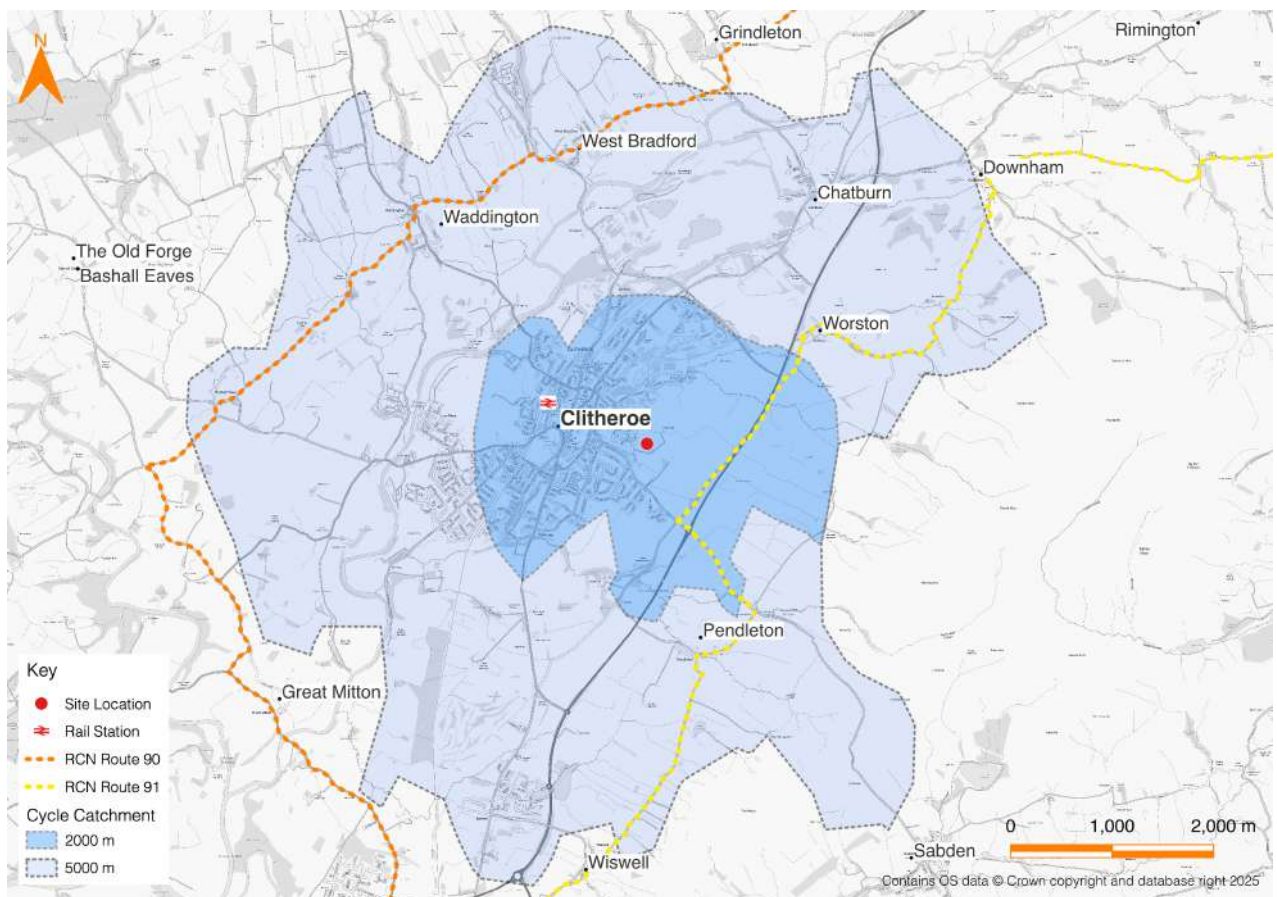
### 3.3 Cycle Accessibility

3.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

3.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'*.

3.3.3 Figure 3.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 3.2 : Cycling Catchment Area



3.3.4 As shown in Figure 3.2, Clitheroe Town Centre is located within the 2km cycle catchment, with the surrounding areas of Chatburn, Waddington and Pendleton located within the 5km cycle catchment area.

3.3.5 Regional Cycle Network (NCN) Routes 90 and 91, which form the Lancashire Cycle Loop, are also accessible within the 5km cycle catchment.

### 3.4 Public Transport

#### Local Bus Services

3.4.1 The nearest existing bus stops are located on Pendle Road c.300m from the site (4-minute walk). [Table 3.3](#) provides a summary of routes and times of regular local bus services accessible from these bus stops, with the full timetables attached in [Appendix A](#).

**Table 3.3 : Local Bus Services – Pendle Road**

Service No.	Route	Approx. Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
5	Clitheroe - Chipping	1	1	1	1	No Service
15	Clitheroe - Accrington	1	1	1	1	<1
25	Clitheroe - Blackburn	<1	<1	<1	<1	No Service
64	Clitheroe - Burnley	1	1	1	1	<1
C4	Clitheroe Circular	1	1	1	1	No Service

3.4.2 As shown in [Table 3.3](#), regular hourly bus services are available from Pendle Road, providing services from Clitheroe towards Accrington, Blackburn, Burnley and Chipping.

## 4. Overarching Aim, Objectives and Benefits

### 4.1 Overarching Aim

- 4.1.1 The overarching aim of this TP is to influence, encourage and promote reduced dependency on the private car and outline clear objectives and targets. These targets will be supported by a range of measures and initiatives to that will be implemented to encourage a long-term shift towards more sustainable non-car travel.
- 4.1.2 Through encouraging the use of more sustainable transport modes and the reduction in single occupancy journeys, the TP aims to minimise the adverse impacts of travel on the environment.
- 4.1.3 Improving transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development. It will also provide travel options for all residents, regardless of whether they own a car or not.

### 4.2 Objectives

- 4.2.1 This TP is targeted at combating over-dependency on cars by boosting and encouraging alternatives to single occupancy car use. In order to do this, the TP has the following broad objectives:
- To instil a culture of sustainable travel behaviour amongst residents of the site from first occupation;
  - To deliver ease of access to key facilities by enabling walking, cycling, public transport and car sharing to employment, education, health, shopping and leisure facilities;
  - To promote healthy lifestyles and raise awareness about the benefits of utilising sustainable travel opportunities; and
  - To design the development using best practice urban design principles that open up the permeability of the development, encouraging walking and cycling as the first choice for local trips.
- 4.2.2 It is intended that the objectives of this TP will be met by identifying and implementing initiatives that provide future residents with a variety of travel choices and, in doing so, reduce the need to travel by private car.

### 4.3 Travel Plan Benefits

- 4.3.1 The overall TP strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the TP.
- 4.3.2 The proposed monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out later in this report.

#### 4.3.3 The TP will incur different benefits, to different groups / individuals:

##### Resident Benefits

- Health benefits associated with walking and cycling, including reduced levels of stress;
- The opportunity to save money using alternative modes of travel to the car; and
- Improved quality and reliability of journeys to and from the site.

##### Housebuilder Benefits

- An improved compliance with the planning context;
- A demonstration of any environmental credentials; and
- An incentive to retaining residents.

##### Wider Community Benefits

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

##### Environmental Benefits

4.3.4 Data from the Department for Transport (DfT) shows that in 2021, transport was the largest-emitting sector in the UK, accounting for 26% of total greenhouse gas emissions. 52% of these emissions are associated with cars.

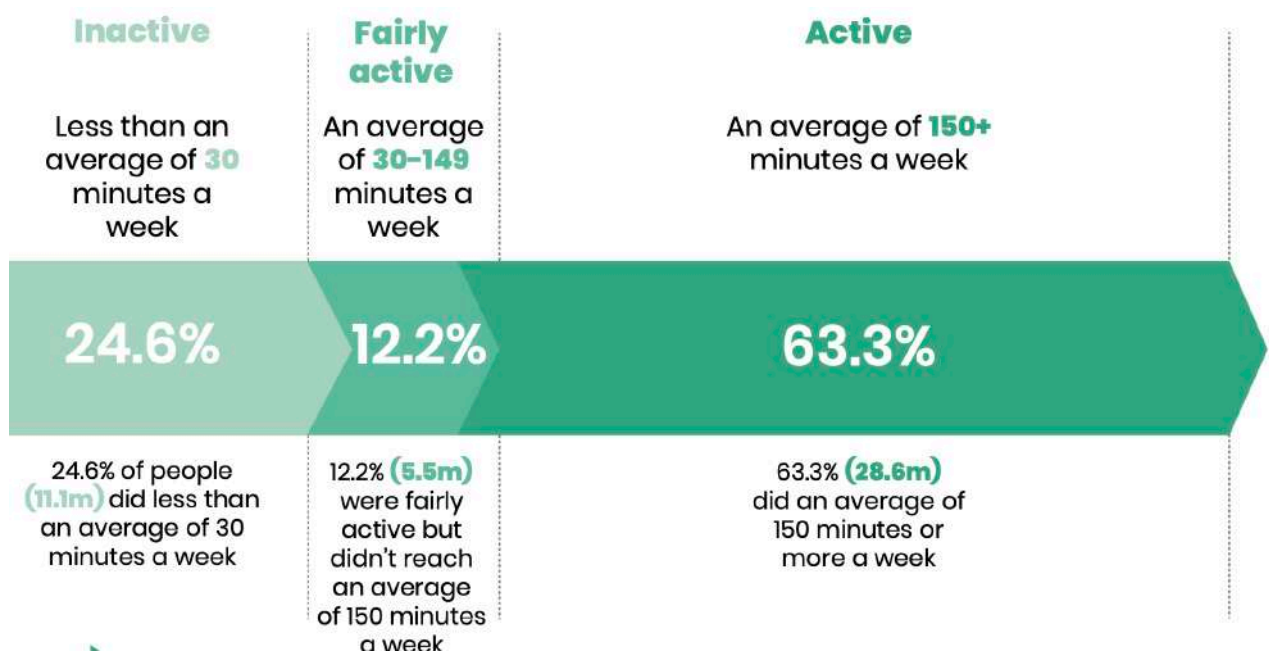
4.3.5 Replacing private car travel with active modes of travel, including walking, wheeling and cycling, as well as public transport, will be key in reducing overall transport emissions. DfT data shows that two out of every three personal trips are within 5 miles, which is considered as *“an achievable distance to cycle for most people, with many shorter journeys also suitable for walking”*.

##### Health Benefits

4.3.6 The transport sector also emits other gases substances which can have significant health consequences including nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM). A reduction in car use will contribute to improved air quality, which in turn will have health benefits.

- 4.3.7 Public Health England published an edition of ‘Health Matters’ in 2018 with a focus on air pollution, noting that poor air quality is the largest environmental health risk in the UK; it showed that road transport contributes 33.6% and 12.4% of all NO<sub>2</sub> and PM emissions respectively. Their effects include the exacerbation of asthma, coughing and wheezing in the short-term, and lung cancer, respiratory conditions and strokes in the long term, amongst many others.
- 4.3.8 There are also numerous direct health benefits associated with active travel (walking and cycling). The NHS advise that adults undertake at least 150 minutes of moderate-intensity activity a week, or 75 minutes of intense activity.
- 4.3.9 **Figure 4.1** shows that whilst most adults meet this recommendation, over 35% do not. Active travel therefore presents itself as an easy and convenient way to incorporate more activity in the adult daily life.

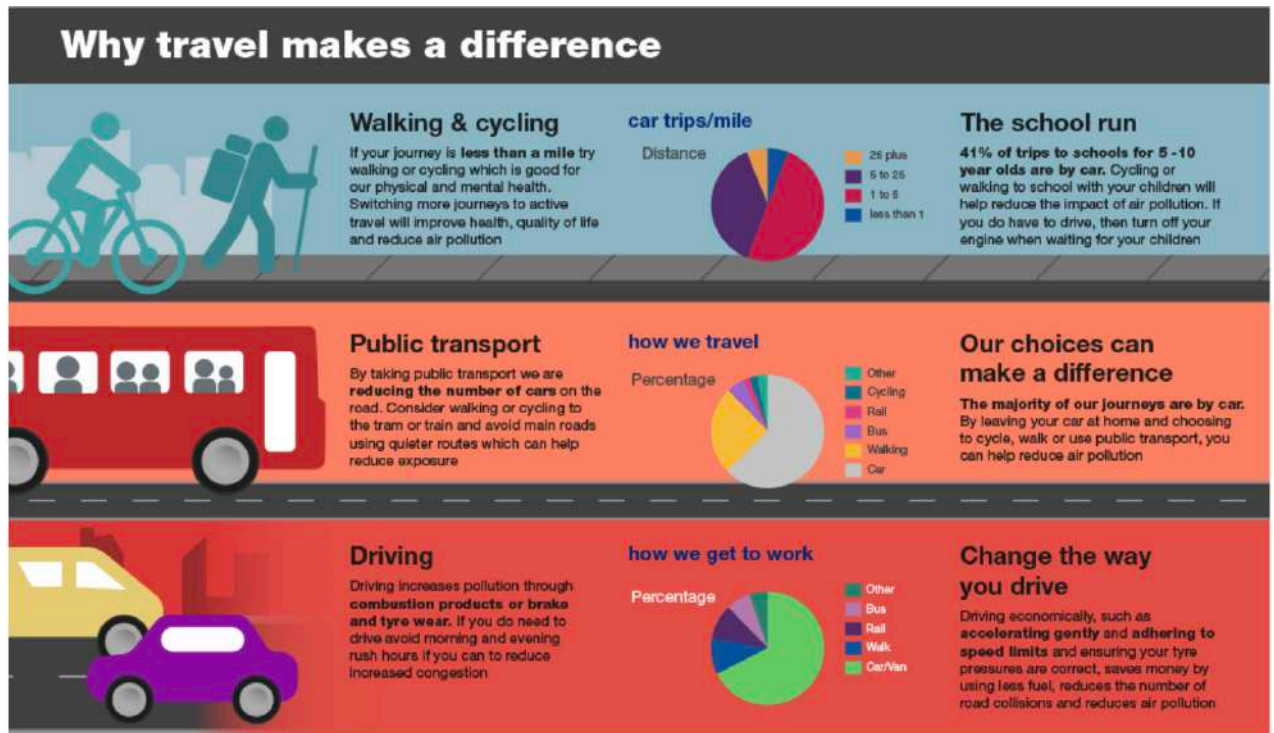
**Figure 4.1 : Activity Levels Amongst Adults** (source : Active Lives Adult Survey Nov 2018/19)



4.3.10 Moderate activity, including walking and cycling can prevent / reduce the risk of various health problems; including, but not limited to, cancer, obesity, diabetes, strokes, mental health issues and high blood pressure.

4.3.11 Further impacts of different travel modes on public health are shown in **Figure 4.2**.

Figure 4.2 : Impact of Travel Behaviour on Public Health (source : Public Health England)



4.3.12 The implementation of effective TPs therefore has a large scope to improve the health amongst site users, as well as the general public.

Financial Benefits

4.3.13 Financial gains are also to be made through increased active travel; physical inactivity was thought to have cost the NHS £455 million in 2013-14. Active travel, as well as public transport, may also present themselves as a more affordable alternatives to car ownership or regular private car use.

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

## 5. Travel Plan Targets

### 5.1 Purpose of Target Setting

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

### 5.2 Mode Share Targets

5.2.1 Individual modal share targets are outlined in [Table 5.1](#). Due to the limited control over modes of travel adopted by visitors, targets are not set specifically for these site users. However, measures outlined in this TP may also benefit visitors, as well as residents.

**Table 5.1 : Provisional Mode Share Targets**

Mode of Travel	Mode Share Targets by Timescales					
	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Single Occupancy Vehicle (SOV)	65%	63%	61%	59%	57%	55%
Sustainable Travel Modes	35%	37%	39%	41%	43%	45%

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

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

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

## 6. Travel Plan Management Strategy

### 6.1 Overview

6.1.1 This chapter sets out the actions and responsibility for managing the TP. Further actions are presented in the Action Plan in [Chapter 9](#).

### 6.2 Travel Plan Co-Ordinator

#### Role and Responsibilities

6.2.1 The TPC will act as a liaison point for any issues relating to the TP. This will include liaising with the LCC, and, where required, public transport operators.

6.2.2 A TPC will be appointed prior to first occupation of the development. Their details will be passed onto LCC as soon as they are appointed.

6.2.3 The anticipated roles and responsibilities of the TPC will include:

- Administer/manage the TP and provide a liaison in implementing the plan with LCC;
- Ensure travel awareness amongst residents;
- Provide a point of contact to discuss travel information and options;
- Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate; and
- Ensure the availability of the most up to date travel information.

6.2.4 The TPC will be responsible for conducting a travel survey once 75% of the units are occupied, in line with the approved FTP. The TPC will submit these results to LCC, and together they will form more specific measures for the TP document.

### 6.3 Funding

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

### 6.4 Liaising with Stakeholders

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

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

## 7. Travel Plan Measures

### 7.1 Overview

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

### 7.2 Promotion and Marketing

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

- TPC will utilise notice boards to promote the TP;
- Resident newsletters (where possible);
- The TP will be presented and promoted to residents as an opportunity and possibly a challenge rather than as a chore;
- E-groups and forums; and
- Other means of promoting the TP will also be investigated.

### 7.3 Travel Database

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

7.3.2 The TPC will obtain residents travel data by asking residents to complete a baseline Residents' Travel Survey once at least 75% of units are occupied, in line with the approved FTP. A Residents' Travel Survey will then be undertaken every 18 months, as per Condition 18. This will continue for 5 years.

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

- Normal working hours;
- Mode of travel to work;
- Car ownership;
- Reason for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;

- Estimates of public transport journey times and cost; and
- Profile, including age, gender etc.

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

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

## 7.4 Encouraging Walking

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

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

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

## 7.5 Encouraging Cycling

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

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

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

## 7.6 Promoting Public Transport

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

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

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

### Local Buses

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

### Rail

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

## 7.7 Promoting Car Sharing and Car Hire

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

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

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

- Reduced CO<sub>2</sub> emissions – which in turn will help to reduce the development of global warming.

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

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

## 7.8 Car Alternatives

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

## 7.9 Personal Travel Planning

7.9.1 Residents will be able to request Personal Travel Planning information from the TPC. This will provide specifically information on accessing specific destinations, for example places of work or education.

## 8. Monitoring and Review

### 8.1 Overview

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

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

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

### 8.2 Monitoring Strategy

8.2.1 The monitoring programme will begin with the initial baseline Residents' Travel Survey, to be undertaken once at least 75% of units are occupied, in line with the approved FTP.

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

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

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

### 8.3 Reporting

8.3.1 Respective TP reviews will be undertaken every 18 months for a 5-year period. These will provide an opportunity for the TPC to assess the progress of their TP. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data.

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

## 9. Action Plan

9.1.1 An Action Plan is shown in [Table 10.1](#). This provides a schedule of the key actions detailed within this Travel Plan in terms of who is responsible and timescales. All actions are directed at influencing travel patterns to achieve the stated targets in-line with the objectives.

**Table 9.1 : Travel Plan Action Plan**

Measure	Responsibility	Timescale
Appointment of TPC	Occupier	Prior to occupation
Provision of sustainable travel information	TPC	Upon occupation / Ongoing
General promotion of sustainable travel opportunities	TPC	Ongoing
Undertake baseline Residential Travel Surveys	TPC	When 75% of units are occupied
Undertake First Residential Travel Surveys	TPC	Within 18 months of occupation
Undertake Second Residential Travel Surveys	TPC	Within 3 years of occupation
Undertake Third Residential Travel Surveys	TPC	Within 4 years and 6 months years of occupation
Update Travel Plan with survey and monitoring findings for the preceding period and issue to RMBC	TPC	Within 6 months of survey

# APPENDICES

# APPENDIX A

Bus Timetable Information

### Monday to Saturday - 5 - CLITHEROE - CHIPPING

<b>Interchange</b> Clitheroe Town Centre (Stand 5)	06:25	07:23	08:28	09:28	10:28	12:28	13:28	14:28	15:58	17:23	18:18	19:28
<b>Business Village</b> Barrow (by)	06:32	07:31	08:36	09:36	10:36	12:36	13:36	14:36	16:06	17:31	18:25	19:35
<b>Bus Station</b> Whalley (Stand A)	06:39	07:38	08:43	09:43	10:43	12:43	13:43	14:43	16:13	17:38	18:32	19:42
<b>Shireburn Arms</b> Hurst Green (SW)	06:51	07:52	08:57	09:57	10:57	12:57	13:57	14:57	16:27	17:52	18:44	19:54
<b>Black Bull</b> Ribchester (by)	07:01	08:03	09:08	10:08	11:08	13:08	14:08	15:08	16:38	18:03	18:54	20:04
<b>Post Office</b> Longridge (NW)	07:08	08:11	09:16	10:16	11:16	13:16	14:16	15:16	16:46	18:11	19:01	20:11
<b>Kirklands Estate</b> Chipping (by)	07:23	08:26	09:31	10:31	11:31	13:31	14:31	15:31	17:01	18:26	19:16	20:26

### Timetable notes

### Monday to Saturday - 5 - CHIPPING - CLITHEROE

<b>Kirklands Estate</b> Chipping (by)	06:23	07:28	09:33	10:33	11:33	13:33	14:33	15:33	17:08	18:28	19:18	20:28
<b>Post Office</b> Longridge (SE)	06:37	07:43	09:48	10:48	11:48	13:48	14:48	15:48	17:23	18:42	19:32	20:42
<b>Black Bull</b> Ribchester (SE)	06:44	07:51	09:56	10:56	11:56	13:56	14:56	15:56	17:31	18:49	19:39	---
<b>Shireburn Arms</b> Hurst Green (NE)	06:53	08:01	10:06	11:06	12:06	14:06	15:06	16:06	17:41	18:58	19:48	---
<b>Bus Station</b> Whalley (N)	07:05	08:13	10:18	11:18	12:18	14:18	15:18	16:18	17:53	19:10	20:00	---
<b>Business Village</b> Barrow (by)	07:11	08:20	10:25	11:25	12:25	14:25	15:25	16:25	18:00	19:16	20:06	---
<b>Interchange</b> Clitheroe Town Centre (Stand 5)	07:18	08:28	10:33	11:33	12:33	14:33	15:33	16:33	18:08	19:23	20:13	---

### Timetable notes

### Sunday - 5 - CLITHEROE - CHIPPING

<b>Interchange</b> Clitheroe Town Centre (Stand 5)	---	09:28	11:28	13:28	15:28	17:28
<b>Business Village</b> Barrow (by)	---	09:35	11:35	13:35	15:35	17:35
<b>Bus Station</b> Whalley (Stand A)	---	09:42	11:42	13:42	15:42	17:42
<b>Shireburn Arms</b> Hurst Green (SW)	---	09:54	11:54	13:54	15:54	17:54
<b>Black Bull</b> Ribchester (by)	---	10:04	12:04	14:04	16:04	18:04
<b>Post Office</b> Longridge (NW)	08:11	10:11	12:11	14:11	16:11	18:11
<b>Kirklands Estate</b> Chipping (by)	08:26	10:26	12:26	14:26	16:26	18:26

### Timetable notes

### Sunday - 5 - CHIPPING - CLITHEROE

<b>Kirklands Estate</b> Chipping (by)	08:28	10:28	12:28	14:28	16:28	18:28
<b>Post Office</b> Longridge (SE)	08:42	10:42	12:42	14:42	16:42	18:42
<b>Black Bull</b> Ribchester (SE)	08:49	10:49	12:49	14:49	16:49	---
<b>Shireburn Arms</b> Hurst Green (NE)	08:58	10:58	12:58	14:58	16:58	---
<b>Bus Station</b> Whalley (N)	09:10	11:10	13:10	15:10	17:10	---
<b>Business Village</b> Barrow (by)	09:16	11:16	13:16	15:16	17:16	---
<b>Interchange</b> Clitheroe Town Centre (Stand 5)	09:24	11:24	13:24	15:24	17:24	---

### Timetable notes

Generated on 18/07/2025 20:36

### Monday to Friday - 15 - CLITHEROE - ACCRINGTON

<b>Interchange</b> Clitheroe Town Centre (Stand 4)	06:15	07:30	08:10	09:15	10:15	11:15	12:15	13:15	14:15	15:35	16:45	17:50	18:55	19:55
<b>Business Village</b> Barrow (by)	06:23	07:38	08:18	09:23	10:23	11:23	12:23	13:23	14:23	15:43	16:53	17:58	19:02	20:02
<b>Bus Station</b> Whalley (Stand B)	06:30	07:45	08:26	09:30	10:30	11:30	12:30	13:30	14:30	15:50	17:00	18:05	19:08	20:08
<b>Lowerfold</b> Great Harwood (S)	06:42	07:56	08:39	09:42	10:42	11:42	12:42	13:42	14:42	16:02	17:12	18:17	19:19	20:19
<b>Towngate</b> Great Harwood (Stop 2)	06:45	07:59	08:43	09:45	10:45	11:45	12:45	13:45	14:45	16:05	17:15	18:20	19:22	20:22
<b>Roebuck Inn</b> Rishton (E)	06:50	08:05	08:49	09:50	10:50	11:50	12:50	13:50	14:50	16:10	17:20	18:25	19:27	20:27
<b>Sydney Street</b> Clayton-le-Moors (SE)	06:55	08:11	08:54	09:55	10:55	11:55	12:55	13:55	14:55	16:15	17:25	18:30	19:32	20:32
<b>Cemetery</b> Dill Hall (by)	06:58	08:15	08:57	09:58	10:58	11:58	12:58	13:58	14:58	16:18	17:28	18:33	19:35	20:35
<b>Bus Station</b> Accrington (Stand 10)	07:04	08:23	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:24	17:34	18:39	19:41	20:41

### Timetable notes

### Monday to Friday - 15 - ACCRINGTON - CLITHEROE

<b>Bus Station</b> Accrington (Stand 6)	07:10	08:25	09:15	10:15	11:15	12:15	13:15	14:25	15:25	16:35	17:40	18:45	19:50	20:50
<b>Cemetery</b> Dill Hall (N)	07:16	08:31	09:21	10:21	11:21	12:21	13:21	14:31	15:31	16:41	17:46	18:51	19:56	20:56
<b>Sydney Street</b> Clayton-le-Moors (by)	07:18	08:33	09:23	10:23	11:23	12:23	13:23	14:33	15:33	16:43	17:48	18:53	19:58	20:58
<b>Roebuck Inn</b> Rishton (W)	07:23	08:38	09:28	10:28	11:28	12:28	13:28	14:38	15:38	16:48	17:53	18:58	20:03	21:03
<b>Blackburn Road</b> Great Harwood (by)	07:29	08:44	09:34	10:34	11:34	12:34	13:34	14:44	15:44	16:54	17:59	19:03	20:08	21:08
<b>Lowerfold</b> Great Harwood (by)	07:30	08:45	09:35	10:35	11:35	12:35	13:35	14:45	15:45	16:55	18:00	19:04	20:09	---
<b>Bus Station</b> Whalley (N)	07:42	08:57	09:47	10:47	11:47	12:47	13:47	14:57	15:57	17:07	18:12	19:15	20:20	---
<b>Business Village</b> Barrow (by)	07:49	09:04	09:54	10:54	11:54	12:54	13:54	15:04	16:04	17:14	18:19	19:22	20:27	---
<b>Interchange</b> Clitheroe Town Centre (Stand 9)	07:57	09:12	10:02	11:02	12:02	13:02	14:02	15:12	16:12	17:22	18:27	19:29	20:34	---

### Timetable notes

### Saturday - 15 - CLITHEROE - ACCRINGTON

<b>Interchange</b> Clitheroe Town Centre (Stand 4)	07:15	:15		14:15	15:35	16:45	17:50	18:55	19:55
<b>Business Village</b> Barrow (by)	07:23	:23		14:23	15:43	16:53	17:58	19:02	20:02
<b>Bus Station</b> Whalley (Stand B)	07:30	:30		14:30	15:50	17:00	18:05	19:08	20:08
<b>Lowerfold</b> Great Harwood (S)	07:42	:42		14:42	16:02	17:12	18:17	19:19	20:19
<b>Towngate</b> Great Harwood (Stop 2)	07:45	:45	then at these mins until	14:45	16:05	17:15	18:20	19:22	20:22
<b>Roebuck Inn</b> Rishton (E)	07:50	:50		14:50	16:10	17:20	18:25	19:27	20:27
<b>Sydney Street</b> Clayton-le-Moors (SE)	07:55	:55		14:55	16:15	17:25	18:30	19:32	20:32
<b>Cemetery</b> Dill Hall (by)	07:58	:58		14:58	16:18	17:28	18:33	19:35	20:35
<b>Bus Station</b> Accrington (Stand 10)	08:04	:04		15:04	16:24	17:34	18:39	19:41	20:41

### Timetable notes

### Saturday - 15 - ACCRINGTON - CLITHEROE

<b>Bus Station</b> Accrington (Stand 6)	07:15	:15		13:15	14:20	15:20	16:35	17:40	18:45	19:50	20:50
<b>Cemetery</b> Dill Hall (N)	07:21	:21		13:21	14:26	15:26	16:41	17:46	18:51	19:56	20:56
<b>Sydney Street</b> Clayton-le-Moors (by)	07:23	:23		13:23	14:28	15:28	16:43	17:48	18:53	19:58	20:58
<b>Roebuck Inn</b> Rishton (W)	07:28	:28		13:28	14:33	15:33	16:48	17:53	18:58	20:03	21:03
<b>Blackburn Road</b> Great Harwood (by)	07:34	:34	then at these mins until	13:34	14:39	15:39	16:54	17:59	19:03	20:08	21:08
<b>Lowerfold</b> Great Harwood (by)	07:35	:35		13:35	14:40	15:40	16:55	18:00	19:04	20:09	---
<b>Bus Station</b> Whalley (N)	07:47	:47		13:47	14:52	15:52	17:07	18:12	19:15	20:20	---
<b>Business Village</b> Barrow (by)	07:54	:54		13:54	14:59	15:59	17:14	18:19	19:22	20:27	---
<b>Interchange</b> Clitheroe Town Centre (Stand 9)	08:02	:02		14:02	15:07	16:07	17:22	18:27	19:29	20:34	---

### Timetable notes

### Sunday - 15 - CLITHEROE - ACCRINGTON

<b>Interchange</b> Clitheroe Town Centre (Stand 4)	09:15	11:15	13:15	15:15	17:15
<b>Business Village</b> Barrow (by)	09:23	11:23	13:23	15:23	17:23
<b>Bus Station</b> Whalley (Stand B)	09:30	11:30	13:30	15:30	17:30
<b>Lowerfold</b> Great Harwood (S)	09:42	11:42	13:42	15:42	17:42
<b>Towngate</b> Great Harwood (Stop 2)	09:45	11:45	13:45	15:45	17:45
<b>Roebuck Inn</b> Rishton (E)	09:50	11:50	13:50	15:50	17:50
<b>Sydney Street</b> Clayton-le-Moors (SE)	09:55	11:55	13:55	15:55	17:55
<b>Cemetery</b> Dill Hall (by)	09:58	11:58	13:58	15:58	17:58
<b>Bus Station</b> Accrington (Stand 10)	10:04	12:04	14:04	16:04	18:04

### Timetable notes

### Sunday - 15 - ACCRINGTON - CLITHEROE

<b>Bus Station</b> Accrington (Stand 6)	08:15	10:15	12:15	14:15	16:15	18:15
<b>Cemetery</b> Dill Hall (N)	08:21	10:21	12:21	14:21	16:21	18:21
<b>Sydney Street</b> Clayton-le-Moors (by)	08:23	10:23	12:23	14:23	16:23	18:23
<b>Roebuck Inn</b> Rishton (W)	08:28	10:28	12:28	14:28	16:28	18:28
<b>Blackburn Road</b> Great Harwood (by)	08:34	10:34	12:34	14:34	16:34	18:34
<b>Lowerfold</b> Great Harwood (by)	08:35	10:35	12:35	14:35	16:35	18:35
<b>Bus Station</b> Whalley (N)	08:47	10:47	12:47	14:47	16:47	18:47
<b>Business Village</b> Barrow (by)	08:54	10:54	12:54	14:54	16:54	18:54
<b>Interchange</b> Clitheroe Town Centre (Stand 9)	09:02	11:02	13:02	15:02	17:02	19:02

### Timetable notes

Generated on 07/07/2025 21:52

### Monday to Saturday - 25 - CLITHEROE - BLACKBURN

<b>Interchange</b> Clitheroe Town Centre (Stand 5)	---	---	09:20	11:20	13:20	15:20	16:30	17:35	18:45
<b>Business Village</b> Barrow (by)	---	---	09:28	11:28	13:28	15:28	16:38	17:43	18:52
<b>Bus Station</b> Whalley (Stand A)	---	---	09:35	11:35	13:35	15:35	16:45	17:50	18:59
<b>The Academy</b> Brockhall Village (by)	---	07:38	09:43	11:43	13:43	15:43	16:53	17:58	19:07
<b>The Rydings</b> Langho (W)	---	07:45	09:50	11:50	13:50	15:50	17:00	18:05	19:14
<b>Millstone</b> Mellor (SE)	06:56	07:56	10:01	12:01	14:01	16:01	17:11	18:16	19:24
<b>Hare and Hounds</b> Lammack (S)	07:02	08:03	10:08	12:08	14:08	16:08	17:18	18:23	19:30
<b>St Marys College</b> Blackburn (S)	07:05	08:06	10:11	12:11	14:11	16:11	17:21	18:26	19:33
<b>Arrival Stand</b> Blackburn Town Centre (Stand 0)	07:12	08:14	10:19	12:19	14:19	16:19	17:29	18:34	19:40

### Timetable notes

### Monday to Saturday - 25 - BLACKBURN - CLITHEROE

<b>Bus Station</b> Blackburn Town Centre (Stand 1)	07:20	09:25	11:25	13:25	15:25	16:25	17:40	18:45	19:45
<b>St Marys College</b> Blackburn (N)	07:28	09:33	11:33	13:33	15:33	16:33	17:48	18:52	19:52
<b>Hare and Hounds</b> Lammack (N)	07:31	09:36	11:36	13:36	15:36	16:36	17:51	18:55	19:55
<b>Millstone</b> Mellor (SE)	07:41	09:46	11:46	13:46	15:46	16:46	18:01	19:04	20:04
<b>Whitehalgh Lane</b> Langho (by)	07:51	09:56	11:56	13:56	15:56	16:56	18:11	19:14	---
<b>The Academy</b> Brockhall Village (by)	07:57	10:02	12:02	14:02	16:02	17:02	18:17	19:20	---
<b>Bus Station</b> Whalley (N)	08:03	10:08	12:08	14:08	16:08	17:08	18:23	---	---
<b>Business Village</b> Barrow (by)	08:10	10:15	12:15	14:15	16:15	17:15	18:30	---	---
<b>Interchange</b> Clitheroe Town Centre (Stand 6)	08:18	10:23	12:23	14:23	16:23	17:23	18:38	---	---

### Timetable notes

Generated on 18/07/2025 20:32

### Monday to Friday - 64 - BURNLEY - CLITHEROE via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook

	NSCHOL		SCHOL									
<b>Bus Station</b> Burnley (Stand 9)	06:35	07:35	07:35	08:45		:45		14:45	16:05	17:15	18:20	19:30
<b>Tedder Avenue</b> Rose Grove (NW)	06:45	07:45	07:45	08:55		:55		14:55	16:16	17:27	18:29	19:39
<b>Lane Ends Hotel</b> Rose Grove (W)	06:48	07:48	07:48	08:58		:58		14:58	16:19	17:30	18:32	19:42
<b>Mills</b> Lowerhouse (by)	06:51	07:51	07:51	09:01		:01		15:01	16:22	17:33	18:35	19:45
<b>Town Hall</b> Padiham (by)	06:57	07:57	07:57	09:07	then at these mins	:07	until	15:07	16:28	17:39	18:40	19:50
<b>Four Lane Ends</b> Sabden (SW)	07:07	08:07	08:07	09:17		:17		15:17	16:38	17:49	18:49	19:59
<b>Bus Station</b> Whalley (N)	07:13	08:13	08:13	09:23		:23		15:23	16:44	17:55	18:55	20:05
<b>Business Village</b> Barrow (by)	07:20	08:20	08:20	09:30		:30		15:30	16:51	18:02	19:02	20:12
<b>Interchange</b> Clitheroe Town Centre (Stand 5)	07:28	08:28	08:30	09:38		:38		15:38	16:59	18:09	19:09	20:19
<b>Grammar School</b> Chatburn Road (SW)	---	---	08:35	---		---		---	---	---	---	---

**Timetable notes** 

**Journey notes** 

### Monday to Friday - 64 - CLITHEROE via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook - BURNLEY

	SCHOL		NSCHOL		SCHOL		NSCHOL						
<b>Grammar School</b> Chatburn Road (SW)	---	---	---	---	---	14:45	---	15:55	---	---	---	---	
<b>Interchange</b> Clitheroe Town Centre (Stand 5)	06:35	07:35	08:45	:45	13:45	14:50	14:50	16:00	16:00	17:15	18:20	19:20	
<b>Business Village</b> Barrow (by)	06:43	07:43	08:53	:53	13:53	14:58	14:58	16:08	16:08	17:23	18:27	19:27	
<b>Bus Station</b> Whalley (Stand C)	06:50	07:50	09:00	:00	14:00	15:05	15:05	16:15	16:15	17:30	18:33	19:33	
<b>Four Lane Ends</b> Sabden (by)	06:58	07:58	09:08	then at these mins	:08	14:08	15:13	15:13	16:23	16:23	17:38	18:40	19:40
<b>Post Office</b> Padiham (by)	07:07	08:07	09:17		:17	14:17	15:22	15:22	16:32	16:32	17:47	18:49	19:49
<b>Mills</b> Lowerhouse (by)	07:13	08:13	09:23		:23	14:23	15:28	15:28	16:38	16:38	17:53	18:54	19:54
<b>Lane Ends Hotel</b> Rose Grove (by)	07:16	08:16	09:26		:26	14:26	15:31	15:31	16:41	16:41	17:56	18:57	19:57
<b>Tedder Avenue</b> Rose Grove (by)	07:19	08:20	09:29		:29	14:29	15:34	15:34	16:44	16:44	17:59	19:00	20:00
<b>Bus Station</b> Burnley (Stand 9)	07:30	08:35	09:39		:39	14:39	15:44	15:44	16:54	16:54	18:09	19:08	20:08

**Timetable notes** 

**Journey notes** 

**Saturday - 64 - BURNLEY - CLITHEROE via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook**

<b>Bus Station</b> Burnley (Stand 9)	06:45		:45		14:45	16:05	17:15	18:20	19:20
<b>Tedder Avenue</b> Rose Grove (NW)	06:55		:55		14:55	16:15	17:25	18:29	19:29
<b>Lane Ends Hotel</b> Rose Grove (W)	06:58		:58		14:58	16:18	17:28	18:32	19:32
<b>Mills</b> Lowerhouse (by)	07:01		:01		15:01	16:21	17:31	18:35	19:35
<b>Town Hall</b> Padiham (by)	07:07	then at these mins	:07	until	15:07	16:27	17:37	18:40	19:40
<b>Four Lane Ends</b> Sabden (SW)	07:17		:17		15:17	16:37	17:47	18:49	19:49
<b>Bus Station</b> Whalley (N)	07:23		:23		15:23	16:43	17:53	18:55	19:55
<b>Business Village</b> Barrow (by)	07:30		:30		15:30	16:50	18:00	19:02	20:02
<b>Interchange</b> Clitheroe Town Centre (Stand 5)	07:38		:38		15:38	16:58	18:08	19:09	20:09

**Timetable notes** 

**Saturday - 64 - CLITHEROE via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook - BURNLEY**

<b>Interchange</b> Clitheroe Town Centre (Stand 5)	06:45		:45		13:45	14:50	16:00	17:15	18:20	19:20
<b>Business Village</b> Barrow (by)	06:53		:53		13:53	14:58	16:08	17:23	18:27	19:27
<b>Bus Station</b> Whalley (Stand C)	07:00		:00		14:00	15:05	16:15	17:30	18:33	19:33
<b>Four Lane Ends</b> Sabden (by)	07:08		:08		14:08	15:13	16:23	17:38	18:40	19:40
<b>Post Office</b> Padiham (by)	07:17	then at these mins	:17	until	14:17	15:22	16:32	17:47	18:49	19:49
<b>Mills</b> Lowerhouse (by)	07:23		:23		14:23	15:28	16:38	17:53	18:54	19:54
<b>Lane Ends Hotel</b> Rose Grove (by)	07:26		:26		14:26	15:31	16:41	17:56	18:57	19:57
<b>Tedder Avenue</b> Rose Grove (by)	07:29		:29		14:29	15:34	16:44	17:59	19:00	20:00
<b>Bus Station</b> Burnley (Stand 9)	07:39		:39		14:39	15:44	16:54	18:09	19:08	20:08

**Timetable notes** 

**Sunday - 64 - BURNLEY - CLITHEROE via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook**

<b>Bus Station</b> Burnley (Stand 9)	09:35	11:35	13:35	15:35	17:35
<b>Tedder Avenue</b> Rose Grove (NW)	09:44	11:44	13:44	15:44	17:44
<b>Lane Ends Hotel</b> Rose Grove (W)	09:47	11:47	13:47	15:47	17:47
<b>Mills</b> Lowerhouse (by)	09:50	11:50	13:50	15:50	17:50
<b>Town Hall</b> Padiham (by)	09:55	11:55	13:55	15:55	17:55
<b>Four Lane Ends</b> Sabden (SW)	10:04	12:04	14:04	16:04	18:04
<b>Bus Station</b> Whalley (N)	10:10	12:10	14:10	16:10	18:10
<b>Business Village</b> Barrow (by)	10:17	12:17	14:17	16:17	18:17
<b>Interchange</b> Clitheroe Town Centre (Stand 5)	10:24	12:24	14:24	16:24	18:24

**Timetable notes** 

**Sunday - 64 - CLITHEROE via Sycamore Avenue, Lowerhouse, Slade Lane, Whalley, Barrow Brook - BURNLEY**

<b>Interchange</b> Clitheroe Town Centre (Stand 5)	08:28	10:28	12:28	14:28	16:28	18:28
<b>Business Village</b> Barrow (by)	08:35	10:35	12:35	14:35	16:35	18:35
<b>Bus Station</b> Whalley (Stand C)	08:42	10:42	12:42	14:42	16:42	18:42
<b>Four Lane Ends</b> Sabden (by)	08:49	10:49	12:49	14:49	16:49	18:49
<b>Post Office</b> Padiham (by)	08:58	10:58	12:58	14:58	16:58	18:58
<b>Mills</b> Lowerhouse (by)	09:04	11:04	13:04	15:04	17:04	19:04
<b>Lane Ends Hotel</b> Rose Grove (by)	09:07	11:07	13:07	15:07	17:07	19:07
<b>Tedder Avenue</b> Rose Grove (by)	09:10	11:10	13:10	15:10	17:10	19:10
<b>Bus Station</b> Burnley (Stand 9)	09:20	11:20	13:20	15:20	17:20	19:20

**Timetable notes** 

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### Monday to Friday - C4 - Clitheroe Interchange - Clitheroe Interchange

<b>Interchange</b> Clitheroe Town Centre (Stand 5)	08:35	09:40	10:20		<b>:20</b>		15:20	16:40
<b>Market Place</b> Clitheroe Town Centre (Stand A)	08:36	09:41	10:21		<b>:21</b>		15:21	16:41
<b>Claremont Ave</b> Peel Park (by)	08:39	09:44	10:24	then at these mins	<b>:24</b>	until	15:24	16:44
<b>Langshaw Drive</b> Little Moor (by)	08:44	09:49	10:29		<b>:29</b>		15:29	16:49
<b>Newton Street</b>	08:47	09:52	10:32		<b>:32</b>		15:32	16:52
<b>Interchange</b>	08:51	09:56	10:36		<b>:36</b>		15:36	16:56

### Timetable notes

### Saturday - C4 - Clitheroe Interchange - Clitheroe Interchange

<b>Interchange</b> Clitheroe Town Centre (Stand 5)	08:20				<b>:20</b>		16:20	17:20
<b>Market Place</b> Clitheroe Town Centre (Stand A)	08:21				<b>:21</b>		16:21	17:21
<b>Claremont Ave</b> Peel Park (by)	08:24	then at these mins			<b>:24</b>	until	16:24	17:24
<b>Langshaw Drive</b> Little Moor (by)	08:29		<b>:29</b>	16:29	17:29			
<b>Newton Street</b>	08:32		<b>:32</b>	16:32	17:32			
<b>Interchange</b>	08:36				<b>:36</b>		16:36	17:36

### Timetable notes

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# APPENDIX B

Example Residents Travel Survey



## Residents Travel Survey Questionnaire

As part of the monitoring process for the Residential Travel Plan, we are currently conducting a Travel Survey. We would be grateful if a member of your household could complete this survey to help us better understand your travel patterns, needs and how we may be able to further assist your travel requirements.

The survey should take less than 5 minutes to complete and all responses will be treated confidentially.

### What is a Travel Plan?

The principle objective of a Travel Plan is to reduce the amount of unnecessary single occupancy car trips to and from the development. The aim is to encourage residents to travel by more sustainable modes including walking, cycling and public transport by advising on alternative options to travel by car.

Once you have completed the survey, please return to the Travel Plan Co-Ordinator.

If you have any questions or queries relating to the survey or sustainable travel options available to you, please contact the Travel Plan Co-Ordinator.

The key benefits of a successful Travel Plan include:

- Reduction in traffic, congestion, air pollution and accidents; and
- Promotion and uptake of alternative sustainable travel options resulting in health benefits for participating residents.

Please select an answer to the questions below:

### Section A

1. How many people live in your home? .....

2. Are you?            Male       Female

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

4. What is your postcode? .....

5. Do you or a member of your family own a car?    Yes       No

### Section B

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

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



**7. How do you usually travel off site?**

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

Walk	Cycle	Bus	Train	Light Rail	Car Driver	Car Passenger

**Section C**

**8. Have you changed your most common mode of travel since moving to your new home?** Yes  No

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

- Local public transport options
- Car sharing opportunities
- Walking maps for the area
- Cycle maps for the area
- Other (please state):

**10. Which of the following would encourage you to walk for local journeys?**

- Cleaner, better maintained footways
- Better lighting
- Pedestrian crossing facilities
- Lower speed limits
- Walking buddies
- Other (please state):

**11. Which of the following would encourage you to cycle for local journeys?**

- Safe and lit cycle paths
- Cycle crossing facilities
- Cycle training
- Cycle buddies
- Other (please state):

**12. Which of the following would encourage you to use public transport?**

- More direct bus routes
- More frequent bus services
- More convenient bus stops
- More public transport information
- Subsidised/discounted tickets
- Other (please state):

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

*Thank you for taking the time to complete this questionnaire*



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 3848 9719

Manchester

☎ 0161 464 9495

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

📍 [modetransport.co.uk](http://modetransport.co.uk)

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