



Oakmere Homes (Northwest) Ltd

Residential Development, Chatburn Road, Clitheroe

Framework Travel Plan

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Document Control Sheet

Residential Development, Chatburn Road, Clitheroe

Framework Travel Plan

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1. Introduction

- 1.1. PSA Design Ltd has been commissioned by Oakmere Homes (Northwest) Ltd to prepare this Framework Travel Plan (FTP) to support a planning application for the construction of 39 dwellings with associated infrastructure. It should be noted that a previous scheme of 39 units on the proposed site was granted planning approval at appeal. This previous scheme was accessed via the adjacent development to the west and the Local Highway Authority (LHA) did not raise any objections to the scheme subject to planning conditions being imposed. Therefore, it is evident that the principle of residential development of the quantum proposed on the site has previously been accepted and approved. However, the scheme subject to this current application proposes that a new access from Chatburn Road is provided to serve the site with only an emergency vehicle access being provided to the development to the west.
- 1.2. The FTP has been prepared for implementation for the proposed development and in recognition of national and local transport policy aimed at reducing the reliance upon the private car and in particular single occupancy car trips. In line with this, the overall aim of this FTP is to seek to minimise the total vehicular travel distance associated with trips to and from the development. The FTP includes:
- the appointment of a travel co-ordinator.
 - a partnership approach to influence travel behaviour.
 - measures to encourage the use of alternative modes of transport other than the private car by persons associated with the site.
 - provision of up-to-date details of public transport services.
 - continual appraisal of travel patterns and measures provided through the Travel Plan.
 - a programme for the implementation of such measures and any proposed physical works.
 - procedures for monitoring the uptake of such modes of transport and for providing evidence of compliance.
- 1.3. This document describes the measures which are proposed to encourage and promote sustainable travel to and from the proposed development. These aims should be realised by actively discouraging car usage through implementation of pro-active measures, to reduce the need to travel and improve travel choice.
- 1.4. This is the First Edition of the FTP which will be in place prior to first occupation of the proposed development and sets out the developer's commitment to the Travel Plan (TP) process. The TP is not a one-off promotion of sustainable travel. The effect of the TP will be monitored and if appropriate, remedial action will be taken with the aim of achieving continual improvements.
-

- 1.5. The developer sees the FTP as an integral part of the future operation of the site and has committed to its implementation through the allocation of both funds and staff time in this regard. Moreover, it is recognised that for the plan to be successful as many measures as possible need to be in place at day 1.
- 1.6. This FTP provides information under the following headings:
- Key Objectives;
 - Site Accessibility;
 - Roles/responsibilities, Marketing & Consultation;
 - Proposed Measures & Timescales;
 - Summary

2. Key Objectives

2.1. The key objectives of the FTP are to:

- To reduce the impact and frequency of car travel, especially single occupancy vehicle use.
- Improve travel choice for residents as appropriate, by enhancing and/or promoting the more sustainable modes of transport such as walking, cycling and public transport and providing information on joining existing local car club and car share schemes.
- Create an awareness of, and promote, the travel plan at the early stages of occupancy.
- To improve the health and well-being of the residents of the site.

3. Site Accessibility

Site Location and Description

- 3.1. The location of the site is shown at **Figure 1** whilst the redline boundary of the site is shown on the site area plan at **Figure 2**. As shown on **Figures 1 and 2** the application site is located to the east of the recently developed site which is accessed from Chatburn Road. The access to the site will be from Chatburn Road and constructed under a Section 278 Agreement with the Local Highway Authority.

Accessibility by Non-Car Modes

- 3.2. As the site has previously been approved for residential development it is considered that it is accepted that the site is in an accessible location with regards to sustainable modes of travel.

4. Proposed Development

Development Proposals

- 4.1. The proposed development is for 39 residential units, the same as the previously approved scheme, with access from a new simple priority T junction with Chatburn Road. The site layout for the proposed development is included at **Appendix A** for information purposes and it should be noted that the estate roads within the proposed development will not be offered for adoption and will be privately maintained.
- 4.2. With regards to pedestrian access to the development, this will be from the main site access from Chatburn Road together with a pedestrian only access from Chatburn Road located further east. This will ensure safe and convenient pedestrian access to the site for all of the proposed properties.
- 4.3. It is confirmed that the car parking provision will be in accordance with the Joint Lancashire Structure Plan Parking Standards, i.e. 2 parking spaces per 2 and 3 bedroomed dwelling and 3 parking spaces per 4 bedroomed dwelling.

5. Roles/Responsibilities, Marketing and Consultation

Developer

5.1. The Developer will:

- Provide leadership and commitment to the plan's implementation at senior site management level.
- Implement Sustainable Transport Infrastructure into areas of the site under their control.
- Make residents aware of the Travel Plan for the development and the principles and measures therein.
- Appoint an overall Travel Plan Coordinator (TPC) to manage the development, implementation and monitoring of the Travel Plan at the initial stages of development and beyond.

Travel Plan Coordinator (TPC)

5.2. The TPC will be responsible for the administration of the Travel Plan, the implementation of the Travel Plan measures, for ongoing monitoring of the Travel Plan and for the annual review.

5.3. It should be noted that the duties of the TPC may be encompassed within the function of the developer's site management team however, for the purposes of this document; it is assumed that an individual will undertake the role.

5.4. The role of the TPC will be greatest during the early stages of the Site's development. Initially the TPC will manage the development, implementation and monitoring of the plan up until occupation of the site. To this end the TPC will be in place prior to occupation and will remain in place for at least 3 years beyond full occupation.

5.5. The TPC will be instrumental in dealing with the main site issues that will be vital in the early years in the development of the Travel Plan. He/she will establish the foundations of the Travel Plan. The responsibilities of the TPC are therefore as follows:

- To develop the Travel Plan in conjunction with the developer's management team;
- To oversee the promotion and marketing of the Travel Plan;
- To be the first point of contact for residents of the development as well as other outside organisations in all matters regarding travel to/from the site. He/she will maintain an up-to-date file containing all correspondence relating to the Travel Plan.
- To develop and oversee the implementation of initiatives outlined in the Travel Plan.
- To monitor progress of the Travel Plan, develop systems for measuring change against targets, and report to the participating organisations.

5.6. Until such time as the TPC has been appointed, this role will be undertaken by:

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Plan Administration

- 5.7. A filing system will be established and maintained, for recording all correspondence relating to the Travel Plan, including the results of periodic monitoring, and the outcome of the initial travel survey and each annual review.
- 5.8. The TPC will be responsible for setting up and maintaining the Site Travel Database, which will comprise the results of the travel surveys.
- 5.9. In the interests of confidentiality, the TPC alone will hold the database and will be responsible for the release of the information. Any such data would be held in accordance with the 2018 General Data Protection Regulations (GDPR) and any subsequent modifications.
- 5.10. The travel database will be reviewed annually in accordance with GDPR. New residents will be entered into the database and those leaving will be removed.

Marketing

- 5.11. A 'Residents Travel Information Pack' will be prepared for issue to residents of the development in order to ensure that they are aware of the modes of transport available other than the car; and of accessibility to local facilities. The TPC will ensure that the Information Pack is updated regularly to ensure it contains current and relevant travel information.

Updating

- 5.12. The FTP is a strategy for the future, and as such, will evolve over time. The objectives of the FTP, to encourage residents to travel by sustainable means, will not change. However, the FTP will be reviewed annually and updated accordingly and the developer is fully committed to developing the Travel Plan with the aim of submitting an updated document within 6 months of first occupation of the site. Thereafter the Travel Plan will be reviewed annually for a period of 5 years after first occupation.
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6. Proposed Measures and Timescales

- 6.1. This section of the Travel Plan sets out the proposed measures to be implemented and as the TP is updated these will be reviewed.

Site Travel Database

- 6.2. The TPC will collate resident travel survey data into a database which will be further developed as additional information is gathered and becomes available. The initial travel surveys will be undertaken within 3 months of first occupation of the development. Information will be collected for the residents of each dwelling in order to build a comprehensive picture of travel demand and characteristics, details such as the frequency and types of journeys made, origins/destinations, travel mode and barriers/dis-incentives to the use of more sustainable modes will be collected.
- 6.3. This data will assist in more accurately defining travel requirements for the development and in defining the specific measures to be implemented to maximise the success of the TP.

Pedestrian Measures

- 6.4. Residents will be provided with information and advice concerning pedestrian routes to/from the site within the Travel Pack.
- 6.5. Details of local and national events, such as In Town Without My Car Day, Walk to Work Week, Workwise Week and Bike Week will be promoted at the site and residents will be encouraged to participate.
- 6.6. Additionally, the following measures are proposed to raise awareness of local routes and initiatives:
- Promotion of local authority/local area travel campaigns/networks
 - Distribution of promotional materials

Cycle Access

- 6.7. It is noted that there is potential for cycling to be a realistic mode in terms of accessing the site and this is reflected in the measures outlined below.
- Residents will be provided with information and advice concerning appropriate cycle routes to/from the development.
 - The TPC will, if there is sufficient interest, set up a bicycle user group (BUG).
 - Cycling information is included within the Travel Packs.
-

Public Transport Measures

- 6.8. The site is readily accessible by public transport with bus stops located within an acceptable walking distance of the site. In addition, bus route and timetable information is available to residents via the Travel Packs.
- 6.9. A personalised journey plan will be available on request for every resident from the TPC.

Car Sharing

- 6.10. Car sharing is one of the most effective means of reducing the number of cars arriving on the site. The TPC will contact officers of the LPA/LHA with a view to registering the development with any existing car sharing scheme in the local area. If such a scheme is available this would allow residents to travel to and from work together and would be publicised by the TPC.

7. Plan Monitoring and Review

- 7.1. A programme of monitoring and review has been designed to generate information by which the success of the TP can be evaluated. Monitoring and review will be the responsibility of the TPC.
- 7.2. The major objective of the TP is to facilitate a reduction in the use of single occupancy private cars from the site. A suitable indicator of the success of the Plan is therefore the modal split of travel.
- 7.3. At this stage in the development of the FTP, it is difficult to set appropriate targets with respect to journey mode until the development becomes established. It should, however, be possible to set SMART targets for mode split within 6 months of the initial travel surveys through reference to the results of the travel surveys and national trip generation rates. Until such time as these results are available the baseline target travel scenario of a **5% reduction in trips made by vehicle drivers** will be adopted.

Annual Review

- 7.4. Within 6 months of first occupation of all the units, travel surveys will be repeated at the site with the resulting data provided to the LPA and LHA. Thereafter these surveys will be repeated annually for a period of 5 years from first occupation.
- 7.5. It should be stressed that the Travel Plan is a 'living' document which will develop continually taking account of both factors on site and periodic surveys. Each year, on or about the anniversary of the introduction of the full TP, the TPC will undertake a review of the Plan. These annual reviews will take place for at least 5 years from the first occupation of all the units.

Remedial Action

- 7.6. Should the Annual Review indicate that the Travel Plan Targets are not being met then the following remedial action will be required:
- Review of the appropriateness of the targets – to be undertaken by TPC who will inform the LPA and LHA.
 - If the targets are still considered to be appropriate, then a Remedial Action Plan will be developed to identify how the Travel Plan Objectives/Targets may be achieved.
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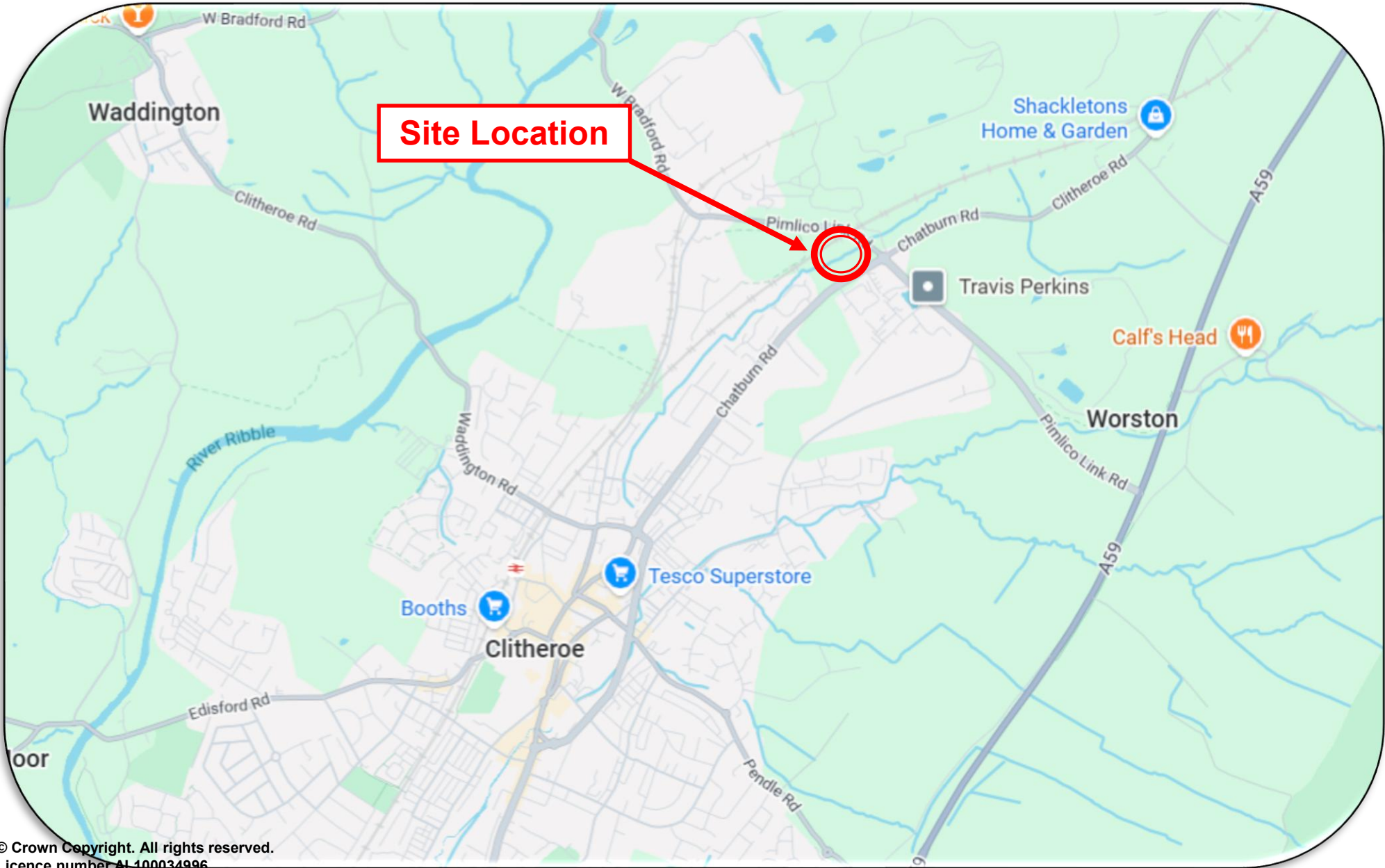
8. Summary and Recommendations

- 8.1. As noted in the previous sections, the FTP will continually evolve. Consequently, the measures set out in the previous sections are by no means exhaustive as more may be identified as the Travel Plan is implemented. However, the main aim is to minimise the total vehicular travel distance associated with the Site by reducing the need to travel and improve travel choice for residents.
- 8.2. The TP is promoted to assist in reducing the reliance on the private car, in particular single occupancy car trips, and to improve the awareness of, and usage of, sustainable transport, including walking, cycling, public transport.
- 8.3. It is the intention that the measures outlined in this FTP will build upon the careful design of the site and further facilitate and encourage residents of the development to consider their travel behaviour more carefully and give them the option to choose a travel mode less dependent on the car.
- 8.4. In order to summarise the proposed Travel Plan measures and to put some timescales to the elements of the Travel Plan development/implementation, an Action Plan has been prepared as detailed below.

Oakmere Homes (Northwest) Ltd
Residential Development, Chatburn Road, Clitheroe
Framework Travel Plan

Action Plan Elements	Timescale
1. Travel Plan Coordinator - Define brief of appointment/responsibility and inform LPA/LHA - Appoint Travel Plan Coordinator and provide contact details.	- Before first occupation - Before first occupation
2. Review Travel Packs/TP Marketing Literature - Information and advice concerning pedestrian/cycle routes to/from the development. - Bus route maps, timetables and ticket information - Contact details of TP Coordinator 'Healthy Lifestyle' benefits	Before first occupation
3. Travel Surveys - Develop questionnaires. - Undertake initial TP surveys and analysis. - Provide initial survey results to LPA/LHA - Undertake first annual TP survey. - Provide results to LPA/LHA	- Before first occupation - Within 3 months of first occupation - Within 3 months of initial survey - After 12 months of initial survey - Within 3 months of annual survey
4. Mode Split Targets Identify SMART targets and advise LPA/LHA	Within 6 months of initial survey
5. Set up site wide travel database	Within 3 months of initial survey
6. Personalised journey plan available for all residents upon request.	From occupation of each unit
7. Travel Plan Development - Develop Travel Plan to 'Final' status and submit to LPA/LHA – to include results of initial travel surveys, mode share targets and details of confirmed measures. - Implement 'Final' Travel Plan	- Within 6 months of 50% occupation - Within 9 months of 50% occupation
8. Annual review including re-surveys and target appraisal.	Annually for 5 years from first occupation

Figures



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Client	Oakmere Homes (Northwest) Ltd
Job	Chatburn Lane, Clitheroe
Title	Site Location Plan

Drawn	PB
Checked	DLW
Approved	DLW

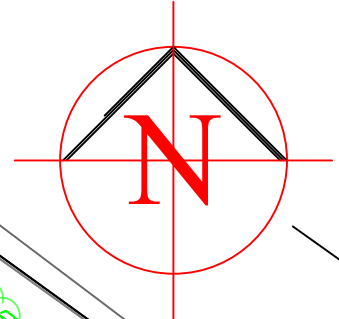
Date	April 2026
Scale	NTS

Drawing No.	Figure 1
Rev	



Appendix A

Proposed Site Layout



Chatburn Road Phase 3				
House Type	No. Person / Beds	No. Units	SqFt	Total SqFt
Ambleside	4p / 6b	2	1518	3036
Borrowdale	4b / 5p	1	1315	1315
Bowfell V3	4b / 6p	5	1256	6280
Bowfell V3 Split Down	4b / 6p	2	1256	2512
Caldew	1b / 2p	2	631	1262
Eskdale V3	3b / 4p	2	1256	2512
Grange	5b / 7p	4	1552	6208
Grasmere	4b / 6p	3	1430	4290
Grizedale	2b / 3p	2	713	1426
Rothay	2b / 3p	9	814	7326
Wasdale	4b / 5p	3	1331	3993
Wasdale Split Down	4b / 5p	4	1331	5324
Total		39	Total	45484



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PROJECT TITLE
CHATBURN ROAD NORTH
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DRAWING TITLE
Site Layout - PLANNING

DRAWING NUMBER
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DATE
02/26

REVISION

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1:500@A1