

Dated 14th May 2007

BAE SYSTEMS PENSION FUND TRUSTEES LIMITED

BAE SYSTEMS (OPERATIONS) LIMITED

SOUTH RIBBLE BOROUGH COUNCIL

RIBBLE VALLEY BOROUGH COUNCIL

PLANNING OBLIGATION
pursuant to Section 106 of the Town
and Country Planning Act 1990
affecting Land at Samlesbury
Airfield, Samlesbury, Preston

ADDLESHAW GODDARD

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This Planning Obligation is made on

14th day of May

2007

Between

- (1) **BAE Systems Pension Fund Trustees Limited** (Company Registration No. 00753964) whose registered office is at Warwick House, PO Box 87, Farnborough Aerospace Centre, Farnborough, Hampshire, GU14 6YU (**Owner**)
- (2) **BAE Systems (Operations) Limited** (Company Registration No 01996687) whose registered office is at Warwick House, PO Box 87, Farnborough Aerospace Centre, Farnborough, Hampshire, GU14 6YU and whose furnished address for the service of any notice in writing is Warton Aerodrome, Warton, Preston, Lancashire, PR4 1AX (**Developer**)
- (3) **South Ribble Borough Council** of Civic Centre, West Paddock, Leyland, Lancashire, PR25 1DH (**South Ribble**)
- (4) **Ribble Valley Borough Council** of Council Offices, Church Walk, Clitheroe, Lancashire BB7 2RA (**Ribble Valley**)

Whereas

- (A) The Owner is the proprietor of the freehold interest in the Site which is registered at the Land Registry with title absolute under title number LA900393
- (B) The Developer is the proprietor of the leasehold interest in the Site which is registered at the Land Registry with title absolute under title number LAN30299.
- (C) Part of the Site comprising of 99.6 sqm or thereabouts (Gross Internal Area) is demised in an underlease dated 26 January 1989 between (1) British Aerospace plc and (2) Lloyds Bank plc for a period of 25 years from 16 May 1988 and occupied by Lloyds TsB for use as a bank. Otherwise the Site is free from material encumbrances.
- (D) The South Ribble Borough Council is the local planning authority for the purposes of the Planning Act in respect of the Blue Land and resolved on 28 March 2007 to grant planning permission pursuant to one of two Planning Applications Ref: 07/2006/0824/OUT subject to satisfactory completion of this Deed.
- (E) The Ribble Valley Borough Council is the local planning authority for the purposes of the Planning Act in respect of the Green Land and resolved on 3 April 2007 to grant planning permission pursuant to the other of the Planning Applications Ref: 03/06/0583 subject to satisfactory completion of this Deed
- (F) South Ribble and Ribble Valley will release the Planning Permissions, respectively, upon completion of this Deed.

It is agreed

1 Definitions

- 1.1 In this Deed, unless the context otherwise requires:

Blue Land means that part of the Site shown edged blue on Plan No 1 for which South Ribble is the local planning authority

Development means the development of the Site pursuant to the Planning Permissions

Commencement of Development means a material operation, as defined in Section 56 of the Planning Act, to implement any of the Planning Permissions but excluding archaeological works excavation decontamination works demolition works site, soil or other investigations services diversions the undertaking of any landfill or other gas works and the erection of any hoardings, temporary buildings or other structures

Council means South Ribble and Ribble Valley acting collectively or jointly

Green Land means that part of the Site shown edged green on Plan No 1 for which Ribble Valley is the local planning authority

Occupation means the occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations

Phase means a phase of the Development as may be agreed with the Council pursuant to Condition 4 of each of the Planning Permissions

Plan No. 1 means the plan attached and so marked

Planning Act means the Town and Country Planning Act 1990 (as amended)

Planning Applications means the applications for outline planning permission submitted to South Ribble Borough Council on 10 July 2006 and given reference no. 07/2006/0824/OUT and to Ribble Valley Borough Council on 10 July 2006 and given reference no. 03/06/0583 together with any amendments and/or variations and/or substitutions thereto

Planning Permissions means the planning permissions to be granted by South Ribble and Ribble Valley respectively pursuant to the Planning Applications in the form of the drafts attached at schedule 1 of this Deed

Secretary of State means the Secretary of State for Communities and Local Government including, if appropriate, an Inspector appointed by her

Site means the land at Samlesbury Airfield, Samlesbury, Preston and shown edged red on Plan No. 1

Traffic Calming Contribution means the sum of £40,000 (forty thousand pounds) payable towards the provision of a traffic calming scheme (which for the avoidance of doubt includes feasibility, design, consultation and the implementation of the scheme) on Branch Road, Mellor Brook village

Travel Plan means the Travel Plan ref 987/5/F dated February 2007 appended in schedule 4 to this Deed or any amended version of the Travel Plan approved by the Council as a consequence of a periodic review

Travel Plan Co-ordinator means the person or body who shall be appointed by the Developer with the responsibilities and duties set out in the Travel Plan

Travel Plan Monitoring Report means the report describing the implementation of the Travel Plan during the preceding 12 (twelve) months and performance against the modal shift targets contained within the Travel Plan

1.2 In this Deed unless the context otherwise requires:

- (a) where two or more persons are liable in respect of an obligation, they are jointly and severally liable unless there is an express provision otherwise
- (b) a reference to a statute is a reference to the statute as amended or re-enacted from time to time (unless otherwise stated) and includes any subordinate legislation and guidance under it
- (c) words importing any gender include every gender
- (d) person includes any corporation and unincorporated body of persons
- (e) references to a numbered or lettered paragraph means the paragraph so numbered or lettered in the clause or schedule in which it appears and
- (f) headings are for ease of reference only
- (g) reference to any party to this Deed shall include the successors in title to that party and to any deriving title through or under that party and in the case of the Council the successors to their statutory functions

2 Legal basis

- 2.1 This Deed is made pursuant to Section 106 of the Planning Act, Section 111 of the Local Government Act 1972 and Section 2 of the Local Government Act 2000.
- 2.2 The covenants, restrictions and requirements imposed upon the Owner and Developer under this Deed create planning obligations pursuant to Section 106 of the Planning Act and are enforceable by Ribble Valley and South Ribble as such as local planning authorities.
- 2.3 The Owner and the Developer are entitled to enforce the terms obligations and covenants in clause 6 of this Deed against the Council.

3 Conditional Agreement

This Deed is conditional upon the grant of both Planning Permissions.

4 The Developer's and Owner's Covenant

- 4.1 The Developer and Owner each covenant with the Council as set out in schedule 2 subject to and without prejudice to the provisions of clause 5.
- 4.2 The Developer covenants with the Owner to observe and perform the covenants restrictions and requirements contained in schedule 2 of this Deed and to indemnify and keep indemnified the Owner from and against all actions proceedings costs claims demands losses expenses and liabilities arising from or in connection with the non-observance or non performance of such covenants restrictions requirements and obligations

5 Enforcement

In the event of any proposed action by or on behalf of Ribble Valley, South Ribble or the Council for failure of either or both the Developer or Owner to comply with the covenants in clause 4.1, Ribble Valley, South Ribble and the Council hereby agree to seek to enforce the covenants and/or take action as against the Developer in the first instance, as primarily liable,

and shall only thereafter seek to enforce the covenants and/or take action against the Owner in circumstances where reasonable recourse has been taken and exhausted as against the Developer.

6 The Council's Covenants

The Council covenants with the Owner and the Developer as set out in schedule 3.

7 No liability after Disposal

A person or body is not liable for a breach of any of the obligations in this Deed after it has parted with its interest in the Site, or in the part of the Site in respect of which the breach occurs, but this is without prejudice to any liability that the person may have in respect of any antecedent breach and is without prejudice to the provisions of clause 4.2

8 Effect of Deed

If either of the Planning Permissions shall expire or is revoked modified or otherwise withdrawn (without the authority of the Owner or Developer) then the terms of this Deed shall cease to have effect

9 Approvals

Unless this Deed states that a party's agreement is at its sole and absolute discretion, where this Deed refers to a party agreeing any matter or thing, that party's agreement shall not be unreasonably withheld or delayed and shall be given in writing.

10 No restriction

This Deed does not prohibit or restrict the development of any part of the Site in accordance with a planning permission (other than the Planning Permissions) granted by South Ribble or Ribble Valley or by the Secretary of State on appeal or following a reference to or call-in by the Secretary of State after the date of this Deed

11 The Councils' Powers

11.1 Entering into this Deed does not affect the manner in which either or both South Ribble and Ribble Valley are required to exercise or perform their respective discretions, powers, duties or obligations as local planning authorities.

11.2 If the Council approve any matter or thing as the competent planning authorities in relation to the Planning Permission, it also approves the same matter or thing under this Deed

12 Registration and removal

12.1 South Ribble and Ribble Valley shall each register this Deed in their respective Registers of Local Land Charges

12.2 Immediately on compliance by the Developer with the covenants in clause 4.1 or in any event if the covenants have ceased to have effect South Ribble and Ribble Valley shall remove any reference to this Deed or its content from their respective Registers

13 Severance and Performance

- 13.1 Each provision in this Deed is severable from the others, so that if any provision is or becomes illegal, invalid or unenforceable, the legality, validity and enforceability of other provisions is not affected
- 13.2 The failure of any party hereto at any time to require performance by any other party or parties of any of the terms obligations and/or covenants of this Deed shall in no way affect the right of such party or parties to require performance of those terms covenants and/or obligations

14 Entire Agreement

- 14.1 This Deed (and any documents annexed to or incorporated in it) constitutes the entire agreement between the parties with respect to the grant of the Planning Permissions and supersedes any previous agreement between the parties in relation thereto
- 14.2 Each party to this Deed acknowledges that this Deed has not been entered into in reliance on any statement or representation made by or on behalf of any other party and nothing in this clause limits or excludes liability for fraud

15 Contract (Rights of Third Parties) Act 1999

A person who is not (or is not a successor in title) a party to this Deed does not have any rights to enforce any term of it pursuant to the Contracts (Rights of Third Parties) Act 1999

16 VAT

All consideration given in accordance with the terms of this Deed shall be exclusive of any value added tax properly payable.

17 Jurisdiction

This Deed is governed by and interpreted in accordance with the law of England and Wales.

18 Delivery

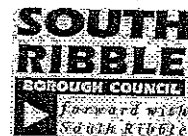
The provisions of this Deed (other than this clause which shall be of immediate effect) shall be of no effect until this Deed has been dated

In witness whereof the parties have executed this Deed the day and year first above written

Schedule 1

Draft Planning Permission

PA2



OUTLINE PLANNING PERMISSION

Name and address of applicant
BAE Systems (Operations) Ltd
Samlesbury Aerodrome
Balderstone
Blackburn
BB2 7LF

Name and address of agent (if any)
GVA Grimley
81 Fountain Street
Manchester
M2 2EE

Part I - Particulars of application

Date of application: 11 July 2006 Application No: 07/2006/0824/OUT

Particulars and location of development

Outline application for the expansion of existing aerospace manufacturing and engineering facility to include additional industrial (57,844 sq m) and office space (39,048 sq m) with associated access, car parking, surface water attenuation works and ancillary reception building, creche and restaurant (total ancillary floorspace 2,916 sq m) at

Military Aircraft Division Samlesbury Aerodrome, Myerscough Smithy Road, Balderstone, Blackburn, Lancashire, BB2 7LF

Part II - Particulars of decision

The South Ribble Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that **outline planning permission** has been granted for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted or other such amended plans that may be agreed in writing by the Local Planning Authority subject to the following conditions:

1. In respect of the buildings to be constructed within each phase of the development hereby approved, no development shall commence on site until approval of the details of the design and appearance of the buildings, landscaping of the site and the siting of all development other than that shown on the approved drawing reference AR/WB/00/DR/01/002/C (hereinafter referred to as "the reserved matters") has been obtained from the Local Planning Authority.

REASON: In order that the Local Planning Authority should be satisfied as to the details and because the application was made for outline planning permission and to comply with Policy QD1 in the South Ribble Local Plan.

2. Applications for approval of all reserved matters shall be made to the Local Planning Authority not later than the expiration of fifteen (15) years beginning with the date of this permission and the development hereby permitted shall be begun either before:

- The expiration of three (3) years from the date of this permission, or
- The expiration of two (2) years from the date of approval of the last of the reserved matters to be approved; whichever is the later.

REASON: The imposition of the condition is required pursuant to Section 92 of the Town and Country Planning Act 1990 and a period of 15 years is considered to be a reasonable time limit in view of the extent and timescale of the proposal and to comply with Policy QD1 in the South Ribble Local Plan.

3. The development hereby approved shall be carried out strictly in accordance with; siting details specified on plan ref. AR/WB/00/DR/01/002/C and access details specified in plan reference 987/01B, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To enable the Local Planning Authority to retain control over the use of the land.

Prior to the commencement of development a scheme outlining the phasing of development shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved phasing scheme, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order that the Local Planning Authority shall retain effective control over the development of the site and the interests of highway safety and to comply with Policy QD1 in the South Ribble Local Plan.

5. The maximum gross internal floor-space of the development hereby approved, shall not exceed the limits shown in Table 1 below:

Table 1

Land Use	Total GFA m ²
Industrial	57884
Office	39048
Ancillary (including but not limited to Restaurant, Creche, Reception)	2916

REASON: To reflect the specific amount of floor-space proposed in the application and to enable the Local Planning Authority to retain effective control over the development of the site and to comply with Policy QD1 in the South Ribble Local Plan.

6. That before any development is commenced a landscaping scheme (in accordance with the attached details) shall be submitted to and approved by the Local Planning Authority. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in accordance with BS 4428, 1989 with any stock complying with the specification of BS 3936 (part 1) 1992 in the first planting and seeding seasons following the commencement of the development or such extension of this time as may be agreed in writing by the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of the amenity and appearance of the area in accordance with Quality of Development Policy QD7 in the South Ribble Local Plan.

7. Prior to the occupation of any part of the development hereby approved, the site access details, as shown on drawing ref. 987/01B or such other plan as maybe approved in writing by the Local Planning Authority, in accordance with Condition 3, shall be carried out in accordance with the approved plan.

REASON: In the interests of highway safety and to comply with Policies QD1 and T7 in the South Ribble Local Plan.

8. Prior to the occupation of any part of the development hereby approved improvement works to the following junctions shall be carried out and completed in accordance with the approved plans:

- Junction of the A59/A677 (in accordance with drawing ref. 987/02C)
 - Junction of Branch Road/A677 (in accordance with drawing ref. 987/04)
 - Junction of Myerscough Smithy Road / East Gate Road (in accordance with drawing ref. 987/03)
- Or such other drawings as may be approved in writing by the Local Planning Authority.

REASON: To ensure that the off-site highway works are designed to maximise the free flow of traffic and prevent congestion and to comply with Policies QD1 and T7 in South Ribble Local Plan.

9. No building shall be occupied until such time as the internal estate roads serving that building has been constructed up to and including base course level unless otherwise agreed by the Local Planning Authority.

REASON: To ensure that highways are carried out at appropriate times in the interests of highways safety and to comply with Policies QD1 and T7 in the South Ribble Local Plan.

10. Prior to the occupation of any part of the development hereby approved, detailed proposals for restricting the vehicular use of the following existing site accesses shall be submitted to and approved in writing by the Local Planning Authority and thereafter operated in accordance with the approved details:

- Access to Stoopay Lane, detailed on plan AR/WB/00/DR/01/002/C, to be retained for emergency use only.
- Western access (main gate) to A59, detailed on plan AR/WB/00/DR/01/002/C, other than for use in relation to the Sports and Social Club on site and for emergency use only.

REASON: In the interests of highway safety and to comply with Policies QD1 and T7 in the South Ribble Local Plan.

11. Car parking provided pursuant to this permission shall not exceed the maximum parking levels permitted by Lancashire County Council's Adopted Car Parking Standards, as contained within the Joint Lancashire Structure Plan 2001 - 2016 and specified in Table 2 below.

Table 2

Land Use	Space per m2 of gross floor area
B1 a / b (Office and Research and Development)	1: 30
B1c (Light Industrial)	1:30
B2 (General Industrial)	1:45

REASON: In order to comply with Policy T10 in the South Ribble Local Plan.

12. Prior to the commencement of any part of the development, a scheme of archaeological work relating to the whole of the site shall be submitted to and approved in writing by the Local Planning Authority. Prior to the commencement of each phase of development, the archaeological works related to that particular phase shall be carried out and completed in accordance with the approved scheme.

REASON: The site is of archaeological importance and archaeological recording will be necessary during any ground disturbance associated with the development to ensure that anything of archaeological importance may be adequately recorded as required by Policy ENV17 of the South Ribble Local Plan.

13. No phase of development shall be commenced until a scheme for the provision and implementation of a surface water regulation system in respect of that phase has been submitted to and approved by the Local Planning Authority. The scheme shall be carried out in accordance with the approved plans prior to the occupation of that phase.

REASON: To reduce the risk of flooding and to comply with Policies QD1 and ENV20 in the South Ribble Local Plan.

14. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

REASON: To prevent pollution of the water environment in accordance with Policy ENV22 in the South Ribble Local Plan.

15. Prior to commencement of each phase of development, the following information shall be submitted to the Local Planning Authority:

- A Desk Study report which assesses the risk of the potential for on-site contamination and ground gases. If the Desk Study identifies potential contamination and ground gases, a detailed site investigation shall be carried out to address the nature, degree and distribution of contamination and ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part IIA, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, on nearby occupied building structures, on services, and landscaping scheme and on wider environmental receptors including ecological systems and property.
- The sampling and analytical strategy for each phase shall be approved by the Local Planning Authority prior to the commencement of the site investigation for that phase.
- A Remediation Statement detailing the recommendations and remedial measures to be carried out within the site. Such remedial works shall be carried out prior to occupation of each phase.
- On completion of the remedial works, written confirmation, in the form of a Site Completion Report, shall be submitted to the Local Planning Authority, confirming that all works were completed in accordance with the Remediation Statement.

REASON: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health in accordance with Policy ENV22 in the South Ribble Local Plan.

16. No floodlighting or security lighting of any proposed building or associated on site development shall be created or operated without the prior written consent of the Local Planning Authority.

REASON: In order to ensure a satisfactory appearance in the interest of visual amenity and to prevent nuisance and to comply with Policy ENV24 in the South Ribble Local Plan.

Prior to the commencement of any part of the development the results of ecological surveys in respect of the area of land defined on plan ref. 03W0579/113A shall be submitted to and approved by the Local Planning Authority. The surveys shall include but not be limited to consideration of the presence and significance of the following:

- Use of the site by birds
- Phase 2 Botanical Survey
- Badger
- Brown hares
- Great crested newts

The survey for birds shall be undertaken in the first year prior to development and in the second year a breeding bird survey of a type to be agreed by the Local Planning Authority shall be undertaken on all land not developed within the first year.

REASON: In the interests of protecting nature and conservation issues in accordance with Policy ENV4 in the South Ribble Local Plan.

18. Prior to the commencement of any part of the development within the area defined on plan ref. 03W0579/103F a scheme of mitigation (which shall include timescales for carrying out the mitigation works) for the protection of any great crested newts located within or affected by that phase shall be submitted to and approved by the Local Planning Authority having regard to:

- a) the Aquatic Habitats Survey, prepared by Landmark Environmental Ltd, dated September 2003;
- b) the survey results submitted to and approved by Condition 17; and
- c) the outline mitigation statement prepared by CES dated February 2007.

The approved mitigation scheme shall be carried out and completed in accordance with the approved details.

REASON: In the interests of protecting nature and conservation issues in accordance with Policy ENV4 in the South Ribble Local Plan.

19. Notwithstanding the requirements of Condition 18, prior to the commencement of any other part of the development or other phase of the development, comprising of land not defined within plan ref. 03W0579/103F an ecological mitigation scheme (which shall include timescales for carrying out the mitigation works) to be carried out on or within the area defined by Plan Ref 03W0579/112B shall be submitted to and approved in writing by the Local Planning Authority having regard to:

- a) the Aquatic Habitats Survey, prepared by Landmark Environmental Ltd, dated September 2003, and
- b) the survey results submitted to and approved by Condition 17; and
- c) the outline mitigation statement prepared by CES dated February 2007.

The approved mitigation scheme(s) shall be carried out and completed in accordance with the approved details.

REASON: In the interests of protecting nature and conservation issues in accordance with Policy ENV4 in the South Ribble Local Plan.

20. Prior to the commencement of each phase of development, a scheme identifying how a minimum of 10% of the energy requirements generated by that phase of development will be achieved by renewable energy production methods shall be submitted to and approved by the Local Planning Authority. The scheme shall then be provided in accordance with the approved details prior to the first occupation of that phase of development and thereafter retained for so long as the phase of development remains in existence.

REASON: In the interests of protecting the environment and encouraging on-site renewable energy production in accordance with Environment Policy ENV26 in the South Ribble Local Plan.

Date:

Informative: The decision to grant planning permission has been taken having regard to the policies and proposals in the South Ribble Local Plan set out below, and to all relevant material considerations including Supplementary Planning Guidance:

EMP8 - Land at Samlesbury Aerodrome

QD1 - Design Criteria for New Development

ENV7 - Landscaping in New Developments

ENV4 - Protection of the Habitats of Wildlife

ENV8 - Trees and Development

ENV17 - Development and Archaeological Sites

ENV22 - Pollution

T7 - Implications of Development for Non-Trunk Roads

T8 - Traffic Management

T10 - Parking Standards

T11 - Cycling

T13 - Pedestrian Movement

POL1 - General

POL5 - Development outside Principal Urban Areas, Main Towns and Market Towns

POL20 - Lancashire's Landscapes

DP1 - Economy in the Use of land and building

FD8 - Development in the wider countryside

EC1 - Strength in the Regional Economy

EC2 - Manufacturing and Industry

W1 - Strengthening the Regional Economy

GLCR1 - Central Lancs City Regional Priorities

This informative is only intended as a summary of the reasons for grant of planning permission. For further detail on the decision please contact the Development Control Section who will be able to assist and can provide a copy of the application report if required. Telephone: 01772 625400 or email: planning@southribble.gov.uk.

Civic Centre
West Paddock
Leyland
PR25 1DH


John Dalton
Head of Planning & Regeneration

Important Note: This permission refers only to that required under the Town and Country Planning Act and does not include any consent or approval under any other enactment, byelaw, order or regulation.

Appeal to the Secretary of State

1. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development or to grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment. In accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of this notice (Appeals must be made on a form which is obtainable from The Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN). The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them having regard to the statutory requirements, to the provision of the development order, and to any directions given under the order. He does not in practice refuse to entertain appeals solely because the decision of the local planning authority was based on a direction given to him.

If permission to develop land is refused or granted subject to conditions, whether by the local planning authority or by the Secretary of State for the Environment, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by carrying out of any development which has been or would be permitted he may serve on the Council of the district in which the land is situated a purchase notice requiring that council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

3. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

DRAFT

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION FOR PERMISSION TO DEVELOP LAND ETC.

LANDSCAPING SCHEME

DETAILS REQUIRED TO BE SUBMITTED IN PURSUANCE OF THE PLANNING CONDITION REQUIRING THE SUBMISSION OF A LANDSCAPING SCHEME.

A CONTOURED PLAN SHALL BE PROVIDED TO A MINIMUM SCALE OF 1:500 AND SHALL SHOW THE EXISTING FEATURES OF THE SITE, THOSE FEATURES IT IS INTENDED TO RETAIN AND NEW FEATURES WHICH IT IS TO BE SHOWN SHALL INCLUDE:

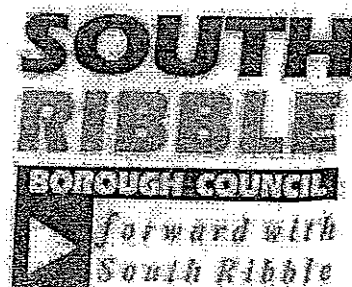
- 1) ALL TREES, HEDGES SHRUBS AND OTHER PLANTING INCLUDING AREAS TO BE GRASSED.
- 2) PUBLIC FOOTWAYS, STEPS, SLOPES AND OTHER PAVED AREAS.
- 3) CARRIAGEWAYS AND ROAD STRUCTURES.
- 4) EMBANKMENTS AND WALLS.
- 5) WATERCOURSES.
- 6) DRAINAGE SYSTEMS.
- 7) AMENITY AREAS INDICATING WHETHER INTENDED TO BE DEDICATED TO PUBLIC USE.
- 8) OTHER PUBLIC UTILITY SERVICES ABOVE GROUND.

IN RELATION TO ALL TREES THE POSITION OF TRUNK OR STEM AND THE SPREAD IS TO BE SHOWN TO SCALE AND THE SPECIES IS TO BE INDICATED.

THE SCHEME SHALL BE ACCOMPANIED BY A PHASING PLAN INDICATING THE PHASING OF LANDSCAPING IN RELATION TO THE BUILDING WORKS.

THE SCHEME SHALL INDICATE THE APPLICANTS PROPOSAL FOR THE PROTECTION OF EXISTING AND PROPOSED PLANTING AND THE REMOVAL AND RE-USE OF TOPSOIL.

**SOUTH RIBBLE BROUGH COUNCIL, DEVELOPMENT CONTROL SECTION,
PLANNING PROPERTY AND ENGINEERING, CIVIC CENTRE, WEST
PADDOCK, LEYLAND PR25 1DH**



RIBBLE VALLEY BOROUGH COUNCIL

Development Department

Council Offices, Church Walk, Clitheroe, Lancashire, BB7 2RA

Telephone: 01200 425111 Fax: 01200 414488

Planning Fax: 01200 414487

Town and Country Planning Act 1990

OUTLINE PLANNING PERMISSION

APPLICATION NO: 3/2006/0583

DECISION DATE: DRAFT

DATE RECEIVED: 10/07/2006

APPLICANT:

BAE Systems (Operations) Ltd
Samlesbury Aerodrome
Balderstone
Blackburn
BB2 7LF

AGENT:

GVA Grimley LLP
81 Fountain Street
Manchester
M2 2EE

PARTICULARS OF DEVELOPMENT: Expansion of existing aerospace manufacturing and engineering facility to include additional industrial (57,884 sqm) and office space (39,048 sqm) with associated access, car parking, surface water attenuation works and ancillary reception building, creche and restaurant (total ancillary floorspace 2,916 sqm)

AT: Samlesbury Aerodrome Balderstone Blackburn BB2 7LF

Ribble Valley Borough Council hereby give notice in pursuance of provisions of the Town and Country Planning Act 1990 that **outline planning permission has been granted** for the carrying out of the development referred to above in accordance with the application and plans submitted subject to the following conditions:

- 1 In respect of the buildings to be constructed within each phase of the development hereby approved, no development shall commence on site until approval of the details of the design and appearance of the buildings, landscaping of the site and the siting of all development other than that shown on the approved drawing reference AR/WB/00/DR/01/002/C (hereinafter referred to as "the reserved matters") has been obtained from the Local Planning Authority

REASON: In order that the Local Planning Authority should be satisfied as to the details and because the application was made for outline planning permission and to comply with Policies G1 and G8 of the Ribble Valley Districtwide Local Plan

- 2 Applications for approval of all reserved matters shall be made to the Local Planning Authority not later than the expiration of fifteen (15) years beginning with the date of this permission and the development hereby permitted shall be begun either before:

The expiration of three (3) years from the date of this permission, or

The expiration of two (2) years from the date of approval of the last of the reserved matters to be approved; whichever is the later

REASON: The imposition of the condition is required pursuant to Section 92 of the Town and Country Planning Act 1990 and a period of 15 years is considered to be a reasonable time limit in view of the extent and timescale of the proposal and to comply with Policy G1 of the Districtwide Local Plan.

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- 3 The development hereby approved shall be carried out strictly in accordance with; siting details specified on plan ref AR/WB/00/DR/01/002/C and access details specified in plan reference 987/01B, unless otherwise agreed in writing by the Local Planning Authority

REASON: In the interest of highway safety and to comply with Policy G1 of the Districtwide local plan

- 4 Prior to the commencement of development a scheme outlining the phasing of development shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved phasing scheme, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order that the Local Planning Authority shall retain effective control over the development of the site and the interests of highway safety and to comply with Policy G1 of the Districtwide Local Plan

- 5 The maximum gross internal floorspace of the development hereby approved, shall not exceed the limits shown in Table 1 below:

Table 1	
Land Use	Total GFA m ²
Industrial	57884
Office	39048
Ancillary (including but not limited to Restaurant, Creche, Reception)	2916

REASON: To reflect the specific amount of floorspace proposed in the application and to enable the Local Planning Authority to retain effective control over the development of the site and to comply with Policy G1 of the Districtwide Local Plan.

- 6 Prior to commencement of any phase of the development details of the landscaping for that phase of the site, including wherever possible the retention of existing trees, shall have been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall indicate, as appropriate, the types and numbers of trees and shrubs, their distribution on site, those areas to be seeded, turfed, paved or hard landscaped, including details of any changes of level or landform and the types and details of all fencing and screening

The approved landscaping scheme shall be implemented within the first planting season following commencement of the development within any phase and shall be maintained thereafter for a period of not less than 5 years to the satisfaction of the Local Planning Authority. This maintenance shall include the replacement of any tree or shrub which is removed, or dies, or is seriously damaged, or becomes seriously diseased, by a species of similar size to those originally planted

REASON: In the interests of the amenity of the area and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan.

REASON: In the interests of the amenity of the area and to comply with Policy G1 of the Ribble Valley Districtwide Local Plan

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- 7 Prior to the occupation of any part of the development hereby approved, the site access details, as shown on drawing ref 987/01B or such other plan as maybe approved in writing by the Local Planning Authority, in accordance with Condition 3, shall be carried out in accordance with the approved plan

REASON: In the interests of highway safety and to comply with Policies G1 and I1 of the Districtwide Local Plan

- 8 Prior to the occupation of any part of the development hereby approved improvement works to the following junctions shall be carried out and completed in accordance with the approved plans:

Junction of the A59/A677 (in accordance with drawing ref 987/02C)
Junction of Branch Road/A677 (in accordance with drawing ref 987/04)
Junction of Myerscough Smithy Road / East Gate Road (in accordance with drawing ref 987/03)
Or such other drawings as may be approved in writing by the Local Planning Authority

REASON: To ensure that the off-site highway works are designed to maximise the free flow of traffic and prevent congestion and to comply with Policies G1 and I1 of the Districtwide Local Plan

- 9 No building shall be occupied until such time as the internal estate roads serving that building has been constructed up to and including base course level unless otherwise agreed by the Local Planning Authority

REASON: To ensure that highways are carried out at appropriate times in the interests of highways safety and to comply with Policies G1 and I1 of the Districtwide Local Plan

- 10 Prior to the occupation of any part of the development hereby approved, detailed proposals for restricting the vehicular use of the following existing site accesses shall be submitted to and approved in writing by the Local Planning Authority and thereafter operated in accordance with the approved details:

Access to Stoopey Lane, detailed on plan AR/WB/00/DR/01/002/C, to be retained for emergency use only

Western access (main gate) to A59, detailed on plan AR/WB/00/DR/01/002/C, other than for use in relation to the Sports and Social Club on site and for emergency use only

REASON: In the interests of highway safety and to comply with Policies G1 and I1 of the Districtwide Local Plan

- 11 Prior to the occupation of development hereby approved, details of the BAE Samlesbury Transportation Steering Group (BSTG) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Secretary of State for Transport. The BSTG shall thereafter be convened in accordance with the agreed details. The details shall include membership, role, responsibilities and frequency of meetings. The BSTG shall have as its purpose the review of monitoring data supplied pursuant to condition 12 and consideration of overall travel behaviour at the site

REASON: In the interests of highway safety and to comply with Policies G1 and I1 of the Districtwide Local Plan

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12 No development pursuant to this application shall be occupied until:-

Full details for an automated system to monitor vehicle trips to and from the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Secretary of State for Transport;

The system referred to in condition 12 has been implemented to the satisfaction of the Local Planning Authority in consultation with the Secretary of State for Transport

The details to be submitted pursuant to condition 12 shall include:

How the system will be maintained

Length of the monitoring period which shall not end less than 5 years from the date of full occupation of the site

Details of the monitoring equipment

How the data will be collected

How the results will be reported

REASON: In the interests of highway safety and to comply with Policies G1 and I1 of the Districtwide Local Plan

13 No development exceeding 11,500m² (gross internal) of B1 office, B2 industrial or ancillary floorspace shall commence until full design and construction details of the following required improvements to the M6 Junction 31 have been submitted to and approved in writing by the Secretary of State for Transport in consultation with the Local Planning Authority:

a) Signalisation of the westerly grade separated roundabout of M6 Junction 31, as shown in outline in the complete scheme drawing 987/10 Rev B, prepared by Ashley Helme Associates, dated June 2006, or such other scheme as may be agreed in writing with the Secretary of State for Transport in consultation with the Local Planning Authority

b) Signalisation of the easterly grade separated roundabout of M6 Junction 31, including access control arrangements on the southbound on-slip, as shown in outline in the complete scheme drawing 987/10 Rev B, prepared by Ashley Helme Associates, dated June 2006 or such other scheme as may be agreed in writing with the Secretary of State for Transport in consultation with the Local Planning Authority.

The details to be submitted shall include:

How the scheme interfaces with the existing highway alignment, details of the carriageway markings and lane destinations,

Full signing and lighting details,

Confirmation of full compliance with current Departmental Standards (DMRB) and Policies (or approved relaxations / departures from standards),

An independent Stage One & Stage Two Road Safety Audit (Stage Two to take account of any Stage One Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes

New Approach to Appraisal (NAIA) / Project Appraisal Report (PAR) assessment

REASON: In the interests of highway safety and to comply with Policies G1 and I1 of the Districtwide Local Plan

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- 14 Where having first occupied the development, monitoring in accordance with the requirements of Condition 12 shows that traffic entering the application site in the AM Peak hour (defined as the 60 minute period between 07:30 and 08:30) exceeds an average of 1275 vehicles within any three month period (excluding weekends and bank holidays) (the first period to commence on the operation of the automated system referred to in condition 12), no further development shall be first occupied until the highway improvements specified in Condition 13b, have been constructed and completed, unless the total occupied development would be less than 11500sqm gross internal floor area

REASON: In the interests of highway safety and to comply with Policies G1 and I1 of the Districtwide Local Plan

- 15 Where, having first occupied the development, monitoring in accordance with the requirements of Condition 12 shows that traffic entering the application site in the AM Peak hour (defined as the 60 minute period between 07:30 and 08:30) exceeds an average of 1450 vehicles within any three month period (excluding weekends and bank holidays) (the first period to commence on the operation of the automated system referred to in condition 12), no further development, exceeding that allowable by condition 14, shall be first occupied until the highway improvements specified in Condition 13b above, have been constructed and completed

REASON: In the interests of highway safety and to comply with Policies G1 and I1 of the Districtwide Local Plan

- 16 Where, having first occupied the development, monitoring in accordance with the requirements of Condition 12 shows that traffic entering the application site in the AM Peak hour (defined as the 60 minute period between 07:30 and 08:30) exceeds an average of 1700 vehicles within any three month period (excluding weekends and bank holidays) (the first period to commence on the operation of the automated system referred to in condition 12), no further development, exceeding that allowable by condition 15, shall be first occupied until full design and construction details of improvements to the northbound diverge slip road of M6 Junction 31 have been approved by the Secretary of State for Transport in consultation with the Local Planning Authority and completed in accordance with those approved details. The purpose of the improvements will be to mitigate the impact arising from the development on this diverge arrangement when analysed against DMRB ID22/06 'Layout of Grade Separated Junctions' or, on agreement, some other appropriate Departmental Standard applying at the time of the analysis

The details to be submitted shall include:

How the scheme interfaces with the existing highway alignment, details of the carriageway markings and lane destinations,

Full signing and lighting details,

Confirmation of full compliance with current Departmental Standards (DMRB) and Policies (or approved relaxations / departures from standards),

An independent Stage One & Stage Two Road Safety Audit (Stage Two to take account of any Stage One Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes

New Approach to Appraisal (NAIA) / Project Appraisal Report (PAR) assessment

REASON: In the interests of highway safety and to comply with Policies G1 and I1 of the Districtwide Local Plan

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- 17 Car parking provided pursuant to this permission shall not exceed the maximum parking levels permitted by Lancashire County Council's Adopted Car Parking Standards, as contained within the Joint Lancashire Structure Plan 2001 - 2016 and specified in Table 2 below:

Table 2

Land Use	Space per m2 of gross floor area
B1 a / b (Office and Research and Development)	1: 30
B1c (Light Industrial)	1:30
B2 (General Industrial)	1:45

REASON: In order to comply with Policy I7 of the Districtwide Local Plan.

- 18 Prior to the commencement of any part of the development, a scheme of archaeological work relating to the whole of the site shall be submitted to and approved in writing by the Local Planning Authority. Prior to the commencement of each phase of development, the archaeological works related to that particular phase shall be carried out and completed in accordance with the approved scheme.

REASON: The site is of archaeological importance and archaeological recording will be necessary during any ground disturbance associated with the development to ensure that anything of archaeological importance may be adequately recorded as required by Policies G1, ENV14 and ENV15 of the Ribble Valley Districtwide Local Plan.

- 19 No phase of development shall be commenced until a scheme for the provision and implementation of a surface water regulation system in respect of that phase has been submitted to and approved by the Local Planning Authority. The scheme shall be carried out in accordance with the approved plans prior to the occupation of that phase.

REASON: To reduce the risk of flooding and to comply with Policy G1 of the Districtwide Local Plan.

- 20 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

REASON: To prevent pollution of the water environment in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

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- 21 Prior to commencement of each phase of development, the following information shall be submitted to the Local Planning Authority:

A Desk Study report which assesses the risk of the potential for on-site contamination and ground gases. If the Desk Study identifies potential contamination and ground gases, a detailed site investigation shall be carried out to address the nature, degree and distribution of contamination and ground gases and shall include an identification and assessment of the risk to receptors as defined under the Environmental Protection Act 1990, Part IIA, focusing primarily on risks to human health and controlled waters. The investigation shall also address the implications of the health and safety of site workers, on nearby occupied building structures, on services, and landscaping scheme and on wider environmental receptors including ecological systems and property.

The sampling and analytical strategy for each phase shall be approved by the Local Planning Authority prior to the commencement of the site investigation for that phase.

A Remediation Statement, detailing the recommendations and remedial measures to be carried out within the site. Such remedial works shall be carried out prior to occupation of each phase.

On completion of the remedial works, written confirmation, in the form of a Site Completion Report, shall be submitted to the Local Planning Authority, confirming that all works were completed in accordance with the Remediation Statement.

REASON: To ensure a safe form of development that poses no unacceptable risk of pollution to water resources or to human health in accordance with Policy G1 of the Ribble Valley Districtwide Local Plan.

- 22 No floodlighting or security lighting of any proposed building or associated on site development shall be created or operated without the prior written consent of the Local Planning Authority.

REASON: In order to ensure a satisfactory appearance in the interest of visual amenity and to prevent nuisance and to comply with Policy G1 of the Districtwide Local Plan.

- 23 Prior to the commencement of any part of the development the results of ecological surveys in respect of the area of land defined on plan ref. 03W0579/113/A[shall be submitted to and approved by the Local Planning Authority. The surveys shall include but not be limited to consideration of the presence and significance of the following:

Use of the site by birds
Phase 2 Botanical Survey
Badger
Brown hares
Great crested newts

The survey for birds shall be undertaken in the first year prior to development and in the second year a breeding bird survey of a type to be agreed by the Local Planning Authority shall be undertaken on all land not developed within the first year.

REASON: In the interests of protecting nature and conservation issues in accordance with Policies G1 and ENV7 of the Ribble Valley Districtwide Local Plan.

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- 24 Prior to the commencement of any part of the development within the area defined on plan ref 03W0579/103F] a scheme of mitigation (which shall include timescales for carrying out the mitigation works) for the protection of any great crested newts located within or affected by that phase shall be submitted to and approved by the Local Planning Authority having regard to:

- a) the Aquatic Habitats Survey, prepared by Landmark Environmental Ltd, dated September 2003,
- b) the survey results submitted to and approved by Condition 25; and
- c) the outline mitigation statement prepared by CES dated February 2007

The approved mitigation scheme shall be carried out and completed in accordance with the approved details

REASON: In the interests of protecting nature and conservation issues in accordance with Policies G1 and ENV7 of the Ribble Valley Districtwide Local Plan

- 25 Notwithstanding the requirements of Condition 24, prior to the commencement of any other part of the development or other phase of the development, comprising of land not defined within plan ref 03W0579/103F an ecological mitigation scheme (which shall include timescales for carrying out the mitigation works) to be carried out on or within the area defined by Plan Ref 03W0579/112B shall be submitted to and approved in writing by the Local Planning Authority having regard to:

- a) the Aquatic Habitats Survey, prepared by Landmark Environmental Ltd, dated September 2003, and
- b) the survey results submitted to and approved by Condition 25; and
- c) the outline mitigation statement prepared by CES dated February 2007.

The approved mitigation scheme(s) shall be carried out and completed in accordance with the approved details

REASON: In the interests of protecting nature and conservation issues in accordance with Policies G1 and ENV7 of the Ribble Valley Districtwide Local Plan

- 26 Prior to commencement of each phase of development, a scheme identifying how a minimum of 10% of the energy requirements generated by that phase of development will be achieved by renewable energy production methods shall be submitted to and approved by the Local Planning Authority. The scheme shall then be provided in accordance with the approved details prior to first occupation of that phase of development and thereafter retained for so long as the phase of development remains in existence

Reason: In order to encourage renewable energy and comply with Policy G8 of the Districtwide Local Plan

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Relevant Planning Policy

Policy G1 - Development Control
Policy EMP8 - Extensions/Expansions of Existing Firms
Policy T1 - Development Proposals - Transport Implications
Policy T2 - Road Hierarchy
Policy I3 - Primary Route Network
Policy I7 - Parking Provision
Policy DP1 - Economy in the Use of Land and Building Regional Spacial Strategy
Policy FD8 - Development in the Wider Countryside Regional Spacial Strategy
Policy EC1 - Strength in the Regional Economy. Regional Spacial Strategy
Policy EC2 -
Summary of reasons for approval

The proposal has no significant detrimental impact on nearby residential amenity, nor would it have an adverse visual impact or be to the detriment of highway safety

Note(s)

- 1 For rights of appeal in respect of any condition(s)/or reason(s) attached to the consent see the attached notes
- 2 The applicant is advised that should there be any deviation from the approved plan the Local Planning Authority must be informed. It is therefore vital that any future Building Regulation application must comply with the approved planning application
- 3 The applicants should be advised that this consent shall be read in conjunction with the Section 106 Agreement which incorporates measures relating to construction traffic control, traffic calming measures along Branch Road and travel plan details.

**STEWART BAILEY
DIRECTOR OF DEVELOPMENT SERVICES**

Schedule 2

Developer Covenants

The Developer and Owner hereby each covenant:

1 Traffic Calming Contribution

Prior to the Commencement of Development to pay the Traffic Calming Contribution to either South Ribble or Ribble Valley.

2 Construction Traffic

2.1 Prior to the commencement of each Phase of Development, a scheme relating to the routing of construction traffic associated with that Phase (to comprise of details of the siting of notices directing the construction traffic along the nominated route) shall be submitted to the Council in writing for approval (Construction Traffic Scheme(s)).

2.2 The approved Construction Traffic Scheme(s) shall thereafter be implemented for the duration of the construction period of that corresponding Phase.

3 Travel Plan

3.1 6 (six) calendar months prior to Occupation of the Development or Phase of Development a Travel Plan Co-ordinator shall be appointed and shall remain in post for a period of 6 (six) calendar months or such longer period as is required to comply with paragraph 3.6 of this schedule.

3.2 Prior to occupation of the Development or Phase of Development details of the Travel Plan Co-ordinator shall be submitted to the Council.

3.3 Upon First Occupation of the Development or Phase of Development the Development or Phase of Development (as is appropriate) shall be used in accordance with the measures contained within the Travel Plan.

3.4 Details of any changes in the nomination of the Travel Plan Co-ordinator shall be submitted to the Council within 1 calendar month of that change.

3.5 Until such time as the modal shift target, specified in the Travel Plan has been achieved (in accordance with paragraph 3.6 of this schedule) every 12 months from first Occupation of the Development, a Travel Plan Monitoring Report shall be submitted to the Council in writing for approval.

3.6 The Travel Plan Co-ordinator shall continue to perform the responsibilities and duties set out in the Travel Plan, until such time as the modal shift target, specified in the Travel Plan has been achieved and evidenced in a Travel Plan Monitoring Report approved in writing by the Council.

3.7 The following on-site measures, contained within the Travel Plan shall be incorporated within the Development hereby approved and where required, specified within applications for approval of reserved matters:

- On-site bus stops
- Priority car parking

- Pedestrian routes
- Traffic calming infrastructure
- Staff facilities (showers, lockers, changing rooms)
- Cycle and Powered Two Wheel Parking
- On-site cycle routes

Schedule 3

Council's Covenants

South Ribble and Ribble Valley, as the Council hereby covenant:

1 Traffic Calming Contribution

- 1.1 Upon receipt of the Traffic Calming Contribution to pay the money into an interest bearing account yielding interest at a good commercial rate.
- 1.2 If the Traffic Calming Contribution, and all accrued interest on it, has not been spent for the purpose for which it was paid within 5 years of the date of payment the Council shall repay the money unspent to the payee without delay thereafter.

2 Construction Traffic

To consider and determine any Construction Traffic Scheme(s) submitted for approval diligently upon receipt and without delay.

3 Travel Plan

To consider and determine any Travel Plan Monitoring Report(s) submitted for approval diligently upon receipt and without delay.

Schedule 4

Travel Plan

Ref: 987/5/F

TRAVEL PLAN

BAE SAMLESBURY



Client: BAE Systems

February 2007

TRAVEL PLAN

BAE SAMLESBURY

Client: BAE Systems

Report Reference: 987/5/F

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TRAVEL PLAN

BAE SAMLESBURY

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EXECUTIVE SUMMARY

1. There are currently 3800 employees at BAE Samlesbury. The proposed expansion development will significantly increase the number of employees.
2. A total of 94.8% of staff travel to work by car, although this includes 9% travelling as a driver with a passenger (some passengers having a destination elsewhere), and another 4% travelling as a passenger to Samlesbury. This creates a demand for 3450 employee car parking spaces, to which there is added a requirement for visitor parking.
3. An effective and efficient Travel Plan is the mechanism for substantially improving the current poor transport sustainability profile of employee journeys to work at BAE Samlesbury and extending this to the proposed expansion development. Introduction of the Travel Plan is linked with implementation of the proposed development.
4. An employee Travel Survey was undertaken in February 2006. This is complemented by other available information, such as postcode data for all employees. No-one presently walks to work at BAE Samlesbury, and this will always be a negligible travel choice, because few people live within walking distance. However, walking within the BAE Site will be encouraged by provision of enhanced lighting along defined pedestrian routes.
5. Cycling will similarly also always be a minor travel mode. However, measures are to be introduced to promote cycling, and these include cycle parking, on-site cycle routes, showers (with changing facilities and lockers) and setting up a 'cycle pool' for intra-site travel. Provision for cyclists is included in a new Site access junction on A59 Whalley Road, and the improvement works at the A59 Whalley Road/A677 Preston New Road (Swallow) junction and the M6 Junction 31. Promotional activities such as a 'Cycle Week', Focus Groups and draw/events to support and encourage cycle travel are to be introduced.
6. Presently only 0.8% of staff travel to work by bus, partly because there is poor bus service provision. BAE will introduce a bespoke bus service. The bus route(s) is/are to be identified through a comprehensive consultation exercise with employees, using the intranet and employee Focus Groups. An initial pilot service is to be identified and introduced, and operated for a minimum of six months. The experience and outcomes of the pilot service are to be used to inform the ongoing provision of the most effective bus service provision. This includes, for example, establishing and 'matching' employee travel time requirements with a suitable bus route. The intention is to promote use of a new bus service by offering free travel for the first month, on condition that the employee purchases in advance the second month's bus travel ticket. Charging issues/regime are to be explored with employees through the Bus Focus Groups. A range of promotional activities are to be introduced, such as a 'Bus Week', Focus Groups and draw/events to support and encourage travel to the Site by bus. Bus stops are to be introduced within the Site at suitable locations, that are to be identified through consultation with employees. Each bus stop is to be provided with a shelter and seat, with adequate lighting.
7. A BAE Samlesbury car share scheme will be set up and supported by appropriate car share software. This will utilise the intranet. Measures are to be introduced to favour those travelling as 'car share', over those driving on their own. These include favoured allocated 'green' parking locations for those car sharing and/or using hybrid (dual fuel) cars, together with car park management (by clamping) to maintain the availability of priority car park spaces for those who car share.
8. A Travel Plan target is set for reducing the modal share of car drivers travelling on their own to work at BAE Samlesbury, from the existing 81.8% to 70% over a five year period. This 70% car driver on own' target similarly applies to the cohort of new employees of the proposed development. The magnitude of the Travel Plan task, for achieving the

targeted modal shift from single occupancy car travel, should not be under-estimated. The % modal shift target translates into hundreds of employees changing how they travel, to a more sustainable choice.

9. A Travel Plan Co-ordinator is to be appointed and in post 6 months prior to the occupation of the first building approved under the planning application. This role is to be fulfilled for the first year by Ashley Helme Associates (AHA). During this time, supported by AHA, BAE will introduce an employee post of TP Coordinator and an appointment will be made. The BAE TP Coordinator will be a suitably qualified full-time member of staff and will take over the role from AHA and continue on an ongoing full-time basis, with consultancy support from AHA as required from time to time. The TP Coordinator will be provided with office accommodation that offers convenient access for BAE staff. The TP Coordinator will remain in post until the 70% 'car driver on own' target has been reached.
10. BAE Samlesbury are fully committed to introducing a Travel Plan as part of implementing the proposed expansion development.

Chapter 1

Introduction

- 1.1 The BAE Samlesbury Travel Plan (TP) provides the framework context and means of achieving and maintaining a sustainable access strategy for BAE Samlesbury employees. This reflects the most current national and local transport policies, as represented for example in the DfT 'Best practice guide' for travel plans (August 2002). The BAE Samlesbury Site is long established and pre-dates the current DfT guidance about travel plans. BAE Systems will implement a TP for all employees at the Samlesbury Site, as part of the proposed BAE expansion at Samlesbury.
- 1.2 The BAE Samlesbury Site is not in a central location, such as a town centre, and the Site is not close to a large residential area. This has implications for the accessibility for non-car modes for those travelling to work at BAE Samlesbury, and this is considered in more detail within the Transport Assessment (submitted in support of the planning application), and in Chapters 5 & 7 herein.
- 1.3 Furthermore, much of the work undertaken at BAE Samlesbury requires specialised skills. Thus, the recruitment and retention of staff with appropriate skills results in a significant proportion of employees residing long distances from the Site (refer para 3.12.1, Chapter 3).
- 1.4 A consequence of these factors (as referred to in paras 1.2 & 1.3) is that presently there is an extremely high reliance on travelling to work at BAE Samlesbury by private car. AHA undertook traffic count surveys to establish car Arrivals and Departures during the morning period 0630-1000 hours and the afternoon period 1600-1800 hours. The initial survey was undertaken in February 2000, and repeat surveys were undertaken in February 2002 and January 2006. This is fully reported in the AHA 'Traffic Flows' report (ref 987/1/A, January 2006). In summary, this establishes that over the six year period for which traffic count survey data are available, the volume of traffic generated by BAE Samlesbury has remained constant, in both the morning and afternoon periods.
- 1.5 This provides the background context in which to review the existing travel patterns of BAE Samlesbury employees as recorded in the BAE Samlesbury employee Travel

Survey undertaken in February 2006 (refer Chapter 3). Thus, whilst, as is always the case, the Travel Survey respondents do not represent a 100% sample of existing employees, there are data available that relates to all of the existing employees, as provided by the traffic count surveys, and also by the employee postcode data held by BAE. Thus, the results of the staff Travel Survey are also considered in the context of the additional information that relates to all employees. This approach provides the basis for a very high degree of confidence in conclusions arising from analysis and review of the Travel Survey results.

- 1.6 It is clear from the traffic count survey data, and confirmed by the Travel Survey results, that there needs to be a concerted effort to achieve a modal shift for employee travel to work at BAE Samlesbury, so as to reduce the proportion of commuter journeys made as single occupancy vehicle (SOV) trips, as this does not represent sustainable travel. Thus, BAE are committed to pursuing the achievement of a modal shift for employees that improves the transport sustainability profile for journeys to work at the Site. The mechanism for this is the TP. This initial TP document provides the framework for introducing the TP. However, operation of the TP is a dynamic and ongoing process. This will involve monitoring and review, in accordance with good practice, and an ongoing dialogue/consultation with the planning/highway authorities and other key stakeholders.
- 1.7 The TP report is submitted as a supporting document for the planning application. However, the benefits of the proposed TP are much more wide-reaching than just relating to the new employees at BAE Samlesbury that occupy the expanded accommodation that is the subject of the planning application. The TP is to apply to all employees at BAE Samlesbury, ie the existing 3800 employees as well as the new employees consequent upon implementation of the proposed expansion development.
- 1.8 The staff Travel Survey was undertaken during the period 1-10 February 2006. Analysis of the survey results followed, and is reported in Chapter 3 herein. This establishes the current situation and the 'baseline' platform against which the success of the TP measures is to be monitored and reviewed.

Chapter 2

Objectives

2.1 The objectives of the TP are to:

- Contribute to sustainable transport objectives set out in national, regional and local policies,
- Promote accessibility to BAE Samlesbury by sustainable modes of transport and address traffic and parking issues,
- Be consistent with, and make a positive contribution to, the local policies to encourage increased public transport modal share.

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

2.3 A BAE Samlesbury TP Co-ordinator is being appointed to administer the TP (refer Chapter 10).

2.4 Specific TP initiatives to meet the TP objectives are discussed in Chapters 5-7, and summarised in Chapter 12.

Chapter 3

Staff Travel Survey

3.1 The BAE Samlesbury staff Travel to Work Survey questionnaire is presented in Appendix A. This was distributed via the intranet service at the Site, supplemented by manual distribution of 'hard copy' questionnaire forms for those staff without ready access to the BAE Samlesbury intranet. Management support of the survey clearly informed staff of the imperative of completing the questionnaire.

3.2 The purpose of the staff survey was twofold:

- To establish information about the characteristics of existing staff journeys to work, and
- Obtain behavioural information about attitudes to travel to work by sustainable modes.

3.3 The information elicited about the journey to work characteristics includes:

- Employee residence location, identified by postcode and journey distance to work, (this is complemented by employee postcode data available for all employees, refer para 1.5).
- Journey time,
- Gender and age group of employee,
- Employee category, ie manual, professional, managerial, non-BAE Systems,
- Working pattern, ie full/part-time, daily start and finish times, days of working,
- Travel mode.

3.4 The behavioural information is aimed at assisting and identifying factors influencing current travel mode selection, and attitudes to change that may result in journeys to work being undertaken in a more sustainable manner. Disaggregation of the

behavioural response data allows comparison between the attitudes of those currently travelling by car and those that are not.

3.5 The programme for the TP survey was:

- Questionnaire survey: distribution of questionnaires commenced 1 February 2006 and the survey closed 10 February 2006,
- Analysis of returned questionnaires: completed February 2006,
- TP report (including Travel Survey findings etc): submitted to the planning authority with planning application.

3.6 **SURVEY RESPONSE & SAMPLE**

3.6.1 All reasonable endeavours were used to ensure as large an employee response rate as possible. There is a comprehensive intranet system at BAE Samlesbury. Previous BAE experience of other staff surveys establishes that the optimum response rate is obtained when questionnaires and responses are distributed via the intranet. Consequently, this methodology was adopted for the Travel Survey. It is, however recognised that some (a minority) of staff do not have ready convenient access to the intranet, and thus hard copy format questionnaires were distributed to these staff.

3.6.2 A total of 1459 questionnaires were returned, of which 10 were found to be void. Thus, 1449 valid completed questionnaires were returned, representing a survey response of 38% (of the 3800 employees). This provides a reasonable basis for concluding that the Travel Survey findings are representative of all staff at BAE Samlesbury. However, this issue is also further examined in the context of data available for all employees, referred to in the following as relevant.

3.6.3 Of the 1449 valid questionnaire responses, 142 (10%) were submitted in hard copy format. This bore out the BAE previous experience that the highest survey response rate is received if questionnaires are distributed via the intranet; in this case, 90% of the survey responses were received via the intranet.

3.6.4 The Travel Survey results are summarised and presented in tabular form in Appendix B, and discussed below.

3.7

GENDER

The survey respondents comprise 18% females and 82% males. The BAE employment records indicate that circa 10% of employees at Samlesbury are female. Hence, it appears that females are over-represented in the survey response sample. This is considered further in para 3.8.3.5.

3.8

MODAL SPLIT

3.8.1 The existing modal split of employees is summarised in Table B1, Appendix B (aggregated for all employees).

3.8.2 To assist in appraising the recorded BAE Samlesbury employee modal split and to put it in some context, Table 3.1 presents a comparison of this with the recorded travel to work modal split for Preston (source: Preston City Council). This is referred to below. Whilst, as set out in para 1.2, BAE Samlesbury is not in a town/city centre location, and as such inherently is likely to always only have potential for work modal split that has less non-car travel than journeys to work in Preston as a whole, which includes Preston city centre, the Preston data does serve to provide a benchmark to consider what may be reasonable targets for the BAE Samlesbury TP (refer Chapter 4).

3.8.3 **Car**

3.8.3.1 From Table B1, Appendix B, 94.8% of employees travel to work at BAE Samlesbury by car.

3.8.3.2 Most of these, 81.8% of all employees, travel as a car driver in a single occupancy vehicle (SOV). This does not represent sustainable travel.

3.8.3.3 On the more positive side, the other journeys to work by car are 13.0% of all employee trips and do represent sustainable travel, with 9.0% travelling as a driver with passenger and 4.0% as a passenger.

3.8.3.4 Slightly more than twice as many employees recorded travelling as 'driver with passenger' than as 'passenger'. This infers that slightly more than half of those travelling as a 'driver with passenger' are carrying a passenger whose destination is not BAE Samlesbury. One causal explanation of this is likely to be that residents of the same dwelling travel to work as 'driver and passenger', but only the car driver works at BAE Samlesbury. Another similar causal explanation is that the driver (who

works at BAE Samlesbury) may have a passenger that is being taken to school. In each of these examples there is likely to be some measure of inflexibility in terms of altering the journey to work, because of the commitment/responsibility for conveying the current passenger(s) that has a destination elsewhere than BAE Samlesbury. This is relevant for considering setting the TP modal split targets (Chapter 4). It is also highly relevant to recognise that a sustainable car journey, ie that is not SOV, and does involve a passenger, is still a sustainable work journey whether or not the passenger is being conveyed to BAE Samlesbury with the driver.

3.8.3.5 Table B2, Appendix B presents the modal split disaggregated by gender. Review of this shows that there is no significant difference in modal split between males and females. Hence, it is concluded that any possible over-representation of females in the Travel Survey response sample (refer para 3.7) does not prejudice the overall representativeness of the survey sample.

3.8.3.6 Review of Table 3.1 shows that the overall level of travel to work by car at BAE Samlesbury (94.8%) is significantly higher than the 65.2% recorded for Preston. However, as referred to earlier, this is expected, as the non-car accessibility constraints unavoidably offered by the location of BAE Samlesbury (refer para 1.3) intrinsically prevent the achievement of a sustainable modal split for BAE Samlesbury that is comparable to that achieved for Preston as a whole, which includes Preston city centre.

3.8.4 **Public Transport**

3.8.4.1 Public transport use is very low and accounts for only 0.8% of BAE Samlesbury employee journeys to work, and this is all by bus.

3.8.4.2 Review of Table 3.1 shows that the level of travelling to work by public transport at BAE Samlesbury is very much lower than that recorded for Preston (15.2%). Again, this is not unexpected, because of the location of BAE Samlesbury. However, the bus modal share achieved for Preston does serve to provide some useful guide as to what may be realistic/reasonable targets for bus modal split for the BAE Samlesbury TP, (refer Chapter 4).

3.8.5 **Walk Cycle & PTW**

3.8.5.1 As would be expected, in the light of the extremely high modal share of those travelling to work at BAE Samlesbury by car (driver/passenger), the modal share of journeys to work by walk, cycle and powered two wheel (PTW) is extremely small.

being only a total of 3.7% of all journeys. This comprises 2.1% of journeys to work by cycle (bicycle) and 1.6% by PTW. There are no recorded journeys to work by walking.

3.8.5.2 There is a very small population resident in walking distance of the Site, and this is illustrated on Figure 5.1, Appendix C. This presents a fixed constraint on the number of employees for which it is even a practical option to walk to work. This is borne out by there being no recorded travel to work by walking, and this issue is considered further in para 3.14.6 and Chapter 7.

3.8.5.3 Similarly, Figure 5.2 (Appendix C) illustrates the cycle catchment for BAE Samlesbury. Review of this shows that there is a small residential population within convenient cycling distance of BAE Samlesbury, which again places a practical constraint upon the potential cycle modal share for journeys to work that can be achieved for BAE Samlesbury.

3.8.5.4 The PTW option has a potentially larger geographical catchment area than the corresponding cycle (bicycle) catchment. Notwithstanding this, travel to work at BAE Samlesbury by PTW is the least selected travel mode after walking (refer Table B1, Appendix B).

3.8.6 **Taxi**

None of the respondents travel to work by taxi.

3.9 **AGE**

3.9.1 Table B3, Appendix B summarises the modal split of BAE Samlesbury journeys to work disaggregated by age. The percentage of respondents classified by age group is:

AGE GROUP	%
Under 20	0.3
20-29	12.6
30-39	25.4
40-49	38.9
50-59	21.2
Over 60	1.6

3.9.2 The age distribution of the BAE Samlesbury employees represents an approximate normal distribution, with over a third of the respondents (38.9%) aged 40-49 and

similar levels aged 30-39 (25.4%) and 50-59 (21.2%). This information may be of some assistance when considering information/marketing initiatives for the TP.

3.9.3 There are very few employees at BAE Samlesbury aged under 20 (0.3%) or over 60 (1.6%).

3.9.4 Review of Table B3, Appendix B suggests that age is **not** a significant factor affecting the existing modal split of BAE Samlesbury employees.

3.10 **EMPLOYEE APPOINTMENT TERMS**

3.10.1 The majority of survey respondents are 'professional' staff (66.1%), with 14.3% 'manual', 12.6% managerial and 7.0% non-BAE systems staff (reflecting contract staff arrangements etc).

3.10.2 The overwhelming majority of BAE staff work full time (97.2%) of respondents, with only 2.8% working part-time.

3.11 **WORKING HOURS**

3.11.1 The distribution of employee start times (1449 respondents) recorded by the Travel Survey is:

TIME	%
Before 0730	33.7
0730-0800	30.8
0800-0830	19.4
0830-0900	8.7
0900-0930	3.2
0930-1000	1.0
After 1000	3.1

These Travel Survey results record 64.5% of staff Arrivals between 0700-0800 hours. This is consistent with the 2006 traffic count survey data (refer Figure A1 (a) of AHA Traffic Flows report ref 987/1/A), that identifies the peak hour for BAE Samlesbury Arrivals traffic as 0700-0800. This provides further support that the Travel Survey responses provide a statistically representative sample of all BAE Samlesbury employees.

3.11.2 Similarly, the recorded distribution of employee finish times (1449 respondents) is:

TIME	%
Before 1600	4.1
1600-1630	6.7
1630-1700	19.9
1700-1730	26.9
1730-1800	26.4
After 1800	16.0

The peak hour for employee Departures is 1700-1800 hours (53.3%). This is consistent with the results of 2006 traffic count surveys, (refer Figure B1(b) of AHA Traffic Flows report ref 987/1/A). Again, this provides further corroboration that the Travel Survey responses provide a representative sample of all BAE Samlesbury employees

3.11.3 Tables B4 & B5, Appendix B present the recorded BAE Samlesbury employee modal split disaggregated by work 'start time' and 'finish time' respectively. Review of these explores whether modal choice appears to have any dependence/relationship with start and/or finish times.

3.11.4 Review of Table B4, Appendix B shows some variation in modal split with 'start time'. The main difference is between those travelling as car driver on their own (ie SOV) and those travelling as 'car driver with passenger'. Most notably, for those employees arriving 'before 0730', 14.1% travel as 'car driver with passenger' and 74.7% travel as SOV. This contrasts, for example, with those arriving between 0800-0830, when only 5.0% arrive as 'car driver with passenger', with a concomitant increase to 86.4% travelling as SOV. The survey information suggests that further investigation (through operation of the TP) about the relationship between 'arrival time and travel mode choice may yield information of assistance in targeting marketing initiatives for modal shift.

3.11.5 Corresponding review of Table B5, Appendix B shows that, interestingly, within the 1700-1800 peak hour for Departures, there is a significant difference in modal split between 1700-1730 and 1730-1800. Specifically, during 1700-1730 only 75.7% of Departures are by SOV mode, with a concomitant 11.0% travelling as 'car driver with passenger'. Correspondingly, during 1730-1800 hours, the SOV mode comprises 87.4% of departures, with a reduction in those travelling as 'car driver with passenger' to 6.0% modal share. Again, through operation of the TP, further

investigation about the factors influencing modal choice, as relating to departure time, may yield some information of assistance in promoting modal shift

3.12 JOURNEY DISTANCE

3.12.1 Table B6, Appendix B summarises the modal split of BAE Samlesbury employee trips disaggregated by journey distance. Examination of this shows that the employee journey to work distance is:

DISTANCE (miles)	%
0-1	0.1
1-2	0.6
2-3	1.6
3-5	7.6
6-10	38.1
More than 10	52.0

3.12.2 From this, it is clear that, as referred to earlier (para 1.2), very few employees live within walking distance of BAE Samlesbury, with only 0.1% residing within 1 mile, increasing to only a total of 2.3% living within 3 miles. Only a further 7.6% of employees live within 3-5 miles of the Site. The overwhelming majority of employees (90.1%) live more than 6 miles from the Site. Perhaps most critically for the TP, 52% of employees reside more than 10 miles from BAE Samlesbury.

3.12.3 As referred to earlier (para 1.5), postcode data for all BAE Samlesbury employees is available, and this is presented visually on Figure D1, Appendix D. The potential for achieving modal shift (from car driver SOV) for those residing more than 10 miles from BAE Samlesbury clearly presents a very significant challenge to be considered through the TP.

3.12.4 As shown in Table B6, Appendix B, the Travel Survey results show an extremely high level of consistency for the modal share of car SOV travel to work at BAE Samlesbury. For all employees residing more than 3 miles from the Site (97.7% of employees) about 82% travel as SOV. It is concluded that the key factor about distance (from residence to BAE Samlesbury) is that the existing SOV modal share is **not** dependent on distance. However, it seems likely that this is more to do with the current (possibly perceived) lack of realistic alternative modal choice. Hence, it may be that, if through the TP increased modal choices are available (eg improved bus opportunity and car share), then distance (of home from BAE Samlesbury) may

become a more obvious influencing factor in modal choice; this remains to be explored in more detail through operation of the TP.

3.13 JOURNEY TIME

3.13.1 The Travel Survey respondents reported that their journey to work at BAE Samlesbury typically takes:

TIME (minutes)	%
0-10	3.5
11-20	27.1
21-30	35.7
31-45	21.7
45-60	8.8
More than 60	3.2

3.13.2 Just over two-thirds (66.3%) complete their journey to work in less than 30 minutes. As it is established that nearly all employees presently travel by car (94.8%), it is reasonable to conclude that any decision to change mode will be influenced by the journey time for the alternative.

3.13.3 This suggests that identification, and marketing, of TP initiatives should be undertaken for disaggregated groups that reflect residential journey distance from BAE Samlesbury. For example, bus travel may potentially only prove to be an attractive option for those employees that can travel to BAE by bus within about 30 minutes. This issue is considered further in Chapter 5. For those living further away, car share may be for them the only potentially acceptable sustainable travel option; this is considered further in Chapter 6

3.14 BEHAVIOURAL ISSUES

3.14.1 The BAE Samlesbury Travel Survey includes questions aimed at identifying issues that are important considerations when employees choose their mode of travel to work. Tables B7-B10, Appendix B summarise these survey findings.

3.14.2 Car Travellers

Table B7, Appendix B summarises the reasons for choosing to travel to BAE Samlesbury by car, for those that presently do so. The main reasons given are

'convenience' (63%), 'distance from home' (52.4%), 'public transport unavailable/unreliable' (51.7%) and 'time saving' (46.1%). This provides helpful information for identifying practical measures to promote modal shift to achieve more sustainable travel choices by employees travelling to BAE Samlesbury, (refer Chapters 5, 6 & 7).

3.14.3 **Non-Car Travellers**

3.14.3.1 From Table B1, Appendix B, of the 1392 respondents identifying their mode of travel to work at BAE Samlesbury, only 5.2% travel to work by a 'non-car' mode. The survey asked these employees why they choose their current travel mode. Table B8, Appendix B summarises the responses. The greatest responses were that it was for 'health reasons' (89.7%), enjoyment (75.9%), and to a lesser extent 'cheaper than other methods' (44.8%). Interestingly, only 3.4% of respondents travelling by non-car mode said that they chose to do so because they 'do not have access to a car'.

3.14.3.2 The main reasons given for choosing to travel to work by non-car mode (health and enjoyment) strongly suggest that this relates to cycling (as opposed to bus or PTW), and as no respondent walks to work. It is clearly identified that there is no realistic opportunity for achieving any sizable modal share for walk, simply because not many employees live within walking distance of the Site, and this will always be the case because of the spatial location of residential areas relative to BAE Samlesbury. However, it may be fruitful for further consideration to be given to the issue of encouraging and achieving an increase in cycling to work which would achieve the benefits of 'health reasons' and 'enjoyment'; this is to be explored more fully through operation of the TP, and is considered further in Chapter 7.

3.14.4 **Car Share**

3.14.4.1 The survey included questions to elicit information about car sharing as a means of travel to work at BAE Samlesbury and the responses are summarised in Tables B9-B11, Appendix B.

3.14.4.2 Half (49.9%) of employees would consider car sharing, and half (50.1%) would not. Initially, on the face of it, this would appear to place a severe limitation/constraint upon the potential for achieving a substantial increase in car sharing for travel to work at BAE Samlesbury. However, it must be remembered that, because of the very large number of employees at the Site, even 50% represents a very large number of travellers (1900 person trips with the current 3800 staff complement), which will increase significantly with the proposed development.

- 3.14.4.3 For those that would consider car sharing, the most popular reason given is 'cost saving' (63.0%), and this is important to bear in mind for TP promotion of car sharing.
- 3.14.4.4 Environmental concerns, and the environmental benefits of car sharing, are only cited as a reason by 25.8% of those 50% of employees that would consider car sharing (ie 12.9% of employees).
- 3.14.4.5 Those that would not consider car sharing are most concerned about it being 'inflexible' (59/4%) and 'inconvenient' (32.6%).
- 3.14.5 **Bus**
- 3.14.5.1 Employees were asked about measures that might encourage them to travel to work by bus, and for those that already travel by bus (only 0.8% of respondents) what measures would they most like to see. Table B12, Appendix B summarises the responses.
- 3.14.5.2 The most popular response, of more than half the employees (53.5%), was for 'more direct bus routes'. Another very popular response was for a 'more frequent service', cited by 39.5% of respondents, whilst 30.1% of respondents identified 'discount tickets/passes' as representing encouragement to travel to work by bus. There was also some support for 'more convenient bus drop-off' (23.5%) and 'more reliable service' (20.3%).
- 3.14.5.3 Thus, the survey responses confirm that the existing bus service provision for travelling to the Site, in terms of bus routes and frequency of service on these routes, should be priority issues to be addressed through the TP, and that allied to this the issue of 'discount tickets/passes' can potentially be an important factor in actually achieving a modal shift to travelling by bus to work at BAE Samlesbury.
- 3.14.5.4 Factors reported to be of little importance in encouraging modal shift to bus are 'improved quality/cleanliness' (5.7%), 'more public transport information' (5.6%) and 'better lighting at bus shelters & public footpaths' (1.9%).
- 3.14.5.5 It is relevant to the TP that 32.6% of respondents say that 'nothing' will encourage them to work by bus. A likely contributory causal explanation for this high figure is that 52% of employees live more than 10 miles from BAE Samlesbury; this is reinforced by review of Figure C1, Appendix C, that clearly shows that a significant minority of employees live considerable distances from the Site, significantly in

excess of 10 miles, and that for these people bus travel to work is not likely to be considered to be a realistic/viable option. These issues are considered further in Chapter 5.

3.14.6 **Walk**

Responses about measures to encourage walking to work are presented in Table B13, Appendix B. These should be considered in the context that **none** of the respondents reported walking to work at BAE Samlesbury, and indeed, only 0.1% live within 1 mile (1.6 km) and a total of only 0.7% live within 2 miles (3.2km).

3.14.7 **Cycle (Bicycle)**

3.14.7.1 Corresponding responses for encouragement to cycle (bicycle) to work are presented in Table B14, Appendix B. These are more encouraging than those for walk, in terms of potential for modal shift to be achieved through TP measures.

3.14.7.2 Whilst 53.3% state that there is 'nothing' that would encourage them to cycle to work, again a dominant causal explanation for this is likely to be related to the greater distances from the Site at which many of the employees live, and the practical constraint/discouragement this places on choosing to cycle to work.

3.14.7.3 Notwithstanding this, it is more encouraging that 33% of respondents state that 'provision of safer cycle routes' is viewed by them as a positive factor encouraging cycling to work, and 31.9% identify 'showers/changing facilities' as similarly important.

3.14.7.4 There is much less support for any other factors, with 13.8% expressing interest in 'arrangements to purchase cycle at discount', and negligible interest in 'advice on safe cycling' (1.4%) and 'membership of Bike User Group' (1.1%).

3.14.7.4 The responses in Table B14, Appendix B provide valuable information to inform the identification of measures to be initially included within the TP, and as importantly, those measures that are not to be included at this stage. This is considered further in Chapter 7

3.15 **SUMMARY**

In summary, from the Travel Survey, the BAE Samlesbury employees are predominantly professional staff (66.1%) aged 30-59 (85.5%), male (survey 82%,

actual circa 90%), working full-time (97.2%) Monday-Friday (81.8%), starting work by 0800 hours (64.5%) and leaving between 1700-1800 hours (53.3%), and 94.8% travel by car, although this reduces to 81.8% as SOV.

MODE			BAE SAMLESBURY ⁽¹⁾	PRESTON ⁽²⁾
Car	Driver	SOV	81.8	56.0
		With Passenger	9.0	
	Passenger		4.0	9.2
Bus			0.8	13.3
Train			0.0	1.9
Walk			0.0	11.0
Cycle			2.1	1.1
PTW			1.6	2.9
Other			0.7	4.6 ⁽³⁾

Notes:

1. 1449 respondents (38% sample).
2. 73,760 people.
3. Working at home: 1.7%, 'Other' unknown: 2.9%.

TABLE 3.1

**% MODAL SPLIT
TRAVEL TO WORK**

Chapter 4

Targets

- 4.1 The term 'targets' is used in relation to TPs to cover any measurable aim that will be monitored and is agreed with the local authority to be an important indicator of the TP's effectiveness. The DfT 'Best practice guide' acknowledges that:
- "The science of setting targets is inexact and current practice has not yet been standardised in respect of key factors (eg timescales, indicators used) although technical guidance is available. The bulk of research and guidance is for setting targets and associated timescales in respect of single driver commuting, rather than for targets for increasing public transport use or other indicators."* (para 9.18)
- 4.2 Modal split is expressed as a percentage, and identifies the split of all trips between different transport modes (eg car driver, car passenger, public transport, cycling, walking).
- 4.3 The BAE Samlesbury Travel Survey establishes the modal split of the existing 3800 employees. These data are used to consider the setting of appropriate TP modal split targets, in the context of the proposed expansion development and associated changes. In terms of deciding what is 'appropriate' it is **essential** that any targets are **realistic** and perceived as achievable.
- 4.4 Review of the recorded employee modal split for travel to work at BAE Samlesbury (Table B1, Appendix B) shows that this is car-dominated (94.8%). However, on the more positive side, 13% of those travelling to work at BAE Samlesbury by car undertake the car journey in a more sustainable manner, either as passenger (4%) or as driver with passenger (9%). However, it remains the case that 81.8% of journeys to work at BAE Samlesbury are as a car driver on their own in a single occupancy vehicle (SOV). As referred to in para 4.1 above, the DfT 'Best practice guide' identifies that the bulk of guidance is for setting targets and associated timescales in respect of single driver commuting (ie SOV). It is concluded that this presents the most suitable basis for setting the targets for this TP.
- 4.5 There then remains the issue of identifying at this initial stage of the TP a suitable medium/long-term target for reduced SOV modal share, and associated with this

the target timescale for achievement. Factors considered relevant for identifying this initial target (which is to be reviewed through the ongoing monitoring and review process of operating the TP) include:

- Information available for work modal split for Preston: It is considered that this represents a more sustainable modal split than can ever realistically be achieved for BAE Samlesbury. For example, a dominant factor in the Preston modal split is Preston city centre, which is a sustainable transport hub, with bus and rail stations that provide extensive services. Also, throughout Preston there are many work locations that have substantial residential populations within walking and/or cycling distance, including Preston city centre,
- The extremely large number of employees based at BAE Samlesbury (existing 3800, and to be significantly increased with the proposed expansion development),
- The spatial location of BAE Samlesbury employee residences, specifically that 52% live more than 10 miles from the Site. Allied to this are the issues relating to the recruitment and retention of staff with the specialist skills that are necessary for undertaking work at BAE Samlesbury, and the reliance upon a large geographical area in order to meet these essential recruitment needs. In this regard, the Travel Survey respondents comprise 66.1% 'professional' and 12.6% managerial staff,
- There is a negligible number of employees living within walking distance of the Site,
- There is similarly a low level of employees living within cycling distance of the Site,
- Multi-site working practices: For example, some staff need to regularly visit other BAE sites at Warton and Woodford.

4.6

Taking account of all the above, it is proposed that the TP adopts an initial target as follows:

- 5 year timescale to reflect the need to progressively alter the travel culture at BAE Samlesbury and to encourage and achieve a shift to more sustainable modal choices,

- SOV (ie car driver on own): target 70%.

For the avoidance of doubt, the proposed target is to achieve a reduction from the existing 81.8% travelling to work as SOV (refer Table B1, Appendix B) to 70% over a 5 year period from the formal inception of the TP (6 months prior to occupation of the first phase building). This target will be considered and reviewed in the annual Monitoring & Review report, and is to be prepared as part of the ongoing monitoring and review process for the TP (refer Chapter 9). The TP coordinator will remain in post until the 70% SOV target has been met.

4.7

It is highly relevant to recognise the scale of the task represented by the TP target for SOV modal share reduction identified above. The targeted total 11.8% reduction in SOV, over the TP initial 5 years, corresponds to changing the travel choice of **448 existing** employees. Added to that is the associated requirement to influence the modal choice of 30% of all new employees so that only 70% of the new employee cohort chooses the SOV travel mode. The number of employees that must be persuaded to change their travel choice is very large, and this represents a very ambitious TP target. It is recognised that achievement of this is reliant upon proactive TP measures, and this is considered in more detail in later Chapters within this TP report.

4.8

For example, if half of the targeted 11.8% modal shift of the existing 3800 employees were to be achieved by transferring from travel as SOV (car driver on own) to travelling by bus, this would represent an additional 224 employees travelling to work at BAE Samlesbury by bus. The associated issues are discussed more fully in Chapter 5.

Chapter 5

Public Transport

- 5.1 The Travel Survey results presented and discussed in Chapter 3 clearly identify that public transport is **not** popular for staff journeys to work at BAE Samlesbury, with only a negligible 0.8% of all trips by bus.
- 5.2 On this basis, it must be assumed that there is potential to increase the bus modal share for journeys to BAE Samlesbury. This is supported by the Travel Survey responses about factors encouraging bus travel to work (Table B12, Appendix B). These show that employees identify a need for 'more direct bus routes', 'more frequent service' and that 'discount ticket/passes' would encourage them to travel by bus. Self evidently, in order for the latter to be an effective measure, there is a pre-cursor requirement that employees perceive there to be an acceptable/suitable bus provision in terms of routes and frequency of service.
- 5.3 The Transport Assessment (TA) report identifies the existing bus services that stop near the Site. These bus services and their routes are presented on Figure 6.1 of the TA report, and this is reproduced and included in Appendix E hereto. The frequency of these bus services (shown on Figure 6.1 in Appendix E) is summarised in the TA Table 6.1, that is also included in Appendix E hereto.
- 5.4 The BAE Samlesbury Works Service W26 (refer Table 6.1) operates between Preston Bus Station and the Site. Presently, only approximately 7-14 staff use the service. However, this may in part be attributable to the very limited service offered, ie a single journey from Preston to the Site in the morning and a single return journey in the afternoon. Clearly, should an employee 'miss' the bus, there is limited public transport alternative available, as indicated by review of Table 6.1. Additionally, the fare for a daily route ticket for service W26 is £5.20 return.
- 5.5 Review of the information in Appendix E shows that there is a low level of bus service provision presently available to travel to work at the Site. This is consistent with, and supports, the Travel Survey responses about travelling to work by bus at BAE Samlesbury in the existing situation.
- 5.6 In summary, key factors that are identified about travelling to work by bus at BAE Samlesbury are:

- Currently there is poor bus service provision, with low frequency of service,
- Just over half (53.5%) of employees suggest that more direct bus routes would encourage them to travel to work by bus, and that allied to this there needs to be a more frequent service.
- Discount fares would encourage bus travel.

5.7 Consequently, it is concluded that a key TP initiative must be to pursue the achievement of an improved bus service provision to BAE Samlesbury, with the concentration being on providing increased frequency of service at the peak employee travel times to and from the Site (as identified from the AHA Traffic Flows report ref 987/1/A). This identifies that of the recorded car Arrivals and Departures:

- In the morning: 76.8% of car Arrivals are between 0645-0830 hours,
- In the evening: Most Departures are between 1600-1800 hours.

(The source data for the above information is presented on Figures A1 & B1 of the Traffic Flows report ref 987/1/A). The Travel Survey results are consistent with and echo this (refer paras 3.11.1 & 3.11.2).

5.8 It is concluded that a priority task of the TP Co-ordinator is to explore the way(s) in which the bus service provision calling at/near BAE Samlesbury can be significantly improved.

5.9 There are two initially identified strands to this, namely:

- Existing public bus services: Explore with the existing service providers the potential for increased frequency during the time periods identified in para 5.5 above, and
- New services: Consider identification of routes that relate well to BAE employee residence locations, and for which the bus journey to BAE Samlesbury can be achieved in about 30 minutes (refer para 3.13.3).

5.10 EXISTING SERVICES

5.10.1 As identified in Table 6.1 in Appendix D, there are four different bus operators providing the services calling near the Site. One of these services (number 655) is a school bus service, and another, number W26, only provides a single bus journey to the Site in the morning (departs Preston Bus Station 0650 hours) and a single return journey in the evening (departs BAE Samlesbury 1725). Thus, in reality there are typically three bus services generally available to travel to the Site, and these are operated by:

OPERATOR	SERVICE
Blackburn Borough Transport	13
Travel for All	280
Stagecoach Lancashire	X59

5.10.2 The TP Co-ordinator is to contact each of these operators and explore the potential for them to provide an increased frequency service during BAE employee travel to/from work times (refer para 5.7), and identify any associated cost implications.

5.10.3 Additional to the bus services included in Table 6.1 (Appendix D), BAE has initiated and provided an inter-site bus service between BAE Samlesbury and BAE Warton. This is an 8 seat minibus. Passengers book/reserve a seat by contacting the main gate. The departure times of the bus service are as follows:

WARTON	SAMLESBURY
0745	0845
0945	1045
1300	1345
1445	1545

5.11 NEW SERVICES & BUS STOPS

5.11.1 It is essential that if any new bus service is to be successful (in terms of attracting bus patronage) that the route relates well to residential locations of BAE employees that are prepared to consider travel to work by bus as a realistic option.

5.11.2 Consequently, an early task for the TP Co-ordinator is to follow up the Travel Survey responses that identify more than half of employees would be prepared to consider

to travel to work by bus. The methodology proposed to pursue this is considered in more detail in para 5.12.2.

- 5.11.3 This will lead to identification of potential new bus routes. The means of securing these then needs to be explored.
- 5.11.4 An effective option is for BAE to promote/arrange for a dedicated bus service for their employees, on identified route(s). Experience indicates that there may be little/no cost saving from providing a bus service restricted to the morning and evening periods identified in para 5.7, as compared to operating the service throughout the day (albeit with reduced frequency during the day). The means of securing new bus services is to be investigated, to identify the best way forward.
- 5.11.5 The proposed option is for an initial pilot route to be identified and an initial commitment to a 12 month service provision established. This provides a basis for employees that may be considering transferring to bus travel to have the surety and comfort of reliability of service over a minimum of a 12 month period, and allows monitoring of the experience of this, to inform (through the TP Monitoring & Review process) the taking forward of this initiative, incorporating any revisions that are identified as required through the initial experience specific to the BAE Samlesbury situation. If sufficient demand for bus service routes is established through the process undertaken by the TP Coordinator as described in para 5.12.2, then more than 1 pilot bus service route may be introduced; however, this is wholly dependent upon firm demand of passengers being established.
- 5.11.6 In order to assess the effectiveness of such a service, a 12 month trial will be established. This will be aimed at identifying the most appropriate route and fare structure for the service. The service will be reviewed after 6 months to assess its ongoing success and to consider changes to the route(s) and fare structure. The measures of success for the service will be based upon the level of staff usage and the cost of subsidising the service. The objective is to achieve a viable and sustainable bus service, with at least 90% of costs being met through the fare box.
- 5.11.7 Prior to implementing any new bus service for BAE staff, full consultation with the LCC TP officer will be undertaken. The purpose of this is to keep the LCC TP officer informed of new TP initiatives and to discuss/agree the scope of bus service provision, including:
- Route(s),
 - Frequency of service,

- Start and finish times, and
- Type of vehicles.

The new bus service(s) will be operational on first occupation of the first phase building.

- 5.11.8 It is important that, from all perspectives, the initial TP experience of introducing new bus service provision is successful so that long term provision may be secured. In order to provide the very best circumstances for achieving this objective. One option to consider is that the cost of bus passenger travel on a new bus service to the Site is subsidised, ie discounted bus travel is offered to BAE employees. In this regard, it is proposed that free bus travel will be offered to all employees for the first month of operation, on condition that the employee purchases in advance a second month's bus travel ticket.
- 5.11.9 Further charging issues/regimes are to be investigated through the Bus Focus Groups. It is, however, likely that any discounted bus travel would be conditional upon the employee entering into a reciprocal arrangement, in recognition of the financial benefit received. This would be that the employee commits to season tickets for a defined period (say one month or a quarter) in order to benefit from the discounted bus travel; this is a well established pricing strategy for public transport. This arrangement serves several purposes, in that it forms a 'partnership' between the new bus service provider and the BAE employee passengers, forging a common aim of achieving a n attractive and successful (ie popular) bus service, as well as providing some certainty as to patronage.
- 5.11.10 In summary it is proposed that the Travel Plan Co-ordinator thoroughly explores the provision of dedicated BAE bus service(s) that reflect the potential and practical BAE employee demand. These would call and pick up at new bus stops within the BAE Samlesbury Site. These new stops will be introduced at suitable locations that are identified through consultation with employees and will provide a shelter, seating and lighting. There will be improved lighting on identified pedestrian routes within the Site to enhance personal security, for those walking between the bus stops and buildings.
- 5.11.11 Additionally, it is proposed that 2 bus stops are introduced on the A59, near to the proposed new A59 signal Site access junction, meeting the stated requirement of LCC. Suggested locations, a stop on each side of the A59, are indicated on Drg No 987/02 Rev A, with the final details to be to the approval of the highway authority LCC.

5.12 LOGISTICS

5.12.1 Key factors in terms of identifying and offering improved/new bus services that actually attract BAE employee passengers include inter alia:

- Bus route relates well to passenger pick-up/drop-off locations convenient in relation to employee home locations,
- Fare charged to employee should ideally represent a cost saving compared with travel as SOV, and in this regard the employee comparison is likely to be with the car marginal travel cost (ie petrol) and parking, (refer para 5.11.7 and Chapter 6), rather than the actual cost, ie including depreciation, servicing, insurance, etc,
- Frequency of service,
- Journey time.

5.12.2 The identification of the initial pilot route (refer para 5.9.5) is an extremely important task. The TP Co-ordinator will undertake this employing a variety of techniques. For example, identification of a 30 minute bus journey time catchment is an initial starting point. It should be noted that a 30 minute bus journey time catchment represents a total journey time in excess of this, because of the time for walking between home and the bus stop, and time waiting at the stop for the bus. Having established the residential catchment area, the following methodology (or similar) can be undertaken:

- Establish the postcode areas within the specified bus journey catchment,
- Interrogate the BAE employee database to identify staff residing at these postcodes,
- Through the intranet contact these staff to investigate their interest in using a new bus service, and explore what items affect their views about this,
- Review the responses and consider identifying a suitable route, and more than one route if the responses support this,

- Set up focus group meetings of staff that it appears may be interested in using an identified potential new bus service. To assist in obtaining positive participation, and to reinforce the BAE support for this initiative, the focus group meeting(s) is to take place during normal working time,
- Review the information collected and identify the proposed new bus service route(s) that are to be considered further.

5.12.3 It is then necessary to establish interest from bus operators in providing the service. Exploratory talks will take place with several bus operators, and a way forward identified.

5.12.4 A key issue is that enough passengers are attracted to any new bus service such that it proves a success. This is the main reason for the proposal that discounted bus travel on the new service be explored. Without this, it will be less likely to be attractive for an employee to travel to work by bus instead of the existing SOV mode.

5.12.5 The other aspect of a modal shift from SOV to bus travel is the number of staff involved to achieve the targeted modal shift. As set out in para 4.8, if 50% of the 5 year target modal shift (ie 5.9%) is achieved by transfer to bus travel, then this represents 224 of the existing 3800 employees transferring to bus. In this example, there would then be a total of 6.7% of existing employees travelling to work at BAE Samlesbury by bus. Thus, as the TP is to be introduced as part of the proposed expansion development at BAE Samlesbury, there will additionally also be (in this example) 6.7% of new employees travelling to work by bus. It is to be recognised that this is within the 5 year target timeframe. Nevertheless, it is clear that there is a need for a significant bus passenger capacity to be introduced. This has a cost implication, since it seems unlikely that the required level of modal transfer to bus will be achieved if commercial bus fares are charged from the outset.

5.13 **LANCASHIRE COUNTY COUNCIL**

Throughout all the stages of investigation, consultation etc involved in pursuing the matters outlined in Sections 5.10 & 5.11 above, consultation/liaison will be maintained with Lancashire County Council (LCC). LCC has a wealth of experience in these matters, and specific knowledge relating to services throughout the county that may be of assistance in the site-specific matters relating to BAE Samlesbury.

5.14 **SUMMARY**

The existing bus service provision for travel to/from BAE Samlesbury is poor, and requires significant improvement in terms of attracting BAE employees to choose to travel to work by bus. This is evidenced by only 0.8% of existing employees travelling to work by bus. BAE recognise that, through the TP, a proactive approach must be adopted to:

- Improving bus service provision for travel to work at BAE Samlesbury, and
- Attracting BAE employees to choose to travel by bus.

These are inter-related, and through operation of the TP, and ongoing monitoring and review, the success of BAE bus initiatives can be refined and optimised. It is proposed that the introduction of new bus service provision and bus stops is actively pursued, and that offering discounted staff bus travel is thoroughly investigated. An important element of improving the bus services is consultation and liaison with key stakeholders, and this includes, for example, bus operators and LCC, as well as BAE Samlesbury employees.

Chapter 6

Car Use

6.1 The Travel Survey identifies that the overwhelming majority (94.8%) of employees travel to BAE Samlesbury by car, of these, 81.8% travel as a driver on their own in a single occupancy vehicle (SOV). It is recognised that the transport sustainability profile for BAE employee travel to work needs to be improved, for the existing 3800 staff as well as for the new employees at the proposed expansion development.

6.2 The TP target is set on the basis of achieving a reduction in SOV travel; this is consistent with the current DfT and guidance and advice about setting a TP target. It is clear that, because of the large geographical residential catchment of BAE Samlesbury employees (52% live more than 10 miles away), car will always be a major travel mode for journey to work at BAE Samlesbury. The issue is for BAE to find, through the TP, ways to manage this that are consistent with the dual requirements for:

- BAE to be able to recruit and retain staff with the required specialist skills, and this is proven to require recruitment from a large geographical area, and
- Achieving a modal shift for reduction in SOV travel to work at BAE Samlesbury.

6.3 Taking account of the negligible potential to achieve any significant walk modal share, and similarly limited potential for cycle modal share (because of distance from home to work), virtually all of the targeted reduction in SOV travel can only be achieved by:

- Increase in car share (ie BAE employees car sharing for journey to work), and
- Increase in bus travel.

The latter (bus travel) is considered in the preceding Chapter 5.

6.4 CAR SHARE

6.4.1 The employee Travel Survey identifies that half of the staff would consider car sharing (Table B9, Appendix B).

- 6.4.2 The objective of an employee car share scheme is to reduce the number of cars travelling to and parking at BAE Samlesbury. Any reduction that is achieved in employee car parking demand generated by BAE Samlesbury will be as a consequence of reducing the number of SOV employee trips. The existing SOV employee trips (81.8%) represent about 3108 cars (based on the existing 3800 employees).
- 6.4.3 The 9% of the existing 3800 BAE employees travelling to work as 'car driver with passenger' realise a further 342 parked cars. It appears that just over half of these cars (5% of all employees) actually arrive at BAE as an 'SOV' trip, having 'dropped off' their passenger en-route (refer para 3.8.3.4). The potential for modal shift for these employee work trips appears extremely limited, but at a macro-level these are sustainable work journeys (refer 3.8.3.4).
- 6.4.4 Any reduction in car parking demand generated by the existing employees can only be achieved by some of the existing 81.8% SOV drivers entering into a car sharing arrangement with either another SOV driver, or another driver that is presently already carrying a passenger.
- 6.4.5 This must also be considered in the context that, in order for a car sharing arrangement to be entered into, there must be compatibility between the 'sharers' for a number of key matters. This includes for example:
- Residential locations convenient to each other, ie either living near to each other or en-route to BAE Samlesbury,
 - Agreed attitude to key behaviour issues such as non-smoking in car,
 - Days of working and start/finish times in common.
- 6.4.6 Consideration of all the available information suggests that, partly because of the very large number of employees, there is good potential to establish a viable employee car share scheme at BAE Samlesbury. This conclusion is reinforced by the additional employees that are consequent upon the proposed expansion development.
- 6.4.7 The TP Co-ordinator is to set up a car share scheme for BAE employees. This is to be pursued through the on-site company intranet and supported by appropriate car share software.

- 6.4.8 In promoting the car share scheme the TP Co-ordinator is to prepare a range of targeted promotional material. It is essential for the success of a car share scheme that the benefits of car sharing are highlighted to BAE employees. It is important to ensure that the identified benefits reflect factors that employees themselves consider to be important, and in this regard the results of the Travel Survey are especially helpful. The key factor identified by the Travel Survey is that 63% of respondents cited 'cost saving' as a reason for being prepared to consider car sharing (refer Table B10, Appendix B).
- 6.4.9 It is therefore considered critical that a cogent case is put together that establishes the cost savings to be achieved by entering into a car share arrangement for travel to work at BAE Samlesbury. There are obvious points, such as the sharing of petrol costs. However, it is considered that in order to achieve the level of modal shift to car sharing from SOV that is required to meet the TP target, there needs to be an enhanced difference between car sharing and SOV travel. Otherwise, it is considered that not enough staff will conclude that the benefits of car sharing outweigh the loss of flexibility that is available when travelling as SOV. This conclusion is reinforced by the Travel Survey which recorded 59.4% of respondents stating 'inflexible' as a reason against car sharing (refer Table B11, Appendix B).
- 6.4.10 Hence, it is concluded that the following measures need to be considered as part of the TP:
- Allocate priority car park spaces for car sharers, in preferred locations (ie closest to building entrances in most favoured positions after disabled spaces, refer also para 6.5.7),
 - Awareness campaigns through employee Focus Groups and Car Share week.
 - Promotional activities that reward car sharers such as prize draws/events.
- 6.4.11 Additionally, the introduction of parking charges at BAE Samlesbury is to be explored. This is a highly sensitive issue, that requires extensive consultation with relevant bodies (eg unions), and this is discussed further in section 6.5.
- 6.4.12 If parking charges were to be introduced, (and that could only be after comprehensive consultations and agreement with unions), a suitable model may be:

- Introduce a parking charge for those travelling as SOV (this issue is considered further in paras 6.5.4 & 6.5.5),
- Parking for active participants in the BAE car sharing scheme could be free, offering a real financial incentive towards achieving a modal shift from SOV.

6.4.13 BAE are to introduce a number plate recognition system at the Entry Gates. This will assist/support monitoring of the operation of the car share scheme. Additionally, car park management is to be introduced across the Site so that inappropriate parking does not take place and to maintain availability of priority car park spaces for those that car share.

6.5 **CAR PARK MANAGEMENT STRATEGY**

6.5.1 Presently, there are about 3450 cars typically parked at BAE Samlesbury each day, 3108 representing the 81.8% SOV travellers and 342 representing the 9% 'car driver with passenger' travellers, (with about 190 of the 342 actually arriving at BAE Samlesbury alone, having 'dropped off' their passengers en-route).

6.5.2 Introduction of parking charges at BAE Samlesbury is an extremely sensitive issue that would undoubtedly evoke a negative response from staff and unions. It is also recognised, as highlighted throughout this TP (eg para 1.3, 4.5) that there are issues relating to the recruitment and retention of staff with specialist skills that are necessary for undertaking work at BAE Samlesbury, and reliance upon a large geographical area in order to meet these essential recruitment needs.

6.5.3 Balanced against this is the fact that it is essential that a TP is introduced at BAE Samlesbury as part of planning permission for the proposed expansion development. The operation of the TP has a financial cost, and elements of this are highlighted in various Chapters of the TP report. Examples of TP measures that may be considered, and incur a cost, include:

- TP Co-ordinator,
- Providing new bus service(s), to cater for hundreds of passengers,
- Various promotional activities to incentivise modal transfer from SOV to other modes.

6.5.4 The benefits of introducing parking charges for those arriving by on their own (SOV travel) in terms of achieving the TP objectives (and target) are twofold, namely:

- Emphasises the financial disincentive to continue to travel by SOV mode, and
- The parking charges collected could be used to finance the operation of the TP with the associated initiatives, for example improving bus services.

6.5.5 Whilst the principle of an SOV parking charge has merit, the problems this would raise with staff/unions must not be underestimated. In any case, it is important that the TP does not set a 'negative' tone for gaining support from BAE staff at the outset. The introduction of an SOV parking charge is to be thoroughly explored. It is proposed that, if introduced, all revenue raised is 'ring fenced' for use in implementing the TP. Key issues for employees are likely to be not only the introduction of an SOV parking charge, but also the level at which this is set. There are also associated practical issues, such as for example collection of the parking charges, verification of car sharing (and hence justification for free parking). All of these matters require thorough investigation and consultation, particularly with unions.

6.5.6 New car park spaces are necessarily to be provided as part of the proposed expansion development. A proportion of these are to be designated disabled spaces, and will be to the current design geometric standards. Presently, of the existing 3800 employees, 36 are registered disabled, ie 0.9%. Taking this into account, it is proposed that 2% of the new car park spaces are to be to disabled standard and designated for disabled parking. These spaces are to be in the most convenient locations, nearest to building entrances. It is recognised that JSLP standards are for 5% of spaces designated for disabled parking. However, the fact is that only 0.9% of 3800 existing staff are registered disabled. In this specific circumstance it is concluded that it would be a pointless exercise, and a waste of resources, to provide disabled parking at a level of 5% for the new buildings, as there is an established body of evidence that this is not required in the specific case of BAE Samlesbury. Indeed, the proposal to designate 2% of spaces for disabled parking provides at a basis of 200% parking per disabled employee. This allows for a 200% increase in the percentage of disabled staff in the new employee cohort, compared with the existing 3800 staff. Notwithstanding this, BAE confirm that the TP Coordinator will liaise with the BAE human resources to monitor the number of registered disabled staff and review whether there is any need for additional disabled parking spaces. If there is, then BAE confirm this will be provided. Further, there will be an open opportunity for disabled persons to contact the TP Coordinator at any time (eg through the intranet) if they find that there are insufficient disabled parking spaces

to meet their needs. The TP Coordinator would instigate a response to address any such concern. This issue (of the level, and practical suitability of this, of disabled parking provision) will be included in the Annual TP Monitoring & Review report

- 6.5.7 Travel by 'green' hybrid (dual fuel) cars (to replace traditional cars) is to be encouraged by the allocation of 'green' parking spaces in favoured locations. These are to be available for hybrid cars and/or car share vehicles (refer para 6.4.10).

6.6 **SHIFT PATTERNS**

Options for reducing the time concentrations of car travel to BAE by time shift/spread of work journeys are to be explored through operation of the Travel Plan. This is, however, not a straightforward issue, as there are inter-related factors to consider. For example it may well be more problematic to achieve the targeted overall % modal shift reduction of SOV car travel, (the target applies to the whole workforce), if there are more 'diluted' work patterns. This may make it more difficult to achieve car share 'matches' and to provide viable bus services at the times required to match all shift patterns. These are also operational issues relating to the employment conditions of existing employees. All these issues will be investigated

6.7 **SUMMARY**

It is essential that increased number of employees car share for travel to work at BAE Samlesbury. A car share database scheme is to be introduced and actively promoted. Measures are to be introduced to positively favour car share travellers over SOV travellers. This includes parking in favoured locations for those car sharing (and/or hybrid cars).