
Chapter 7

Walk, Cycle & PTW

7.1 WALK

7.1.1 The location of BAE Samlesbury relative to residential areas provides extremely limited opportunity for work journeys wholly on foot. This is borne out by the findings of the staff Travel Survey, that **no** BAE Samlesbury employees walk to work. Further, only 0.1% live within 1 mile and only a total 0.7% within 2 miles, (refer also Figure 5.1 in Appendix C).

7.1.2 To deter on-site car use and promote walking, BAE will upgrade lighting along defined pedestrian routes to enhance personal security for those moving on foot. Additional traffic calming infrastructure is to be introduced within the Site to maintain reduced vehicle speeds and enhance/protect pedestrian safety.

7.2 CYCLE

7.2.1 The Travel Survey identifies about 2.1% of staff cycling (bicycle) to work. This compares well with Preston as a whole (1.1% cycling to work). All of those recording that they cycle to work at BAE Samlesbury are male. The survey also records that 53.3% of employees state that there is 'nothing' that would encourage them to cycle to work.

7.2.2 The reported support for measures that would achieve an employee modal shift to cycling are 33% citing 'provision of safer cycling routes' and 31.9% citing 'shower/changing facilities'. There is a minor interest (13.8%) in 'arrangements to purchase a cycle at discount'.

7.2.3 Presently there are 209 cycle parking spaces at BAE Samlesbury, corresponding to 6% of the existing number of car park spaces (3267), and 2.5 times the actual cycle parking demand. Each new building of the development is to be provided with cycle parking spaces corresponding to 5% of the number of car park spaces provided for the building. Similarly, staff showers together with changing facilities and lockers are to be provided in the new buildings constructed as part of the proposed expansion development. Subject to security and programme restrictions,

which necessarily limit the use of certain buildings/parts of buildings, BAE will endeavour to ensure that such facilities are available for use by all employees.

7.2.4 The expansion of the BAE Samlesbury Site necessitates the formation/upgrade of three highway junctions, as follows:

- Site Access/A59 Whalley Road,
- A59 Whalley Road/A677 Preston New Road 'Swallow' junction, and
- M6 Junction 31.

All of these highway improvement schemes make suitable provision for cyclists.

7.2.5 Use of the cycle parking will be monitored through the TP (refer Chapter 9). If latent cycle parking is identified that exceeds provision, then more cycle parking spaces will be provided, through operation of the Travel Plan.

7.2.6 As the Travel Survey recorded negligible interest in Bike User Group (1.1%) or advice on safe cycling (1.4%), such measures are not to be pursued through the TP, at least initially.

7.2.7 Although minor in terms of modal share for journey to work, there is clearly some minority interest in cycling, and 'health reasons' and 'enjoyment' are cited by most of those cycling as the reason for doing so. Hence, in order to assist in promoting a cycle-friendly culture at BAE Samlesbury, it is proposed that BAE set up an on-Site 'cycle pool', to be managed by the TP Co-ordinator. The purpose is to have cycles available for staff to travel around within the Site, which can involve lengthy journeys between buildings. Whilst this does not directly affect the modal split for journeys to work at BAE Samlesbury, it does assist in general promotion of cycling and fostering a 'cycle-friendly' culture, that may possibly have some positive side-benefit in encouraging some modal transfer to cycle for the journey to work.

7.2.8 BAE will provide on-site cycle routes to complement the existing on-site defined pedestrian routes. Improved lighting is to be provided on-site to enhance personal security for those moving within the Site by cycle.

7.2.9 A range of promotional activities are to be set up by the TP coordinator, such as Focus Groups, prize draws/events and a Cycle Week to support and encourage BAE staff members to cycle.

7.3 PTW (MOTORCYCLES)

- 7.3.1 Only 1.6% of staff Travel Survey respondents reported travelling to work at BAE Samlesbury by powered two-wheel (PTW).
- 7.3.2 Presently there are 97 PTW parking spaces, equivalent to 2.5% of the existing number of employees.
- 7.3.3 Additional PTW parking is to be provided with the proposed development, at a level of 1:50 new car park spaces, (refer para 7.13 of TA report ref 987/4/A).
- 7.3.4 A range of promotional activities are to be set up by the TP coordinator, such as Focus Groups, prize draws/events and a Motorcycle Week to support and encourage BAE staff members to use motorcycle travel to/from the Site.
- 7.3.5 The PTW parking will be monitored, and if demand appears to exceed provision, extra PTW parking will be provided, through operation of the Travel Plan.

7.4 SUMMARY

The walk, cycle and PTW modes are proven to not be attractive for employee journeys to work at BAE Samlesbury. In summary:

- Walk: Presently no-one walks to work at BAE Samlesbury. Only 0.1% of employees live within 1 mile. It is concluded that there is little realistic prospect of any significant level of walking to work at BAE Samlesbury. However, walking within the Site will be actively encouraged by implementation of a range of pedestrian-friendly infrastructure measures.
- Cycle: About 2.1% of staff presently cycle to BAE Samlesbury. Whilst this is likely to be a minor mode of travel to the Site, infrastructure improvements are to be implemented on-site to encourage cycling, comprising cycle parking, cycle routes and showers with changing facilities and lockers within the new buildings. To assist in promoting a cycle-friendly culture, an on-Site 'cycle pool' for travel around the Site is to be introduced.
- PTW: PTW parking is to be provided for the new buildings.

Chapter 8

Other Measures/Issues

8.1 SOCIAL EXCLUSION

8.1.1 The OPDM February 2003 publication of the report by the Social Exclusion Unit (SEU) 'Making the Connection: Final Report on Transport and Social Exclusion' sets out a strategy to ensure that everyone can reach a range of opportunities, including work. The report shows that people facing social exclusion can find it harder to get to jobs because of problems with transport, or the timing and location of services. For example, two out of five job-seekers say that transport is a key barrier to getting a job. It is in this context that the BAE Samlesbury TP is most welcome, in that it increases accessibility to job opportunities at BAE Samlesbury.

8.1.2 Specifically, the TP offers 2 major initiatives that introduce markedly improved opportunity for travel to work at BAE Samlesbury without the need to travel as car driver. These measures are:

- Improvements to bus services (refer Chapter 5),
- Car share scheme, that offers the opportunity for travel as a car passenger, (refer Chapter 6).

8.1.3 It is also recognised that attention must be given to facilities for those with mobility impairment. Access to the proposed new buildings will ensure ease of access for mobility impaired employees, and this is consistent with good practice, as operated by BAE.

8.2 MULTI-MEDIA

8.2.1 BAE will make increased use of current/emerging multi-media technology, so as to significantly reduce the need for travel. This includes purchase of equipment that enables, for example, remote video conferencing. The objective is to make increasing use of this type of technology over time, thereby significantly reducing the need for staff to travel for meetings at other locations, and to commensurately reduce the need for others to travel to the Samlesbury Site.

- 8.2.2 Multi-media facilities are to be introduced in meeting rooms and the new build facilities, as appropriate. This maximises the use of remote site working, and hence significantly reduces the need for travel.

Chapter 9

Monitoring & Review

- 9.1 Monitoring and review of a TP is aimed at ensuring that the intended and optimum benefits are secured. It is important that flexibility is retained to amend a TP according to circumstances, and the monitoring and review process provides the mechanism for this. BAE will appoint a full-time TP Co-ordinator and will be a permanent member of the BAE staff.
- 9.2 The staff Travel Survey (Chapter 3) establishes that the existing employees do not have a sustainable modal split. The evidence from the Travel Survey, reinforced by the traffic count data collected by AHA in 2006, 2002 and 2000, leads to the conclusion that the new employees of the proposed development will have a similar modal split for travel to work at BAE Samlesbury, unless BAE adopt a proactive approach to achieving modal shift for journeys to work. Hence BAE has a strong commitment to the TP, which is the mechanism through which to pursue the important objective of achieving a more sustainable modal split for employee journeys to work, in accordance with all national and local policies.
- 9.3 A key conclusion arising from the Travel Surveys is, that in terms of achieving the TP primary objective of reducing SOV travel to work, there is little practical purpose in pursuing measures relating to walking to work. It is similarly identified that there is limited potential to reduce SOV travel by modal shift to cycling to work. Hence, the conclusions are that the major efforts of the TP measures should, initially at least, concentrate on the following for employee journeys to work at BAE Samlesbury:
- Increasing car sharing, and
 - Increasing bus travel.
- 9.4 This strategy provides some helpful opportunity for monitoring of the progress of the TP on an ongoing basis, without the need for undertaking the more onerous task of a repeat employee Travel Survey. In that regard, there is also the issue of avoiding 'survey fatigue' by instituting what employees will perceive as 'too frequent' travel surveys. This can over time, lead to reducing response rates, and hence potential reduced reliability of results. In order to avoid this, but still maintain a reasonable

overview of progress of the TP measures, the following monitoring strategy is proposed:

- Monitor car use at the Site entry utilising the new continuous counting system (inductance loops),
- Monitor bus patronage on the new service(s) to be introduced by BAE (refer Section 5.9). This can be managed through the fare records,
- Monitor use of cycle parking (that is to be provided when the expansion development is implemented),
- Monitor through the car share database and the new number plate recognition system the progress of car share initiatives.

9.5 It is proposed that the above monitoring measures are those adopted for the Year 1 operation of the TP. The issue of further/complementary monitoring strategies/measures is to be included in the discussions of the TP forum/LCC TP Officer. The monitoring strategy/measures will be adapted/refined on an ongoing basis as arises from these discussions.

9.6 An annual 'Monitoring & Review' report is to be prepared and submitted to the local authority. It is expected that, upon review of the annual report, LCC will formally submit their key observations and recommendations to BAE Systems Director of Infrastructure

9.7 This will set out the way in which the TP has been operated throughout the year, providing a record of key information. This includes, for example, a log of consultations with key stakeholders, such as bus operators, local authority, employee focus groups, and others as appropriate.

9.8 The findings of the monitoring regime (for Year 1 as indicated in para 9.4. and thereafter as arises from the process outlined in para 9.5) will also be included in the Monitoring & Review report.

9.9 Based on the monitoring data (paras 9.4, 9.8), the annual Monitoring & Review report will assess the efficacy of TP measures that have been pursued throughout the year. This will take account of what level of modal shift has been achieved, and in the context of the TP measures that were employed/are in place. The 5 year target of modal shift from SOV is necessarily to be achieved in a staged way. An initial task of the TP Coordinator is to agree with the LCC TP Officer interim targets. It is suggested that these may be:

YEAR	% REDUCTION IN SOV
1	1.8
2	2.0
3	2.0
4	3.0
5	3.0
TOTAL	11.8 (refer para 4.6).

(Note: the Year 1 is 12 months after the first occupation of the first building of the development.)

However, this remains to be established through discussion with the LCC TP Officer, as part of the operation of the TP.

- 9.10 On the basis of the above paras 9.7 - 9.9, (which includes the information from the TP forum/LCC TP Officer consultations throughout the year), the Monitoring & Review report will present conclusions about measures to be taken forward for the coming year. A key part of the monitoring process is consultation with the local authority (as well as participants in the TP forum and other key stakeholders), so as to take maximum advantage of any assistance and information they are able to offer that is helpful for the site specific case of BAE Samlesbury, and such information will also be included in the annual report.

Chapter 10

Travel Plan Administration

- 10.1 A TP Co-ordinator is to be appointed by BAE Samlesbury to operate and maintain the TP. The TP Coordinator will be suitably qualified and appointed on full-time basis. The TP Co-ordinator will remain in post at least until the 70% SOV target has been met.
- 10.2 The TP Coordinator will 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 staff TP Coordinator 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.
- 10.3 In general terms the TP Co-ordinator duties include:
- Identifying transport initiatives, including information and marketing (refer Chapter 11),
 - Arranging staff travel surveys and analysis of findings,
 - General monitoring activities,
 - Preparation of annual reports,
 - Liaison with the Council and other key stakeholders.
- 10.4 More specifically, the TP Co-ordinator responsibilities include inter alia:
- Day to day operation of the TP,
 - Maintaining all public transport and database records up-to-date,
 - Setting up the car share database, and ongoing administration of this,
 - Liaison with local public transport operators,

- Liaison with local private transport operators (as relevant in connection with the new BAE bus service(s)),
- Liaison with the Council,
- Liaison with employees, including for example focus group meetings and various promotional activities,
- Promotion of car share,
- Promotion of bus travel, including identifying routes for which there is potential passenger demand,
- Undertaking and analysing staff travel surveys,
- Monitoring car, bus and cycle usage,
- Preparing and maintaining information/promotional material for the TP,
- Exploring, as the TP progresses, the potential for extending initiatives to the BAE Warton site,
- Undertaking annual monitoring and review of the TP and preparing the annual Monitoring & Review report for submission to the Council, including setting and review of the TP modal split targets.

10.5 A key task of the TP Coordinator is to review and assess the efficacy of the TP initiatives. The TP Coordinator will be provided with a discretionary financial budget to allocate to TP measures identified, either independently or in discussion with the TP forum/LCC TP Officer. Should the annual monitoring and review process indicate that prevailing measures are not achieving a reduction in SOV use in line with achieving the established 70% target over time, an increased financial budget will be assigned to the TP Coordinator for allocation in the following year, with any increase in financial budget being subject to the budgetary approval cycle in the company. The level of financial budget will reflect recorded good practice that achieves positive outcomes of travel plan targets.

10.6 The TP Co-ordinator is responsible for preparing, and updating as necessary, the Employee Induction 'Travel Pack' (refer para 11.2). The high level of employee access to the BAE Samlesbury intranet suggests that an intranet copy/version of the Induction Travel Pack should be prepared. This can be complemented by a hard copy version, for issue to those without convenient access to the intranet and/or those that express a preference for receipt of a hard copy.

10.7 The TP Co-ordinator is to explore the preferred strategy for optimising the valuable contribution to operation (and success) of the TP through use of the intranet. For example, it may be that the equivalent of a TP website is set up, which can include access to the car share database, allow enquiries and employee comments about bus service provision, and a host of other related matters. To encourage use of such

a system by employees there might be incentives, for example a financial prize for a specific criterion. The use of a computer based system for operating the TP has other benefits, such as for example monitoring the employee interest in the TP, and also potentially providing a fruitful source of employee comments in a timely and efficient manner.

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

Chapter 11

Information & Marketing

- 11.1 The information and marketing aspects of the TP are critical, as staff and managers need to be adequately informed. The first step is to ensure that good quality information is readily available and well disseminated, and this will be administered by the TP Co-ordinator. Information will be provided via the intranet and on notice boards.
- 11.2 The TP Co-ordinator will prepare an Induction 'Travel Pack' to be available for the first day's employment for all new employees. The Induction pack will similarly be available for existing staff if requested, and such requests will be encouraged by the TP Co-ordinator, eg through the intranet and/or notice boards. The objective of the Induction pack is twofold: to inform and to promote. The latter is aimed at changing the current poor transport sustainability profile of journeys to work at BAE Samlesbury. The Induction pack will include, for example:
- TP objectives,
 - TP Co-ordinator: description of role and contact details,
 - Bus: information about services,
 - Cycle: information about facilities,
 - Car share scheme information,
 - Information sources
- 11.3 The magnitude of the TP task, for achieving the targeted modal shift from SOV travel, should not be under-estimated. The percentage modal shift target translates into hundreds of employees changing from SOV travel. Hence, as well as the TP involving proactive introduction of measures to promote sustainable travel choices (eg new bus services, car share scheme, etc), there must also be a sustained high profile marketing campaign for the TP. This will be especially critical during the early stages of the TP, to establish a positive view of employees for the objectives of the TP.
- 11.4 The TP Coordinator will be responsible for organising and hosting employee Focus Groups which will provide employees with a forum to discuss TP measures and offer suggestions for new initiatives. The TP Coordinator will be allocated a financial budget to hold prize draws/events to support and encourage travel by the

sustainable modes of car share, bus, cycle, motorcycle and walking. The TP Coordinator will arrange and manage specifically targeted promotional campaigns at regular intervals during the year, such as:

- Car Share Week
- Bus Week, and
- Cycle (bicycle/motorcycle) Week.

11.5 The TP Coordinator will liaise with department managers within the BAE Site to establish if there are opportunities for employees to work from home or offer flexible working patterns. Also, the TP Coordinator will promote and encourage departments to utilise technology such as tele-conferencing or video-conferencing that can help to reduce travel to/from meetings

11.6 There will be, throughout the year, a series of programmed TP marketing initiatives. These will vary in nature, and will also respond to the 'feedback' from the staff as experience of the operation of the TP emerges. Marketing initiatives include:

- Focus group meetings to explore in more detail potential/existing initiatives,
- Intranet initiatives,
- Notice board promotions.

Chapter 12

Conclusions

- 12.1 There are currently 3800 employees at BAE Samlesbury. The proposed expansion development will significantly increase the number of employees. The transport sustainability of journeys to work at BAE Samlesbury is a key planning consideration, as indicated in national and local policies.
- 12.2 An effective and efficient TP is the mechanism for substantially improving the currently poor transport sustainability profile of employee journeys to work at BAE Samlesbury, and extending this to the proposed expansion development. The introduction of the TP is linked with the implementation of the proposed expansion development. The TP is prepared taking account of currently available best practice guidance and experience.
- 12.3 This initial TP report sets a TP target of reducing the SOV modal share from 81.8% to 70% over a 5 year period. TP initiatives will continue beyond the 5 year timescale if the 70% SOV target is not met.
- 12.4 An employee Travel Survey was undertaken in February 2006. There were 1449 valid responses received, from the existing 3800 staff, and this is established as being a representative sample. The current modal split for journeys to work at BAE Samlesbury is:
- | | | |
|-------------------------|-----------------------|-------|
| CAR: | SOV (driver on own) | 81.8% |
| | Driver with passenger | 9.0% |
| | Passenger | 4.0% |
| | All car | 94.8% |
| Bus | | 0.8% |
| Walk | | 0.0% |
| Cycle | | 2.1% |
| Powered Two-wheel (PTW) | | 1.6% |
- 12.5 Only 0.1% of employees live within 1 mile of the Site, increasing to a total of only 0.7% living within 2 miles. It is concluded that for virtually all staff there is little realistic likelihood of walking being a potentially viable modal choice for travelling to work.

This conclusion applies to the existing 3800 employees, and also for the new employees of the proposed expansion development.

12.6 Cycling to work at BAE Samlesbury is a minor mode choice, made by 2.1% of employees. The location of the Site in relation to residential areas, provides a practical constraint upon the cycle modal share for journeys to work that is likely to realistically be achievable. Notwithstanding this, the TP includes measures to proactively promote cycling, and a cycle-friendly culture at BAE Samlesbury. The measures include:

- Provision of cycle infrastructure at three key highway junctions near to the BAE Samlesbury Site,
- Provide secure cycle parking with the building(s) of the proposed expansion development,
- Provide showers, changing facilities and lockers in the new buildings,
- Introduce new cycle routes within the Site,
- Introduce a 'cycle pool', with cycles available for intra-Site travel, recognising the considerable distances between various buildings.

12.7 The current travel to work at BAE Samlesbury by PTW (motorbike/moped) is 1.6%, being even less than that travelling by cycle (bicycle). There appears to be opportunity to explore the potential for increasing the PTW modal share for travelling to work at BAE Samlesbury. However, it appears likely that this will remain a marginal modal choice, continuing to represent a very minor share of the modal split. Notwithstanding this, it is proposed to introduce additional PTW parking for the new buildings.

12.8 Taking account of the above information about walking, cycling and PTW travel to work at BAE Samlesbury, it is concluded that the realistic opportunities for achieving a reduction in SOV modal share relies upon achieving a substantial increase in:

- Bus travel, and
- Car sharing.

12.9 The opportunities for increasing the frequency of existing public transport bus services is to be explored with operators. However, in recognition that this would still provide

a low level of bus service provision, it is proposed that BAE introduce private bus service provision for employees travelling to/from work. The first task is to identify potentially attractive/viable routes. This will concentrate initially on bus journeys that can be completed in circa 30 minutes. Consultations with employees will explore likely passenger demand. When potential route(s) are identified, discussions will take place with private operators to establish their views and interest in providing the required service(s). The intention is to promote use of the new bus service by offering free travel for the first month, on condition that the employee purchases in advance a second month's bus travel ticket. This assists in developing a 'partnership' relationship and culture between the bus service provider and BAE staff passengers, to achieve improved bus services for travelling to work at BAE Samlesbury, and thereby achieve an increase in the bus share of the modal split for travel to work at BAE Samlesbury.

12.10 A formal car share scheme is to be introduced at BAE Samlesbury. This is to be set up, operated and administered via the intranet. Advantages of car sharing are to be promoted to staff, with an emphasis on the financial benefits, (this being identified in the Travel Survey as a primary positive influencing factor).

12.11 The car parking provision, and strategy for management of this, is an integral part of the TP. The 81.8% travelling to work by SOV represents 3108 parked cars, to which is added the 342 parked cars of the 9% travelling as 'car driver with passenger'. This represents currently 3450 employee parked cars, and there is additionally visitor generated parking. The TP proposals to introduce a car parking management strategy include:

- Disabled parking spaces to be provided for the new buildings as 2% of the total new car park spaces, (reflecting the current 0.9% registered disabled employees), in the most favoured locations, most convenient to building entrances,
- 'Green' parking spaces, to be designated and allocated in the next most favoured locations, for those car sharing and/or hybrid (dual fuel) cars,
- Explore introducing car park charge for SOV travellers.

12.12 A TP Co-ordinator is to be appointed and in post 6 months prior to occupation of the BAE Core Development proposed by the current planning application. AHA is to fulfil the TP Co-ordinator role for the initial 12 month period. During this time, a full-time BAE employee appointment as TP Co-ordinator will be made, to continue as TP Co-

ordinator. The TP Co-ordinator will operate, manage and maintain the TP. A key role of the TP Co-ordinator is the information and marketing aspects of the TP, which are critical to achieving the key TP objective of reducing the SOV modal share for journeys to work at BAE Sarnesbury. The TP Co-ordinator will be provided with a discretionary financial budget to allocate to TP measures.

12.13 The monitoring of progress of the TP, toward achievement of the TP target objective, and associated TP review, is essential. The TP Co-ordinator will maintain an ongoing monitoring role, and liaison with key stakeholders. An Annual Monitoring & Review report will be prepared by the TP Co-ordinator, and submitted to the Council.

12.14 BAE Sarnesbury are committed to introducing a TP, as part of implementing the proposed expansion development. This TP report sets out a range of factual information, and the conclusions arising from review of this. A TP target is set, and measures that are proposed to assist in achieving the objective are outlined. This provides a positive and favourable context for introducing the TP at BAE Sarnesbury.

APPENDIX A

TRAVEL TO WORK SURVEY

The purpose of this survey is to help find ways to improve travel options



ASHLEY HELME
ASSOCIATES LTD

SECTION A: About yourself

A1 Full Home Post Code _____

A2 Are you?

Male ☐

Female ☐

A3 What is your age?

Under 20 ☐

20-29 ☐

30-39 ☐

40-49 ☐

50-59 ☐

Over 60 ☐

A4 Do you normally work?

Full Time ☐

Part Time ☐

A5 Which days do you usually work?

Monday ☐

Tuesday ☐

Thursday ☐

Friday ☐

Saturday ☐

Sunday ☐

A6 What hours do you usually work ?

From: _____ To: _____

SECTION B: About your journey to work

B1 How far do you travel to work?

0-1 mile ☐

Over 1 mile and up to 2 ☐

Over 2 miles and up to 3 ☐

Over 3 miles and up to 5 ☐

Over 5 miles and up to 10 ☐

Over 10 ☐

B2 On average, how long does it take to travel to work?

0-10 minutes ☐

11-20 minutes ☐

21-30 minutes ☐

31-45 minutes ☐

46-60 minutes ☐

Over 1 hour ☐

B3 How did you travel to work today? (tick one only)

Bus ☐

Bicycle ☐

Walked ☐

Taxi ☐

Car Driver ☐

Car passenger ☐

Motor bike/moped ☐

Other (please state) _____

SECTION C: Answer if you travel to work by car

C1 What are the main reasons for travelling by car? (Please tick no more than 3)

Time Saving ☐

Cost saving ☐

Convenience ☐

Personal responsibilities
(eg school run, shopping) ☐

Distance from home ☐

Parking provided at work ☐

Public transport unreliable/unavailable ☐

Other please state _____

SECTION D: Answer if you DO NOT travel by car

D1 What are your main reasons for choosing your method of travel? (Tick up to 5 options that apply)

Live near to work ☐

Convenient bus route ☐

Cheaper than other methods ☐

Shortage of car parking spaces ☐

Traffic congestion ☐

Personal enjoyment ☐

Easy access to cycle route ☐

Health reasons ☐

Concern for the environment ☐

Do not have access to a car ☐

Other (please state) _____

Please turn over



TRAVEL TO WORK SURVEY

Continued

SECTION E: To be completed by all

E1 Would you consider car sharing as a driver or passenger?

Yes

☐

No

☐

If yes, is this because (please choose one option)

Cost Saving

☐

Convenient

☐

Companionship

☐

Good for the environment

☐

If No, is this because (please choose one option)

Prefer to drive alone

☐

Inconvenient

☐

Inflexible

☐

Worried about being stranded

☐

E2 Do you consider that you live within:

Yes

No

Cycling distance of work

☐☐

Walking distance of work

☐☐

SECTION F: Bus travel (To Be Completed by All)

F1 Which of the following would most encourage you to use buses to and from work? (if you already travel to work by bus, which would you most like to see)?

Please tick no more than 3

More direct bus routes

☐

More frequent bus services

☐

Better lighting at bus shelters & footpaths

☐

Discount ticket passes

☐

More convenient bus drop-off points

☐

More public transport information

☐

More reliable services

☐

Improved quality/cleanliness

☐

Nothing

☐

Other please state

SECTION G: Walking (To Be Completed by All)

G1 Which one of the following would most encourage you to walk to and from work? (If you already walk to work, which would you most like to see)?

Please tick no more than 3

Improved lighting on journey to work

☐

Local road safety improvements

☐

Walking in a group

☐

Nothing

☐

Other please state

SECTION H: Cycling (To Be Completed by All)

Which one of the following would most encourage you to cycle to and from work? (If you already cycle to work, which would you most like to see)?

Please tick no more than 3

More showers/changing facilities at work

☐

Be able to purchase cycles at a discount

☐

Provision of safer cycle routes

☐

Advice on safe cycling

☐

Membership of Bike User Group

☐

Loan to purchase a cycle

☐

Nothing

☐

Other, please state

ANY OTHER COMMENTS

APPENDIX B

MODE		%
Car	Driver on own	81.8
	Driver with passenger	9.0
	Passenger	4.0
	Total	94.8
Bus		0.8
Walk		0
Cycle (Bicycle)		2.1
PTW (Motorbike/Moped)		1.6
Taxi		0
Other		0.7

Notes:

1. 1392 respondents completed this question

TABLE B1

MODAL SPLIT

MODE		MALE		FEMALE		TOTAL	
		No	%	No	%	No	%
Car	SOV (driver on own)	935	83.5%	204	82.6%	1139	83.3%
	Driver with passenger	105	9.4%	20	8.1%	125	9.1%
	Passenger	40	3.7%	16	6.5%	56	4.2%
	Total	1080	96.5%	240	97.2%	1320	96.6%
Public Transport	Bus	8	0.7%	3	1.2%	11	0.8%
	Taxi	0	0.0%	0	0.0%	0	0.0%
	Total	8	0.7%	3	1.2%	11	0.8%
	Walk	15	1.3%	0	0.0%	15	1.1%
Walk/ Cycle	Cycle (bicycle)	8	0.7%	0	0.0%	8	0.6%
	PTW (powered two wheel)	2	0.2%	1	0.4%	3	0.2%
	Total	25	2.2%	1	0.4%	26	1.9%
	Other	7	0.6%	3	1.2%	10	0.7%
TOTAL		1120		247		1367	

TABLE B2

MODAL SPLIT BY GENDER

		Under 20		20-29		30-39		40-49		50-59		60+	
		No	%	No	%	No	%	No	%	No	%	No	%
Car	SOV (driver on own)	5	100.0%	146	83.0%	294	83.3%	435	80.4%	242	82.0%	17	77.3%
	Driver with passenger	0	0.0%	16	9.1%	29	8.2%	49	9.1%	28	9.5%	3	13.6%
	Passenger	0	0.0%	9	5.1%	14	4.0%	24	4.4%	8	2.7%	1	4.5%
	Total	5	100.0%	171	97.2%	337	95.5%	508	93.9%	278	94.2%	21	95.5%
Public Transport	Bus	0	0.0%	3	1.7%	2	0.6%	4	0.7%	1	0.3%	1	4.5%
	Total	0	0.0%	3	1.7%	2	0.6%	4	0.7%	1	0.3%	1	4.5%
	Walk	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Cycle (bicycle)	0	0.0%	1	0.6%	5	1.4%	12	2.2%	11	3.7%	0	0.0%
Walk/ Cycle	PTW (powered two wheel)	0	0.0%	1	0.6%	4	1.1%	13	2.4%	4	1.4%	0	0.0%
	Total	0	0.0%	2	1.1%	9	2.5%	25	4.6%	15	5.1%	0	0.0%
	Other	0	0.0%	0	0.0%	5	1.4%	4	0.7%	1	0.3%	0	0.0%
	TOTAL	5	100.0%	176	100.0%	353	100.0%	541	100.0%	295	100.0%	22	100.0%

TABLE B3

MODAL SPLIT BY AGE (%)

	Before 7:30	%	07:30- 08:00	%	08:00- 08:30	%	08:30- 09:00	%	09:00- 09:30	%	09:30- 10:00	%	After 10:00	%
Bus	6	1.3%	2	0.5%	2	0.7%	0	0.0%	0	0.0%	1	6.7%	0	0.0%
Bicycle	12	2.6%	10	2.3%	2	0.7%	3	2.4%	2	4.3%	0	0.0%	0	0.0%
Car, on own	339	74.7%	362	81.7%	242	86.4%	113	91.9%	42	91.3%	14	93.3%	27	87.1%
Car passenger	23	5.1%	20	4.5%	7	2.5%	5	4.1%	1	2.2%	0	0.0%	0	0.0%
Car driver with passenger	64	14.1%	42	9.5%	14	5.0%	1	0.8%	1	2.2%	0		3	9.7%
Walk	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Motorbike/ scooter	7	1.5%	5	1.1%	8	2.9%	1	0.8%	0	0.0%	0	0.0%	1	3.2%
Taxi	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	3	0.7%	2	0.5%	5	1.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	454	100.0%	443	100.0%	280	100.0%	123	100.0%	46	100.0%	15	100.0%	31	100.0%

Note:
1,1392 respondents

TABLE B4 MODAL SPLIT BY START TIME

	BEFORE 16:00	%	16:00- 16:30	%	16:30- 17:00	%	17:00- 17:30	%	17:30- 18:00	%	AFTER 18:00	%
Bus	0	0.0%	1	1.0%	1	0.4%	8	2.1%	0	0.0%	1	0.5%
Bicycle	0	0.0%	0	0.0%	9	3.2%	9	2.3%	8	2.1%	3	1.5%
Car on own Car	40	88.9%	80	83.3%	218	76.5%	290	75.7%	334	87.4%	177	88.1%
Passenger Car Driver with	1	2.2%	5	5.2%	13	4.6%	23	6.0%	11	2.9%	3	1.5%
Passenger	3	6.7%	4	4.2%	39	13.7%	42	11.0%	23	6.0%	14	7.0%
Walk	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Motorbike	1	2.2%	3	3.1%	5	1.8%	8	2.1%	3	0.8%	2	1.0%
Taxi	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	0	0.0%	3	3.1%	0	0.0%	3	0.8%	3	0.8%	1	0.5%
TOTAL	45	100.0%	96	100.0%	285	100.0%	383	100.0%	382	100.0%	201	100.0%

Note:
1. 1392 respondents.

TABLE B5 MODAL SPLIT BY FINISH TIME

MODE		0-1	%	1-2	%	2-3	%	3-5	6-10	10+			
Car	SOV (driver on own)	100%	1	75%	6	91.3%	21	82.8%	87	81.7%	432	82.1%	592
	Driver with passenger		0		0	4.4%	1	5.7%	6	6.4%	34	11.7%	84
	Passenger		0		0		0	6.7%	7	4.1%	22	3.7%	27
	Total		1	75%	6		22	95.2%	100	92.2%	488	97.5%	703
Public Transport	Bus		0		0		0	1.9%	2	0.8%	4	0.7%	5
	Total		0		0		0	1.9%	2		4	0.7%	5
	Walk		0		0		0		0	0.8%	0		0
Walk /Cycle	Cycle		0		0		0	1.9%	2	4.7%	25	0.3%	2
	Motorbike		0		2		0	1.0%	1	1.5%	8	1.5%	11
	Total		0	25%	2		0	2.9%	3	6.2%	33	1.8%	13
Other	Other		0		0	4.3%	1		0	0.8%	4		0
	TOTAL		1		8		23		105		529		721
% Residing in Distance			0.1%		0.6%		1.6%		7.6%		38.1%		52.0%

TABLE B6

MODAL SPLIT (%) BY DISTANCE TRAVELLED

	No	%
Time saving	642	46.1%
Cost saving	103	7.4%
Convenient	877	63.0%
Personal responsibility	213	15.3%
Public transport unavailable/unreliable	719	51.7%
Parking provided at work	91	6.5%
Distance from home	729	52.4%
Other	151	10.8%

Notes:

1. Multiple answers permitted (up to 3).
2. % of 1392 respondents travelling by car.

TABLE B7 REASONS FOR CAR TRAVEL (CAR TRAVELLERS)

	No	%
Live near work	6	20.7%
Convenient bus/train route	0	0.0%
Cheaper than other methods	13	44.8%
Lack of parking spaces	3	10.3%
Traffic congestion	9	31.0%
Easy to access cycle route	4	13.8%
Health reasons	26	89.7%
Concern for environment	11	37.9%
Do not have access to a car	1	3.4%
Enjoyment	22	75.9%
Other	3	10.3%

Notes:

1. Multiple answers permitted (up to 5)
2. % of 29 respondents not travelling by car

TABLE B8 REASONS FOR MODE CHOICE (NON-CAR TRAVELLERS)

	No	%
Yes, as driver	707	49.9%
No	711	50.1%
TOTAL	1418	100.0%

TABLE B9 CAR SHARING POTENTIAL

	No	%
Cost saving	449	63.0%
Convenient	68	9.5%
Companionship	12	1.7%
Good for environment	184	25.8%
TOTAL	713	100.0%

TABLE B10 REASONS TO CONSIDER CAR SHARING

	No	%
Prefer to drive alone	38	5.3%
Inconvenient	232	32.6%
Inflexible	423	59.4%
Worried about being stranded	19	2.7%
TOTAL	712	100.0%

TABLE B11 REASONS AGAINST CAR SHARING

	No	%
More direct bus routes	751	53.5%
More frequent service	554	39.5%
Better lighting at bus shelters & public footpaths	27	1.9%
Discount tickets/passes	423	30.1%
More convenient bus drop off	330	23.5%
More public transport information	78	5.6%
More reliable service	285	20.3%
Improved quality/cleanliness	80	5.7%
Nothing	457	32.6%
Other	124	8.8%

Notes:

1. Multiple Answers permitted (up to 3)
2. % of 1403 respondents

TABLE B12 FACTORS ENCOURAGING BUS TRAVEL TO WORK

	No	%
Improved lighting on journey to work	53	3.8%
Local road safety improvements	79	5.6%
Walking in a group	26	1.9%
Nothing	1160	82.9%
Other	178	12.7%

Notes:

1. Multiple answers permitted (up to 3)
2. % of 1400 respondents

TABLE B13 FACTORS ENCOURAGING WALKING TO WORK

	No	%
Showers/changing facilities	445	31.9%
Arrangements to purchase cycle at discount	193	13.8%
Provision of safer cycle routes	460	33.0%
Advice on safe cycling	19	1.4%
Membership of Bike User Group	16	1.1%
Loan to purchase a cycle	39	2.8%
Nothing	743	53.3%
Other	193	13.8%

Notes:

1. Multiple answers permitted (up to 3)
2. % of 1395 respondents

TABLE B14 FACTORS ENCOURAGING CYCLING TO WORK

APPENDIX C

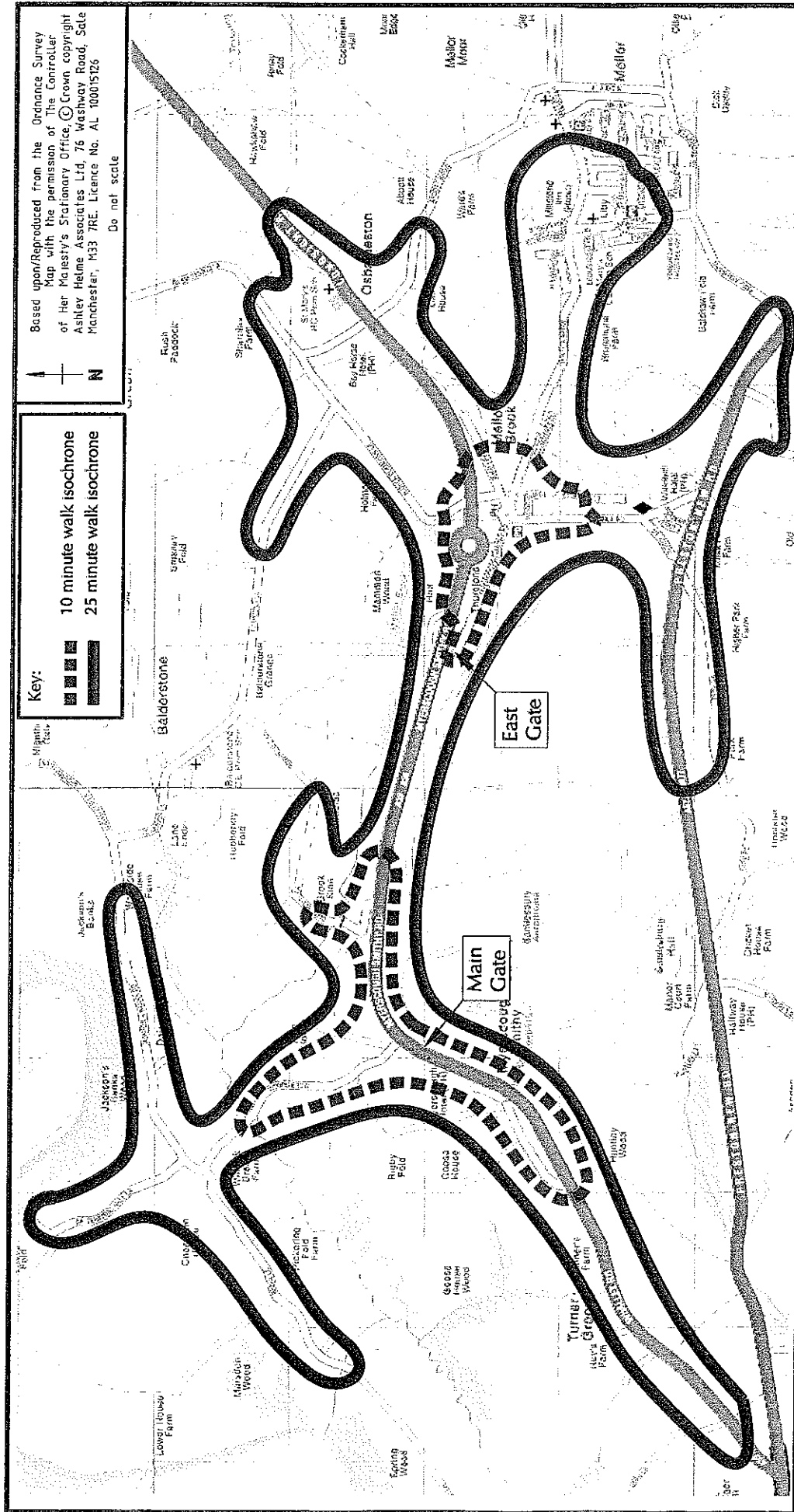


FIGURE 5.1

WALK ISOCHRONES

ASHLEY HELME
ASSOCIATES LTD



76 Washway Road Sale Manchester M33 7RE Tel: 0161 972 0552

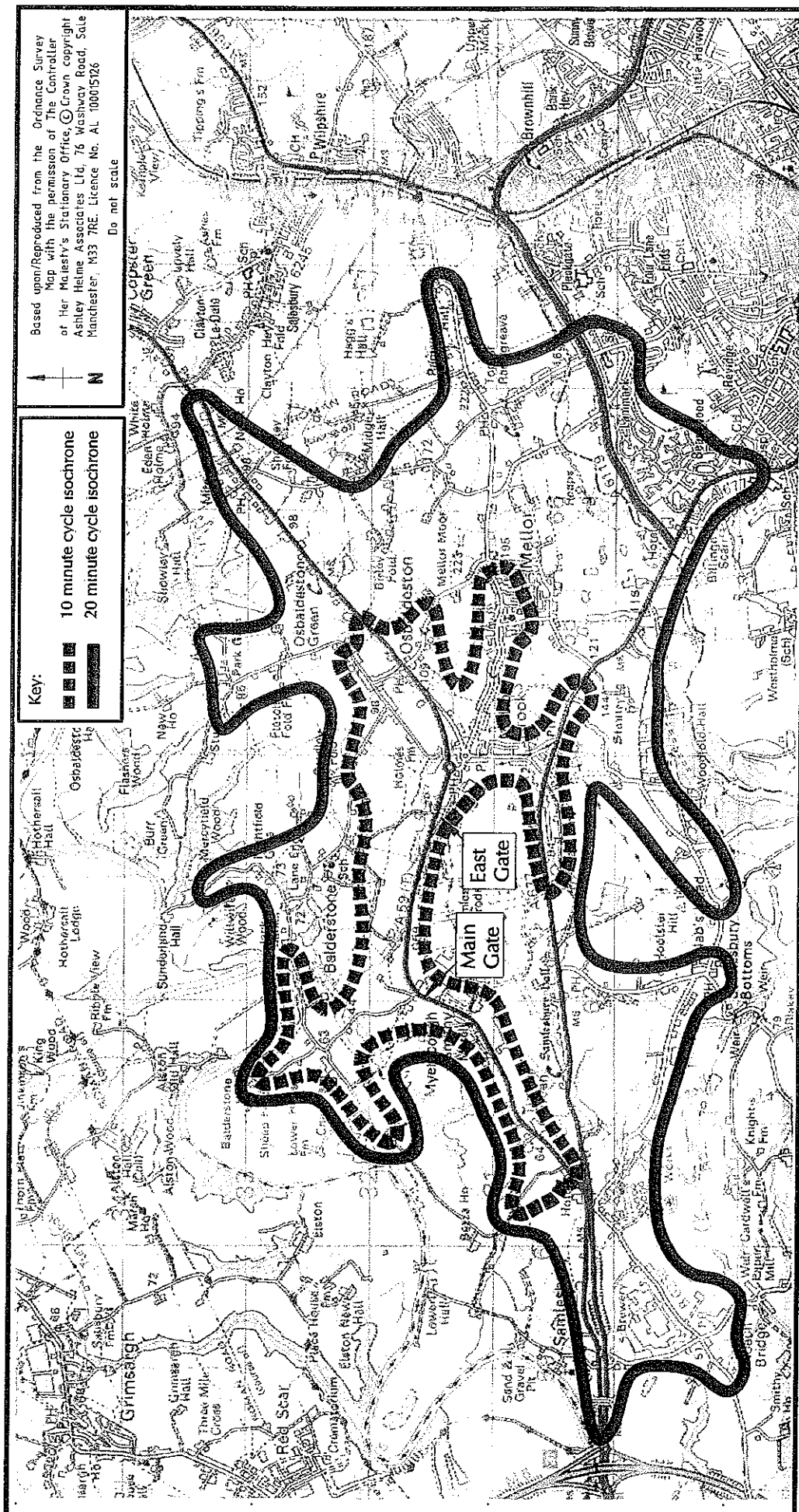


FIGURE 5.2

**ASHLEY ♦ HELME
ASSOCIATES LTD**

76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552

APPENDIX D

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Do not scale

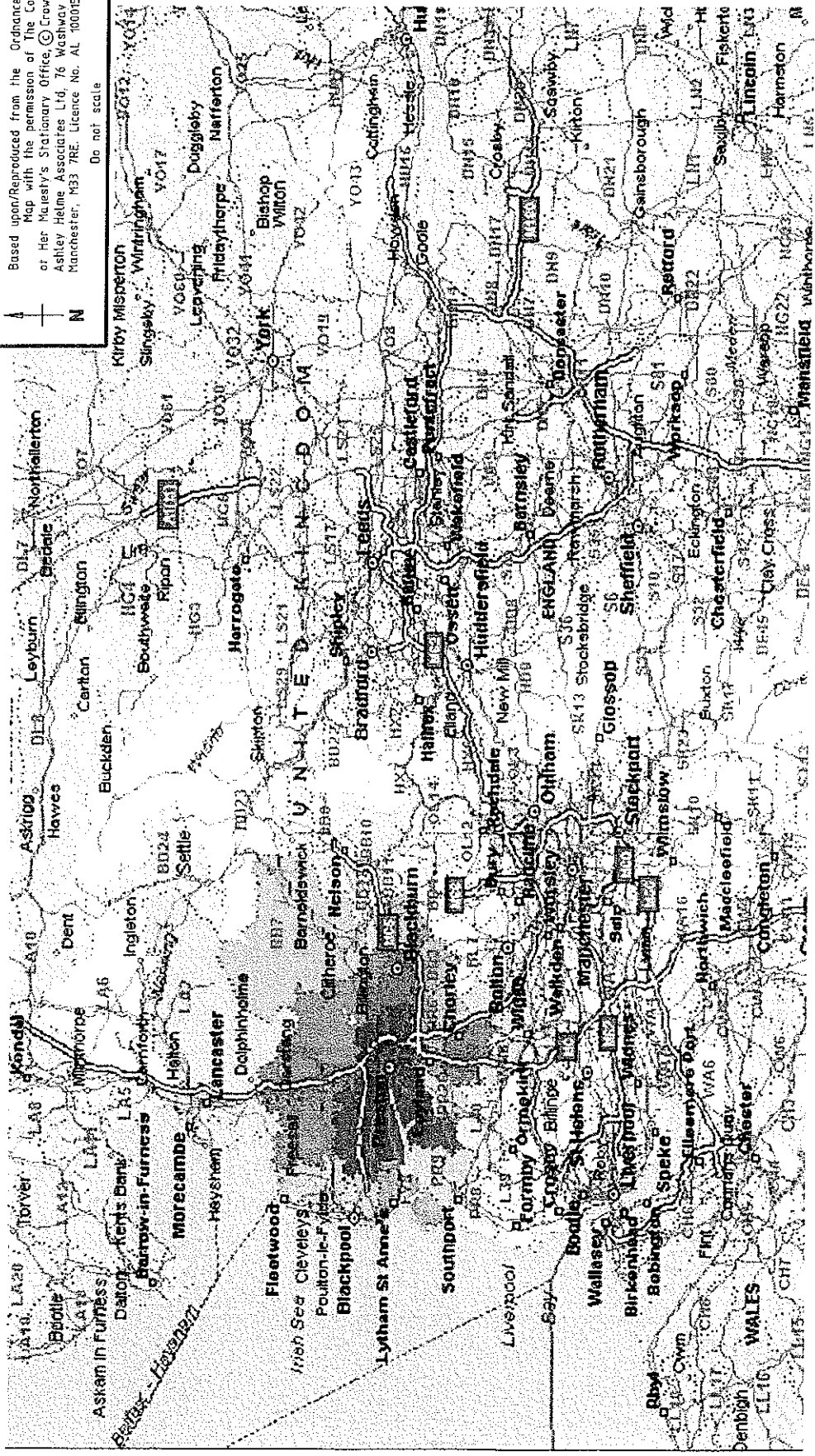


FIGURE D1

BAE EMPLOYEE POSTCODE DATA

ASHLEY HELME ASSOCIATES LTD

76 Washway Road SALE Manchester M33 7BE Tel: 0161 972 0552

APPENDIX E

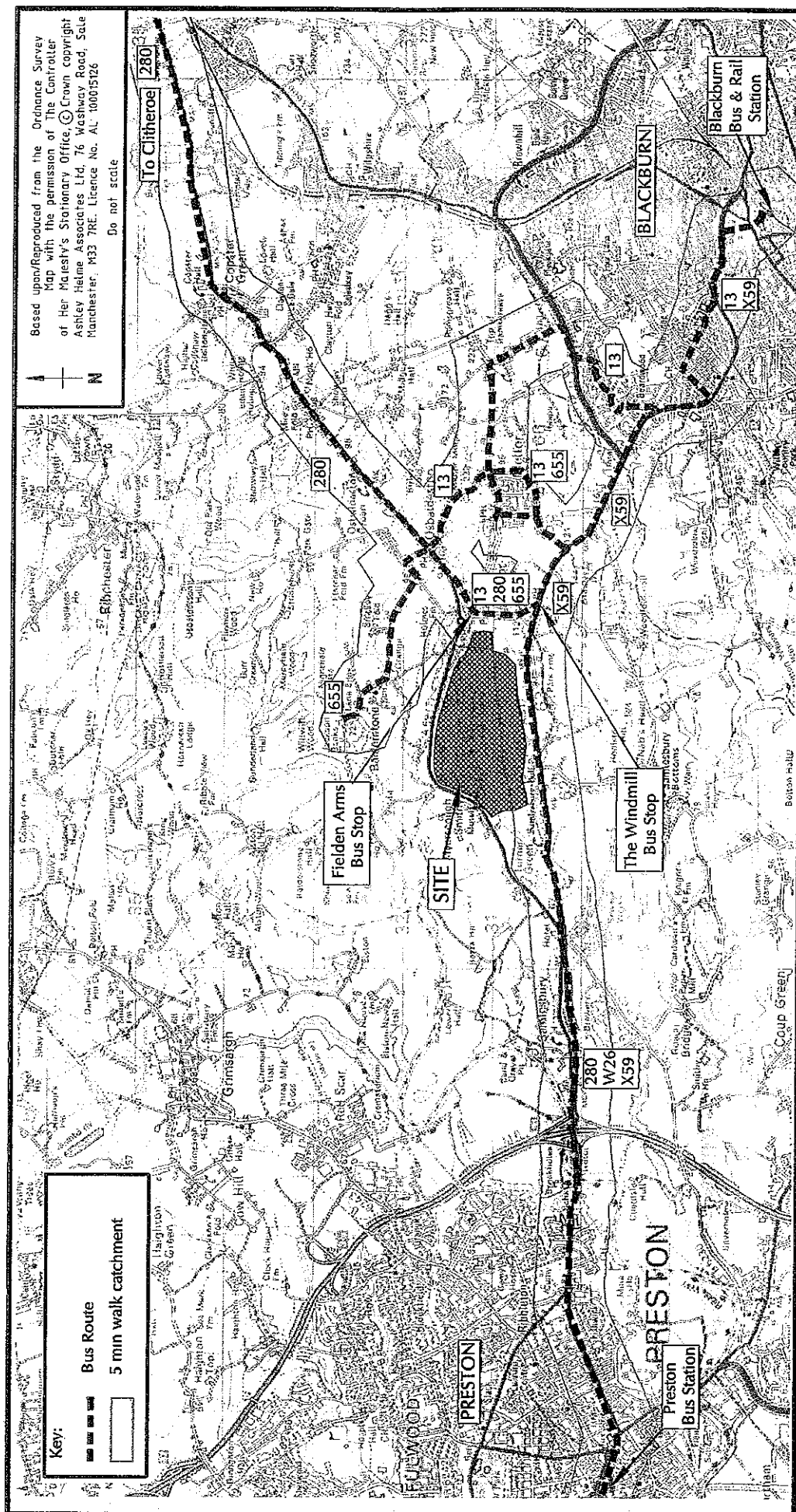


FIGURE 6.1

BUS ROUTES & CATCHMENT AREA

ASHLEY HELME ASSOCIATES LTD

76 Washway Road SALE Manchester M33 7RE Tel: 0161 972 0552

BUS No	ROUTE	FREQUENCY			OPERATOR
		Mon-Sat Day	Mon-Sat Eve	Sun/Bank Holidays	
Services from the Fielden Arms Public House, Mellor Brook					
13	Mellor Brook- Lammack- Blackburn	120 mins	-	-	BBT
280	Nelson- Skipton- Clitheroe- Mellor Brook- Preston	120 mins	120 mins	-	TFA
655	Balderstone CE School- Ramsgreave	1Trip ⁽¹⁾	-	-	BCH
Services from the Windmill Hotel Public House, Mellor Brook					
X59	Blackburn- Preston- Southport	60 mins	2 Trips	2 Trips	SCL

Source: Lancashire Bus Timetables

Notes:

1 Mon- Fri term time only

Key:

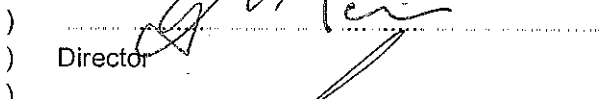
BBT Blackburn Borough Transport
 BCH Blakewater Coach Hire
 SCL Stagecoach Lancashire
 TFA Travel For All

TABLE 6.1 BUS SERVICES & FREQUENCY

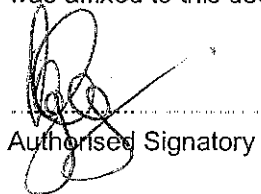
Executed as a deed by
BAE Systems Pension Funds Trustees Ltd
acting by two directors or by a director and its
secretary

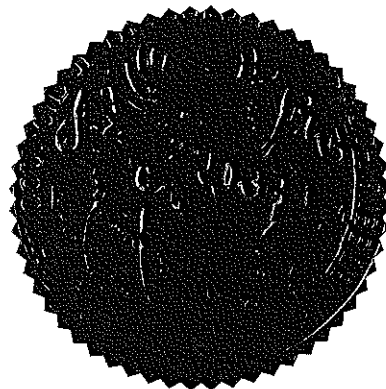
) 
) Director
) 
) Director/Secretary

Executed as a deed by
BAE Systems (Operations) Limited
acting by two directors or by a director and its
secretary

) 
) Director
) 
) Director/Secretary

The common seal of
South Ribble Borough Council
was affixed to this deed in the presence of

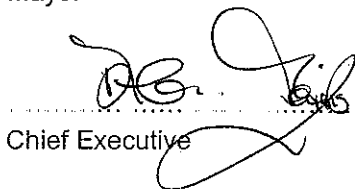

Authorised Signatory

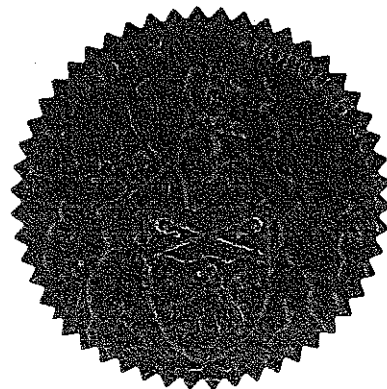


Seal No. 52234

The common seal of
Ribble Valley Borough Council
was affixed to this deed in the presence of


Mayor


Chief Executive



No. 849