

**GLEESON HOMES AND REGENERATION**

**PROPOSED  
DEVELOPMENT AT FORMER  
HOLLINS PAPER MILL, DARWEN**

**TRAVEL PLAN**

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## 1.0 INTRODUCTION

### **Background**

1.1 Westgate Consulting (Leeds) Limited has been commissioned by Gleeson Homes and Regeneration to prepare a Travel Plan (TP) in support of a detailed planning application to develop land located off Hollins Grove Street, Darwen for some 151 dwellings. The proposed site is located within Darwen, a predominantly residential area in the Borough of Blackburn, Lancashire.

1.2 The site, a former paper mill, is located some 1.9km north of Darwen town centre, 5.6km south of Blackburn and 10.3km west of Accrington. The site, has been cleared of any structures and access to the site has been stopped.

1.3 The proposed development will consist of 151 residential units including 54no two bed dwellings, 89no three bed dwellings and 8 four bed dwellings. Vehicle and pedestrian access to the site will be achieved from a new simple priority junction off Hollins Grove Street, some 80m south of its junction with Goose House Lane, 7 properties will have frontage access onto Hollins Grove Street, some 225m south of the proposed site access, as shown on the proposed site layout attached at **Appendix TP1**.

### **The Commitment to Travel Planning**

1.4 Gleeson Homes and Regeneration are committed to promoting sustainable travel choices and to the principles of sustainable development.

1.5 Through the submission of this TP report, the developer shows that they will have a commitment to implement the TP at this development, once occupation of the site begins.

### **The Travel Plan Vision**

1.6 The vision for this travel plan is: "To make the development a place where residents can make a fully informed travel choice when undertaking regular and one off journeys, and in doing so reduce reliance upon the private car and the subsequent impact upon the local and global environments."

**Travel Plan Aims and Objectives**

1.7 To achieve this vision, the aims of this document are to:

- Maximise the attractiveness of the development to potential residents by highlighting the accessibility of the site by a range of travel options; and
- Minimise the effect the development has upon the environment and local highway network by promoting the use of these sustainable travel options above less sustainable modes.

1.8 As a result, the objectives of this travel plan document are to:

- To reduce the impact of the development on the local road network;
- To enable residents of the development to have informed choices about their travel options;
- To improve the health and wellbeing of the residents of the development;
- To ensure transport arrangements of the development have minimum environmental impact.; and
- To ensure that the development is accessible to the widest possible range of services.

The measures outlined in this TP have been designed to achieve these six objectives.

**Report Format**

1.9 This TP outlines the principles, policies and strategic benefits of effective travel planning, and provides a summary of the transport infrastructure surrounding the development.

1.10 The report also considers a range of measures that will be implemented at the site by the developer.

## 2.0 TRAVEL PLAN POLICY CONTEXT

### What is a Travel Plan?

- 2.1 A travel plan is a general term for a package of measures tailored to the needs of an individual site and aimed at promoting greener, cleaner travel choices and reducing reliance upon the car. It involves the development of a set of mechanisms, initiatives, and targets that together can enable individuals on a site such as this to reduce the impact their travel has upon the local environment.

### National Policy

- 2.1 The NPPF sets out the need a Travel Plan for all developments that generate a significant amount of movement. The NPPF is supported in its aims by both the Guidance on Transport Assessment, and Good Practice Guidelines: Delivering Travel Plans through the Planning Process which are the best practice guides for the production of reports required through the planning system.
- 2.2 The NPPF defines a travel plan as: “A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed”
- 2.3 In its White Paper “A New Deal for Transport”, the Government identified that the responsibility for transport problems and solutions is to be shared between the private and public sectors. It identified the importance that the planning system could play in reducing the need to travel by car (particularly single occupancy journeys) by the careful planning of new developments in a sustainable manner.
- 2.4 The Department for Transport document ‘Making Residential Travel Plans Work: Good Practice Guidelines for New development’, October 2005, provides guidance on producing and developing Travels Plans for new residential development. It sets out that the national sustainability agenda and modernisation of the planning system have reinforced the important and positive role that travel planning, including for residential development, can play in

achieving a wide range of national and local objectives. These include:

- Helping to reduce the need to travel and to cut congestion;
- Supporting mixed community and housing objectives, including development location, density, design and parking;
- Supporting social inclusion objectives, particularly through improvement of accessibility to and from new development; and
- Providing a mechanism through which on-going sustainability appraisal and integration can be built into planning and implementation arrangements.

### **Local Policy**

2.5 The Transport Act 2000 requires all local transport authorities in England, outside London, to prepare Local Transport Plans. The relevant local policy documentation in the context of this Transport Assessment is Blackburn with Darwen Borough Council Local Transport Plan (LTP3).

2.6 The Blackburn with Darwen Borough Council LTP3 transport goals are to:

- Support the economy;
- Tackle climate change;
- Increase safety and security;
- Promote equality and opportunity; and,
- Promote/improve quality of life, health and the natural environment

2.7 The development site is located towards the north-eastern edge of Darwen, some 5.4km south of Blackburn town centre and is close to a range of employment and retail facilities and residential settlements. This TP has been developed for the proposed residential development and includes measures to promote the use of sustainable travel modes as well as reducing the need to travel.

### 3.0 DEVELOPMENT PROPOSALS

#### Site Layout

- 3.1 As described above, the development site is a former paper mill, located off Hollins Grove Street, in the Darwen area of Blackburn with Darwen. The eastern and southern boundaries are bounded by Hollins Grove Street as well as its continuation Lower Eccleshill Road and to the north and west is industrial land. Access is proposed by way of a simple priority controlled junction onto Hollins Grove Street at the same location as the existing site access and 7 properties will have frontage access onto Hollins Grove Street, these are located some 225m south of the proposed site access.

#### Development Proposals

- 3.2 The planning application by Gleeson Homes & Regeneration seeks full planning permission to build 151 houses comprising:

54 no. 2 bedroom houses

89 no 3 bedroom houses

8 no 4 bedroom houses

- 3.3 The proposed site layout has been designed with a main spine road running from the access at the eastern boundary of the site with a hierarchy of roads, including shared surface roads and private drives, branching off it to provide access to properties across the site.
- 3.4 The site layout had been designed to accommodate the necessary refuse and emergency vehicle requirements, and to achieve low vehicle speeds by incorporating elements of shared surfaces, raised tables and appropriate changes in the road alignment. These will assist in providing a safe environment for pedestrians and cyclists within the site, and reflects the importance of accessibility by walking and cycling.
- 3.5 The parking provision for the residential units will be provided in accordance with Authority's Parking Standards, as summarised in the following table 3.1

**Table 3.1: Proposed Car Parking Provision**

		No. Units (151 Total)	Parking Standard
Dwelling	2-bed	54	1 spaces / unit
	3-bed	89	2 spaces / unit
	4-bed	8	2 spaces / unit

- 3.6 It is considered that the proposed level of parking provides an appropriate balance between the need to promote sustainable modes of transport, meeting residents' demands and minimising on-street parking.



## 4.0 ACTIVE TRAVEL

- 4.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 4.2 The site has a good level of accessibility by sustainable modes of transport and as outlined in the Introduction. This TP along with Lancashire's LTP transport strategy policies are anticipated to reduce the overall travel demands of the site, particularly trips by single occupancy vehicles.
- 4.3 Travel by non-car modes will be encouraged at the site and the development proposals include pedestrian and cycle connections to the surrounding facilities.
- 4.4 This section outlines the existing walking; cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.
- 4.5 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking and cycling:  
*"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres"* (Para 74)  
and  
*"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport"* (Para 77)
- 4.6 These potential walking and cycling catchments have been used in the consideration of the accessibility of the site set out below.

**Walking**

- 4.7 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly under two kilometres. **Appendix TP2** shows the 2.0 kilometre walking catchment area from the centre of the site, including the key facilities in the locality such as schools, healthcare facilities and food stores.
- 4.8 Footways will be provided within the site linking to the existing footway on Eastgate. These existing and proposed facilities, will connect the site with the existing public transport facilities, employment and retail facilities in the vicinity and the existing residential settlements.
- 4.9 It is considered that the pedestrian provision within the vicinity of the site is of a good quality and provides a range of opportunities for residents to access nearby facilities on foot.

**Cycling**

- 4.10 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. **Appendix TP3** shows a 5.0 kilometre cycling catchment area from the centre of the site.
- 4.11 It can be seen that, in addition to the employment, shopping and leisure facilities that are accessible on foot, the five-kilometre catchment area also includes Blackburn, within which are a host of facilities, and also the settlements of Hoddlesden, Tockholes and Pickup Bank are also accessible.

### Public Transport

- 4.12 The proposed development site is well located in terms of its proximity to public transport services, including existing bus services which run along Lower Eccleshill Road. Details of the existing provision are set out below.

### Buses

- 4.13 Bus stops can be accessed for services at the stops located on Lower Eccleshill Road, some 130m north of the proposed access to the site as detailed at **Appendix TP4** and Table 4.1 below.

**Table 4.1 – Local Bus Services**

Bus	Route	Frequency			
		Mon – Fri Daytime	Mon – Fri Evening	Sat	Sun
33/33A	Blackburn Bus Station – Royal Blackburn Hospital – Lower Darwen – Chapels Brow – Huddlesden(33A only) – Darwen Bus Station	Every 2 Hours	No Evening Service	No Saturday Service	No Sunday Service

- 4.14 The stops on Lower Eccleshill Road are located c.200 metres from the centre of the site for both northbound and southbound services. These bus stops are served by the 33/33A service which has a service frequency of one per two hours Monday to Friday during the daytime.
- 4.15 It is therefore considered that the site is reasonably well served by existing bus services providing good connections within the local area to Blackburn town centre and elsewhere.

### Rail

- 4.17 Darwen Railway Station is located at Atlas Road some 1.8km walking distance to the south of the site. The station will be accessible to residents through the local bus network, as the 12D service stops outside and private car as a car park is free to use for rail users. Darwen Railway Station provides services between Manchester Victoria and Clitheroe whilst also stopping at stations such as Salford, Bolton, Hall-i-th-Wood, Bromley Cross, Entwistle, Blackburn, Ramsgrave & Wilpshire, Langho and Whalley. Services between Clitheroe and Manchester Victoria run at a frequency of 1 service every 60 minutes.
- 4.19 The existing service frequency and journey times from Darwen Train Station are summarised in Table 4.2 below.

**Table 4.2 – Darwen Railway Station – Destinations and Frequencies**

Destination	Mon – Friday Daytime Frequency	Typical Journey Time
Manchester Victoria	Every 60 minutes	45 minutes
Salford	Every 60 minutes	35 minutes
Bolton	Every 60 minutes	20 minutes
Blackburn	Every 60 minutes	8 minutes

Source: The Northern Rail Website

- 4.20 Overall, it is therefore concluded that there is a range of sustainable transport infrastructure within the vicinity of the proposed development site and that the site can be considered as accessible by a range of modes.

### Local Facilities

- 4.21 The surrounding area has a wide range of services and facilities which can be accessed by future residents of the site. These are shown on Table 4.3 and summarised below. The table includes approximate distances from the development site and includes whether the facilities are accessible by walking, cycling and public transport. The criteria adopted in PPG13 have been used to determine the accessibility by walking (i.e. within 2km) and by cycling (i.e. within 5km) and the facilities are noted as being accessible by public transport if they

are accessible by the bus services outlined in Table 4.1 above.

- Blackburn town centre – has a large range of employment locations including offices, retail, leisure and other jobs, a range of shops, banks, post office, supermarkets, library, pubs, restaurants/cafes, leisure facilities, medical facilities and regular markets;
- Darwen - has a smaller range of shops including newsagents, takeaway food outlets, schools, recreation ground / centres, social centre, medical centre, a smaller supermarket, bingo hall, leisure centre, convenience stores and a post office;
- Employment – there are a number of large employment areas / industrial estates in the local area including Blackburn Interchange Trade Park, off Mary Leaver Way, some 1.6km north of the proposed development. Due to its proximity to the M62 motorway, a number of businesses are located on Lower Eccleshill Road, some 500m north east of the proposed development. Also within the local area is Business First Business Centre, off Roman Road, some 3.6km north east from the centre of the proposed development. Walker Industrial Park, in the settlement of Lower Darwen is some 3.6km north east from the proposed development and Shadsworth Business Park, is located some 4.5km north east of the site off Haslingden Road;
- Education provision - there are several schools local to the site including Darwen St James' C of E Primary Academy located at St James' Crescent, some 1.1km south of the site, St Cuthbert's C of E Primary School located off St Alban's Road, some 1.3km west of the site, Darwen Vale High School located off Blackburn Road, some 2.1km north of the proposed development, and Darwen Aldridge Community Academy some 2.2km south at Sudell Road.
- Health Facilities –these include Darwen Health Centre, located on James Street in Darwen some 1.8km south west of the site, Bateman & Best Dental Practice within 1.1km west the site on Blackburn Road and Lloyds pharmacy on Blackburn Road, some 600m south west of the proposed development;
- Food shopping – these include local convenience shops, a Co-Op food store and a Lidl store, all located along Blackburn Road in Darwen, together with an Asda and a Sainsbury's supermarket also located in the centre of

Darwen, some 2.2km south of the site.;

- Leisure and Recreation – these include the Darwen Leisure Centre, located at The Green, approximately 1.6km south of the proposed development, and AFC Darwen, located off Anchor Road, some 1.4km north of the site. In addition, Darwen has a number of cafes and bars, and a library, and Blackburn F.C is located some 3.1km north of the proposed development.

**Table 4.3: Key Facilities and Services**

Journey Purpose	Destination	Distance from Site	Accessibility	
			Walk (W) (C) Bus	Cycle Train(PT)
Town Centre	Darwen Town Centre	2.1km	W/C/PT	
Employment	Blackburn Interchange Business Park	1.6km	W/C/PT	
	Lower Eccleshill Road	500m	W/C/PT	
	Walker Industrial Estate	3.6km	C/PT	
	Shadsworth Business Park	4.5km	C/PT	
Education	St James' C of E Primary Academy	1.1km	W/C/PT	
	St Cuthbert's C of E Primary School	1.3km	W/C/T	
	Darwen Vale High School	2.1m	W/C/PT	
	Darwen Aldridge College	2.3km	W/C/PT	
Retail	Co-Op	500m	W/C/PT	
	Lidl Supermarket	1.4km	W/C/PT	
	Asda Supermarket	2.1km	W/C/PT	
	Iceland Supermarket	2.1km	W/C/PT	
	Sainsbury's Supermarket	2.2km	W/C/PT	

Health	Darwen Health Centre	1.8km	W/C/PT
	Bateman & Best Dentist Practice	1.1km	W/C/PT
	Lloyds Pharmacy	600m	W/C/PT
Leisure	Darwen Leisure Centre	1.6km	W/C/PT
	AFC Darwen	1.4km	W/C
	Darwen Centre	850m	W/C/PT
	Darwen Library	1.4km	W/C/PT
	Blackburn F.C	3.1km	C/PT

All measurements are approximate walking distances

### Summary

- 4.22 The site is situated in an accessible location, various retail outlets, employment facilities, recreation facilities, health care facilities and schools are within a reasonable walking distance, further employment areas, schools, leisure centre, recreation facilities and the railway station are all located within cycling distance of the site or accessible by regular bus services.
- 4.23 Overall, it is concluded that a range of key facilities and services, including employment, retail, health and education uses, are readily accessible from the site.
- 4.24 It is therefore considered that the location of the site is consistent with national and local policy objectives.

## 5.0 TRAVEL PLAN MEASURES AND IMPLEMENTATION

### Introduction

- 5.1 The key to successful travel planning is to identify the most suitable modes of transport that are realistic and practical for residents of a site such as this to adopt, before making these modes as attractive as possible. There is no single solution to any one person's transport needs. Different people will respond to different measures, whilst some may not react to any. A range of travel plan measures are therefore proposed, which residents can pick and choose from as they consider necessary.
- 5.2 The following section will first discuss travel plan management and coordination before highlighting the range of measures that will be delivered as part of this TP.
- 5.3 The measures proposed below, making up this Travel Plan, are based upon Gleeson Homes experience of delivering residential travel plans at other similar sites. They reflect a range of measures which Gleeson Homes are familiar and comfortable with delivering, that are practical and realistic in a residential context.

### Travel Plan Budget

- 5.4 By submitting this TP, Gleeson Homes, commit themselves to strategically implementing the measures contained within this document, monitoring the progress of the plan, amending it where necessary. To achieve this, necessary resources and funding will be made available to the Travel Plan Coordinator.

### Travel Plan Coordination

- 5.5 The developer is committed to promoting the measures contained within the TP and supporting the broader sustainable travel programme through the provision of a dedicated Travel Plan Coordinator.
- 5.6 It is recognised that an important element of the success of this TP will be the appointment of a Travel Plan Coordinator (TPC)..Interim contact details are



provided below and will be updated once the permanent TPC is appointed.

Gleeson Development Ltd  
Sandringham House  
Little 66  
Bury  
BL9 8RN

- 5.7 The role of the TPC will include (but not be limited to):
- Preparation and distribution of travel information and marketing material, including liaising with the sales office to ensure easy dissemination;
  - Engaging with residents on travel and transport related issues; and
  - Responding to travel issues/questions.

#### Resident Engagement and Information Provision

- 5.8 One of the principal aims of this travel plan is to ensure that the range of sustainable travel options are effectively promoted to all residents, both prior to moving to the site and also following occupation.
- 5.9 Whilst promotion of individual travel modes is set out further on in this section, the following sets out the engagement techniques that will be utilised in delivering this information to residents.

#### Resident Engagement Strategy 1: Promotion of travel options through the application process

- 5.10 One of the best times to influence travel patterns and habits is before they are established. For this reason, it is important that all prospective residents are made aware of the travel options available to them at the point at which they are considering moving to the development.
- 5.11 Staff dealing with residential occupations will therefore be made fully aware of the travel plan and its aims and objectives. Within the site office travel information leaflets (Residential Engagement Strategy 2) will be provided

ensuring information is available on the full range of travel options available at the earliest possible stage.

#### Resident Engagement Strategy 2: Provision of a travel information

- 5.12 A travel guide will be developed for the site, which contains relevant site specific advice and information on the range of sustainable travel options available. This guide will be made available within the sales office for the site, and then provided to all new residents at first occupation alongside their welcome pack.
- 5.13 The information available on each mode will be covered further in this section, however in summary the travel guide will include:
- The range of sustainable travel options available, and the location of the site relative to key local destinations;
  - Links to public transport timetables and route maps for relevant local services;
  - A cycle map illustrating the strong local links; and
  - Links to further useful sources of information and advice on sustainable travel options.

#### Resident Engagement Strategy 3: Annual Residents Newsletter

- 5.14 The Travel Plan Coordinator will send out an annual newsletter to residents detailing any news on travel changes, planned road works, ticket offers and more.

#### Promotion and Support of Sustainable Travel Options

##### **Walking**

- 5.15 Walking contributes towards maintaining fitness levels and research indicates that 30 minutes of brisk walking per day could halve the risk of heart disease. Given the location of the site and the local walking routes available, travelling on foot can provide many residents with a practical way of accessing key local destinations.

##### Walking Strategy 1: Promote and encourage walking through the distribution of promotional material which outlines the benefits

- 5.16 For those who have got out of the habit of walking even half a mile can feel like a real effort to begin with, but once they are doing it regularly it becomes easier and quicker. Marketing walking can foster this virtuous cycle by highlighting benefits to health and wellbeing.
- 5.17 Walking will, therefore, be marketed through the resident engagement techniques outlined previously in this section. In particular, this marketing should include:
- The benefits of walking (health, financial, environmental etc);
  - Promotion of local and national schemes and initiatives;
  - Promotion of local walking routes and the location of key local destinations within a realistic walking distance; and
  - Promotion of links to further sources of advice and information, including the Walkit.com journey planner and local walking maps.

### **Cycling**

- 5.18 Cycling has many benefits in terms of health and fitness, mental wellbeing and reliability. In traffic congestion and over short distances cycling offers competitive journey times with motorised transport. Furthermore, cycling is recognised as having the potential to significantly contribute towards reducing car parking demand and peak hour congestion.

#### **Cycle Strategy 1: Promote and encourage cycling through the distribution of promotional material which outlines its benefits.**

- 5.19 Cycling and its various benefits will be marketed through the resident engagement techniques outlined earlier. In particular, this marketing will include:
- The benefits of cycling (health, financial, environmental etc);
  - Promotion of local and national initiatives, including [www.goskyride.com](http://www.goskyride.com);
  - Links to local cycle maps, and details of key destinations within a realistic cycling distance;
  - The location of local cycle retailers;
  - Details of freely available local cycle training and
  - Promotion of links to further sources of advice and information

### Cycling Strategy 2: Provision of Cycle Parking Facilities

- 5.20 The layout of the development will take into consideration the specific needs of cyclists. Cycle parking provision will be provided prior to occupations of individual units.

### Public Transport

- 5.21 The public transport opportunities afforded by the location of the development site have been outlined earlier within this document, with a range of choices available to residents.
- 5.22 People are, however, often unaware of their public transport options and by simply providing travel information a significant increase in public transport use can be achieved. This is even more critical where the residents of a new development are potentially unaware of the local geography and the public transport network in general.
- 5.23 With this in mind, all residents will be provided with a range of information on the public transport opportunities. Furthermore, with a range of user friendly initiatives now available to people, such as Google and Traveline, journey planning is very easy and convenient and will be promoted to all residents.

### Public Transport Strategy 1: Public Transport will be marketed as a sustainable and practical method of transport

- 5.24 Travel by public transport will be marketed through the resident engagement techniques identified in earlier in this section with relevant information provided on the options available. In particular, the following information will be distributed:
- Links to bus timetables for relevant local services;
  - Details on the location of local public transport facilities;
  - Promotion of links to further sources of advice and information, including:
    - Bus information, maps and journey planners on the Traveline North West website [www.traveline-northwest.co.uk/](http://www.traveline-northwest.co.uk/)

- A free journey planner at [www.traveline.info/](http://www.traveline.info/)
- bus and train options in Lancashire Call Traveline on 0871 200 2233
- Lancashire Travel Information Centres.

### **Sustainable Car Use**

- 5.25 It is unrealistic to expect that all journeys will, or even could, be undertaken by sustainable modes of transport. Sometimes the only option available to a resident is to travel by car and in such instances the aim of the travel plan should be to identify ways in which travel by car can be achieved in a more sustainable way.

#### **Sustainable Car Use Strategy 1: Promote Car Sharing**

- 5.26 Darwen benefits from the Lift Share car sharing network - [www.liftshare.com/uk/journeys/from/blackburn-with-darwen-uk](http://www.liftshare.com/uk/journeys/from/blackburn-with-darwen-uk)
- 5.27 Residents would not need to own a car to take part in the car share scheme as you can offer a lift, request a lift or take turns driving. In order to encourage car sharing, the scheme and the benefits of car sharing will be promoted via the resident engagement techniques outlined previously.

#### **Sustainable Car Use Strategy 2: Promote Electric Car Charging Points**

- 5.28 Residents will be made aware of the benefits of electric vehicles, together with locations of charging points, via the aforementioned media channels. Locations of all local charging points can be found at:  
<http://www.nextgreencar.com/electric-cars/charging-points.php>

## 6.0 TRAFFIC GENERATION, TRAVEL PLAN TARGETS AND MONITORING

### Introduction

- 6.1 When delivering a travel plan it is important to monitor its progress and success. One easy way of understanding the impact of the TP is to consider the modal split of trips being made from the site. For this reason a monitoring strategy has been set out below which details how the success of the travel plan will be recorded and reported to the LHA.

### Travel Plan Targets

- 6.2 Targets are essential to ensure everyone involved in the travel plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of 'aim-type' targets and 'action-type' targets:

- **Specific;**
- **Measurable;**
- **Achievable;**
- **Realistic;**
- **Time-bound**

### Action-type Targets

- 6.3 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.
- 6.4 The action-type targets specific to this travel plan can be found in Section 5, where specific measures for delivery have been identified. **Appendix TP6** provides an action plan detailing roles, responsibilities and timescales for delivery.

### Aim-type Targets

- 6.5 Aim-type targets are quantifiable targets against which the effectiveness of the travel plan in achieving its stated aims and objectives can be measured. In order

to set aim-type targets it is first necessary to have a 'base point' modal split against which progress can be assessed.

### Initial Mode Splits

- 6.6 As noted in the accompanying Transport Assessment, the trip generation and modal split of the proposed development has been determined using the Trip Rate Information Computer System (TRICS) database.
- 6.7 Under the 'Houses Privately Owned' category, all the multimodal sites, excluding 'Ireland' and 'central London' have been interrogated to establish average 'Person Trip Rates' and "Modal Splits" for residential development, and these are summarised in tables 6.1 and 6.2 below

**Table 6.1 Residential Average Person Trip Rate**

Land Use	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Residential	.204	.582	0.768	.478	..290	0.768

**Table 6.2 Existing Residential Modal Splits**

Mode of Travel	Modal Splits
Foot	15%
Cycle	1%
Bus	7%
Train	1%
Car Driver	66%
Car Passenger	9%
Motorcycle	1%

### Initial Targets and Action Plan

- 6.8 From this initial data, a 10% reduction target in single occupancy car trips is considered reasonable over the five year TP monitoring period. This information can be compared with actual travel mode survey information for the proposed development, when the baseline travel surveys are undertaken at the site, when 50% of the residential dwellings are occupied.

- 6.9 This target has been applied to the base-line modal splits and resultant trips by all modes and the target modal splits along with the resultant trips are shown tabulated below in Table 6.3.

**Table 6.3 Proposed Residential Modal Splits**

Mode of Travel	Existing	Proposed	Difference
Foot	15%	17%	2%
Cycle	1%	2%	1%
Bus	7%	9%	2%
Train	1%	1%	0%
Car Driver	66%	59%	-7%
Car Passenger	9%	11%	2%
Motorcycle	1%	1%	0%

#### Travel Plan Monitoring

##### Monitoring and Review Strategy 1: Baseline Travel Survey & Monitoring Report

- 6.10 Within 12 months of first occupation of the development, it is intended to validate the baseline situation (and thus the appropriateness of the targets) via a residents' travel survey. This will be administered online and will seek to determine the mode split of journeys generated by the development (for commuting purposes) as well as gaining feedback on residents' perceptions of the travel options available in the vicinity of the site and the promotional materials received as part of the home buying process (i.e. the Travel Guide).
- 6.11 The results of the baseline survey will be presented in a short report for submission to the Local Authority within 1 month of the survey period closing. Should the survey results indicate a significant difference in the actual baseline, as compared with the above data then it may be appropriate to agree revisions to the target with Authority at that stage.

##### Monitoring and Review Strategy 2: Annual Residents' Surveys and Reporting

- 6.12 On the anniversary of the baseline survey and every 12 months thereafter until full occupation, a follow-up residents survey will be undertaken. This will follow



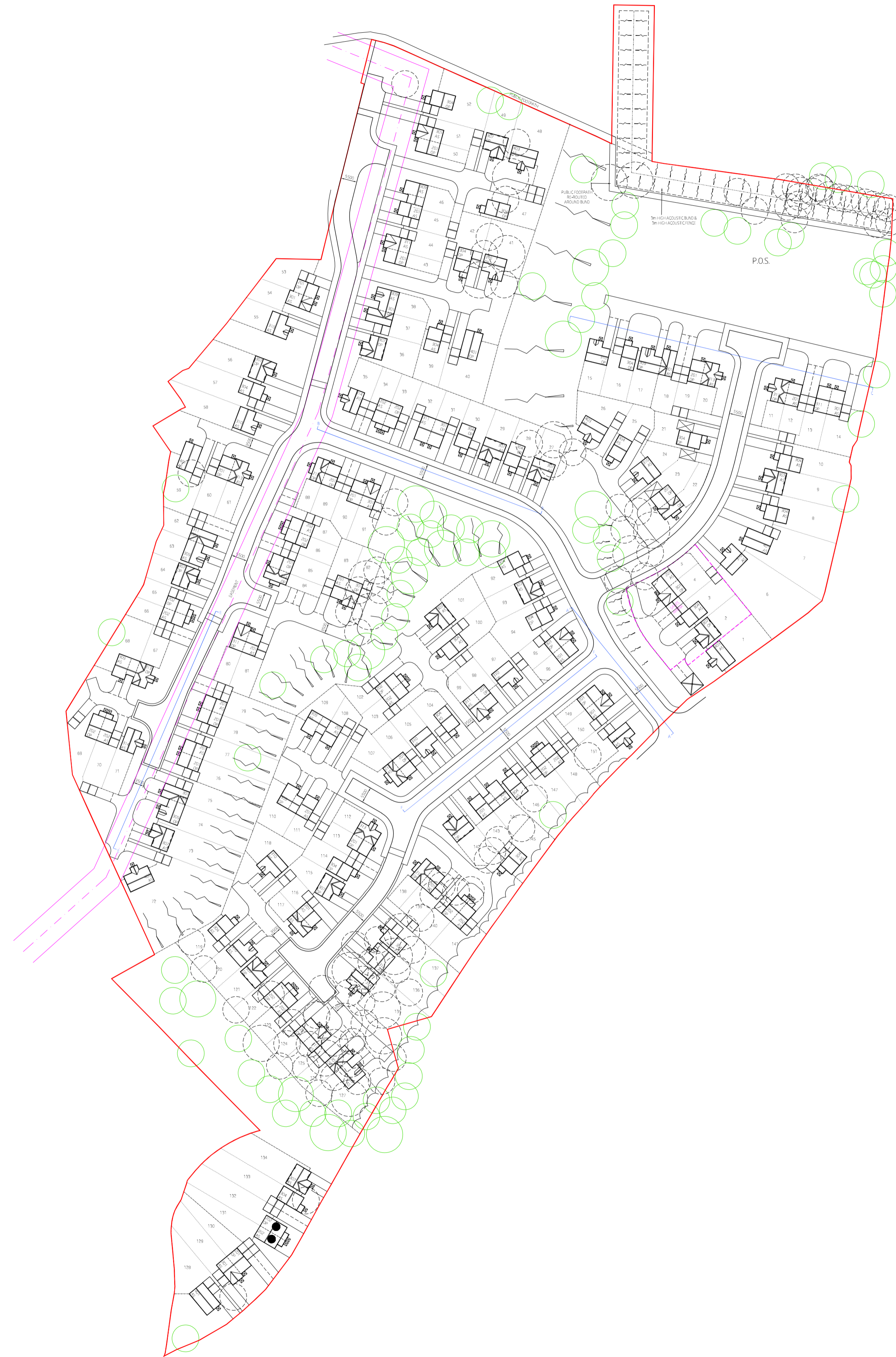
the same format as the baseline survey, such that comparisons can be made over time.

- 6.13 The results of the annual surveys will be presented in an annual Monitoring Report for submission to the Local Authority; this will review progress towards the mode share target, provide an update as to actions that have been implemented and identify actions to be undertaken in the forthcoming year (by way of an updated action plan).

# **Appendix TP 1**

**Schedule of Accommodation**  
To be read in conjunction with drawing no. 2895-0-001-C

Housetype	No. of Beds	Type	No. of Units	Percentage
201	2 Bedrooms	Semi-detached	30	19.87
202	2 Bedrooms	Semi-detached	18	11.92
212	2 Bedrooms	Semi-detached	6	3.97
301	3 Bedrooms	Semi-detached	14	9.27
311	3 Bedrooms	Semi-detached	7	4.64
309	3 Bedrooms	Semi-detached	10	6.62
313	3 Bedrooms	Semi-detached	5	3.31
304	3 Bedrooms	Detached	23	15.23
307	3 Bedrooms	Detached	15	9.93
310	3 Bedrooms	Detached	11	7.28
314	3 Bedrooms	Detached	4	2.65
401	4 Bedrooms	Detached	4	2.65
403	4 Bedrooms	Detached	4	2.65
<b>Totals</b>			<b>151</b>	<b>100.00</b>

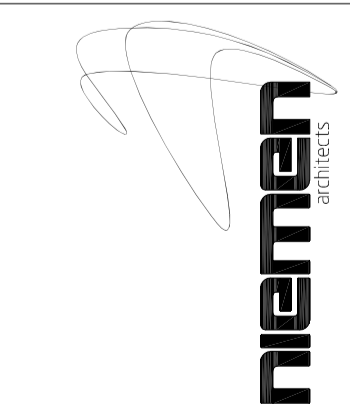


**LEGEND:**

- 1.8M (6) TIMBER FENCE
- POST & WIRE FENCE
- 3M (6) ACOUSTIC FENCE
- DRIVE DETAIL
- PROPOSED TREES
- EXISTING TREES TO BE REMOVED/PRUNED
- EXISTING TREES TO BE RETAINED
- DENOTES FUTURE GARAGE

revision	date	content	initials
H	24.07.17	LAYOUT UPDATED FOLLOWING CLIENTS COMMENTS. SCHEDULE OF ACCOMMODATION UPDATED.	LD
G	06.06.17	RED LINE EXTENDED TO INCLUDE ACOUSTIC FEATURE TO NORTH OF SITE.	JB
F	31.05.17	ACOUSTIC BUND & FENCE EXTENDED AND PUBLIC FOOTPATH RE-ROUTED.	JB
E	30.05.17	ACOUSTIC BUND & FENCE ADDED TO NORTH EAST BOUNDARY.	JB
D	26.05.17	STREET SCENE INDICATORS ADDED. PLOTS 13, 14, 31 & 32 HANDED.	JB
C	18.05.17	PLOTS 21, 22, 23, 24, 27, 28, 92, 93, 94, 108 & 109 AMENDED. SCHEDULE OF ACCOMMODATION UPDATED.	JB
B	12.05.17	SITE LAYOUT RE-DRAWN. SCHEDULE OF ACCOMMODATION UPDATED.	JB
A	14.12.16	VEHICLE TRACKING AND VISIBILITY SPLAYS ADDED.	JB

project PROPOSED RESIDENTIAL HOLLINS PAPER MILL HOLLINS GROVE STREET, DARWEN		
client GLEESON HOMES		
title PROPOSED SITE LAYOUT		
date 28.11.16	scale 1:1000 @A1	drawn JB
drawing number 2895-0-001 H	checked	

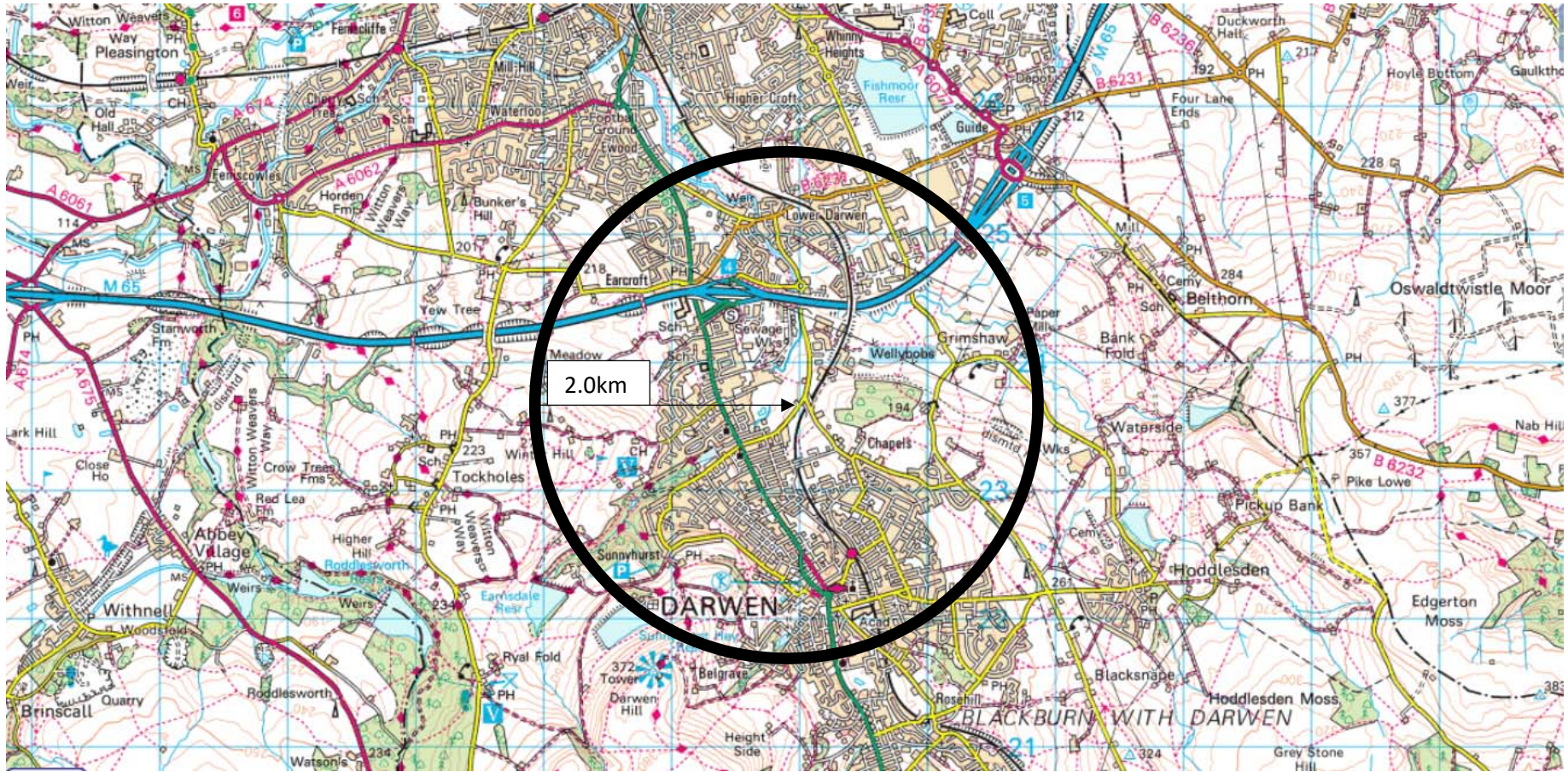


Niemen Architects  
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[www.niemen.co.uk](http://www.niemen.co.uk)

**SKETCH**  
 subject to structural review  
 subject to accurate measured survey

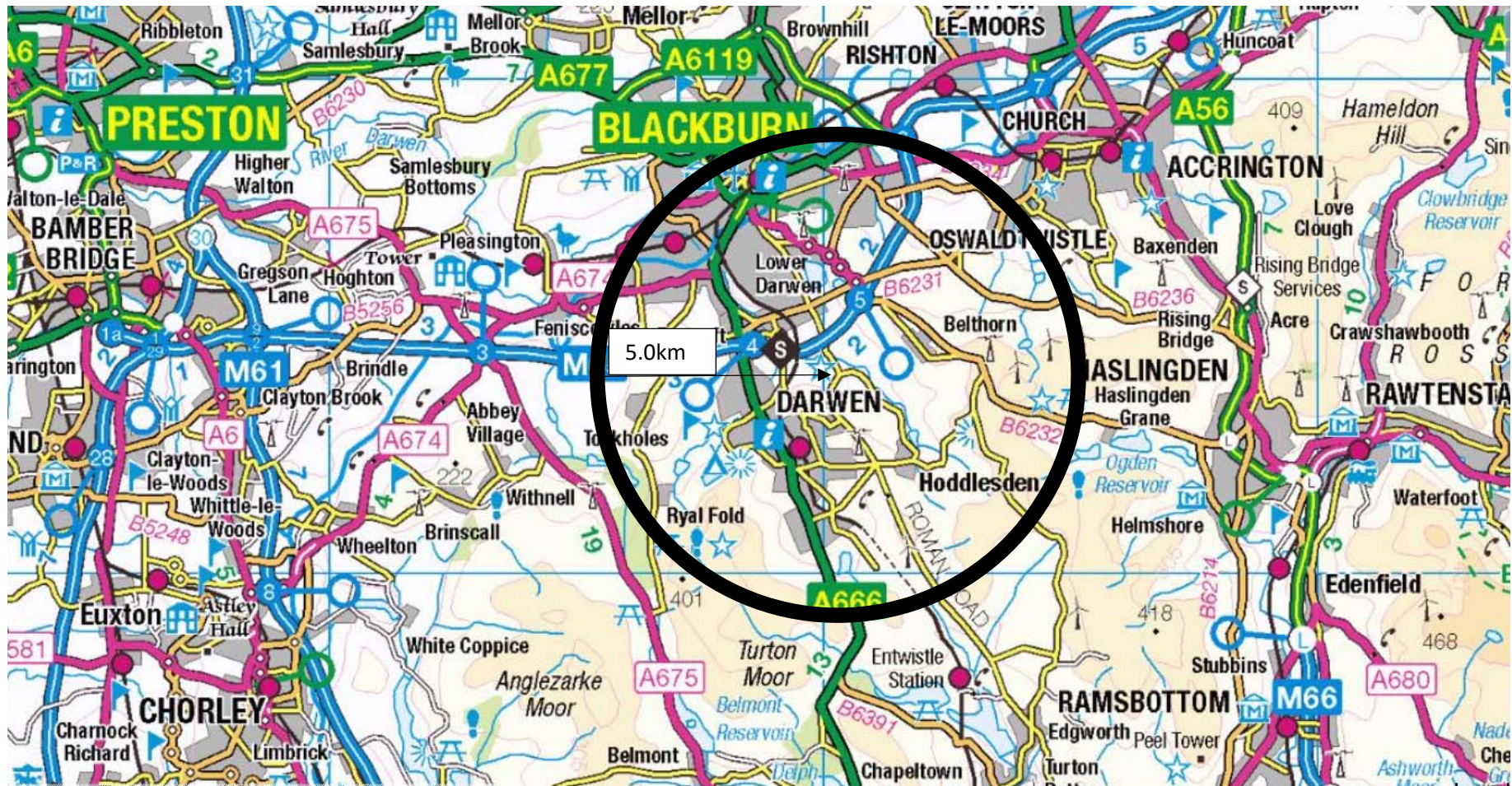
# **Appendix TP 2**

2 Kilometre Walking Accessibility Plan



# **Appendix TP 3**

5 Kilometre Cycling Accessibility Plan



# **Appendix TP 4**



# Royal Blackburn Hospital

# Bus Times

effective 21<sup>st</sup> May 2017

Leaflet  
TT03  
v3

- 12A/12C..... Higher Croft Circular  
22..... Clitheroe - Blackburn - Shadsworth  
33..... Blackburn - Lower Darwen - Darwen  
244..... Blackburn - Hospital - Rawtenstall  
HS1. Hospital Shuttle Bus - Burnley General - RBH



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# Shuttle Bus Service



Timetable valid from July 2015 until further notice

Free transport services between the Royal Blackburn Hospital (RBH), Burnley General Hospital (BGH) and Pendle Community Hospital (PCH) **for staff, patients and visitors.**

Monday—Friday Service	
Royal Blackburn Hospital	Burnley General Hospital
Departure Time	Departure Time
06:15	06:15
06:45	06:45
07:15	07:15
07:45	07:45
08:30	08:30
09:15	09:15
10:15	10:15
11:30	11:30
12:15	12:15
13:00 via PCH	13:00
13:45	13:45
14:30	14:30
15:15	15:15
15:45	
16:15	16:00 Via PCH
16:30	16:30
16:45	
17:15	17:00
17:45	17:30
18:15	18:00
18:45	18:30
19:15	19:00
19:45	19:45
20:15	20:15
20:45	20:45
21:30	21:30

The service will be monitored regularly and will continue to be provided whilst demand requires. The shuttle buses pick up and drop off seven days per week from:

Pickup / drop off point **Bus Shelter Stand A.** at the Main Hospital Entrance at the **Royal Blackburn Hospital (RBH)**

In front of the **Main Entrance (Phase 5) at Burnley General Hospital (BGH)** For Hospital areas 5 - 9 this includes Lancashire Womens & Newborn Unit and Urgent Care Centre

From the **Prairie Playing Fields** (junction of Windermere Avenue and Colne Road, Burnley - the bus stop on Colne Road)

**Casterton Avenue** outside Burnley General Hospital for Hospital areas 1 - 4.

For **Pendle Community Hospital** see timetable  
For further details telephone  
**01254 732087 or 01282 804567**

The shuttle bus will drive into the DW car park in Blackburn each morning, until 09:20, to pick up staff holding permits to park on this site.

Saturday - Sunday / Bank Holiday Service	
Royal Blackburn Hospital	Burnley General Hospital
Departure Time	Departure Time
06:15	06:15
06:50	06:50
07:25	07:25
08:15	08:15
09:00	09:00
10:15	10:15
11:15	11:15
12:15	12:15
13:00 Via PCH	13:00
13:45	13:45
14:30	14:30
15:15	15:15
15:45	15:45
16:15	16:15 Via PCH
17:15	17:15
18:15	18:15
19:15	19:15
20:15	20:15
20:45	20:45
21:30	21:30

## Highercroft Circular via Old Infirmary - RBH - Grimshaw Park

12A

Monday to Saturday (Ex Bank Holidays)

Operator Code:	BPH	BPH	BPH	BPH
<b>Blackburn Bus Station [4]</b>	0705	0930	1330	1530
<b>Blackburn Interchange [2]</b>	0705	0930	1330	1530
<b>Old Royal Infirmary</b>	0712	0937	1337	1537
<b>Manxman Road</b>	0715	0940	1340	1540
<b>Community Centre</b>	0720	0945	1345	1545
<b>Royal Blackburn Hospital [B]</b>	0728	0953	1353	1553
<b>Blackburn Bus Station</b>	0745	1010	1410	1610

BPH - Blackburn Private Hire

# Highercroft Circular

via Grimshaw Park - RBH - Old Infirmary

12C

## Monday to Saturday (Ex Bank Holidays)

<i>Operator Code:</i>	<i>BPH</i>	<i>BPH</i>	<i>BPH</i>	<i>BPH</i>
<b>Blackburn Bus Station [4]</b>	0845	1030	1230	1630
<b>Blackburn Interchange [2]</b>	0845	1030	1230	1630
<b>Royal Blackburn Hospital [A]</b>	0852	1037	1237	1637
<b>Community Centre</b>	0900	1045	1245	1645
<b>Old Royal Infirmary</b>	0908	1053	1253	1653
<b>Blackburn Interchange</b>	0918	1103	1303	1703
<b>Blackburn Bus Station</b>	0925	1110	1310	1710

*BPH - Blackburn Private Hire*

# Darwen

via RBH - Blackamoor - Lower Darwen - Chapels - Hoddlesden - Marsh House

33

## Monday to Friday (Ex Bank Holidays)

<i>Operator Code:</i>	<i>MOV</i>	<i>MOV</i>	<i>MOV</i>	<i>MOV</i>	<i>MOV</i>	<i>MOV</i>
<b>Blackburn Bus Station [2]</b>	0710	0910	1110	1310	1510	1710
<b>Royal Blackburn Hospital [A]</b>	0721	0921	1121	1321	1521	1721
<b>Community Centre</b>	0726	0926	1126	1326	1526	1726
<b>Lower Darwen</b>	0731	0931	1131	1331	1531	1731
<b>Chapels Brow</b>	0736	0936	1136	1336	1536	1736
<b>Ranken Arms</b>	0744	0944	1144	1344	1544	1744
<b>Darwen Bus Station</b>	0750	0950	1150	1350	1550	1750

# Blackburn

via Marsh House - Hoddlesden - Chapels - Lower Darwen - RBH

33

## Monday to Friday (Ex Bank Holidays)

<i>Operator Code:</i>	<i>MOV</i>	<i>MOV</i>	<i>MOV</i>	<i>MOV</i>	<i>MOV</i>
<b>Darwen Bus Station [2]</b>	0810	1010	1210	1410	1610
<b>Ranken Arms</b>	0819	1019	1219	1419	1619
<b>Chapels Brow</b>	0824	1024	1224	1424	1624
<b>Lower Darwen</b>	0829	1029	1229	1429	1629
<b>Newfield Drive</b>	0834	1034	1234	1434	1634
<b>Royal Blackburn Hospital [B]</b>	0839	1039	1239	1439	1639
<b>Blackburn Bus Station</b>	0850	1050	1250	1450	1650

*MOV - Moving People*

**Monday to Friday**

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Clitheroe, Interchange [6]</b>	--	0605	0635	0655	0715	0735	0755	--	0825
<b>Whalley, Stand A [A]</b>	--	0618	0648	0709	0729	0749	0809	--	0839
<b>Langho, opp Northcote Rd</b>	--	0625	0655	0716	0736	0756	0816	--	0846
<b>Emerald St, Roe Lee Park</b>	--	0637	0707	0728	0750	0812	0832	--	0858
<b>Blackburn Bus Station (arr)</b>	--	0650	0720	0741	0805	0827	0847	--	0912
<b>Blackburn Bus Station [3] (dep)</b>	0630	0700	0730	0750	--	0835	--	0905	--
<b>Royal Blackburn Hospital [A]</b>	0640	0712	0742	0802	--	0847	--	0917	--
<b>Shadsworth, Fecitt Brow</b>	0644	0716	0746	0806	--	0851	--	0921	--

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Clitheroe, Interchange [6]</b>	--	0853	0913	0943	1013	1043	1113	1143	1213
<b>Whalley, Stand A [A]</b>	--	0907	0927	0957	1027	1057	1127	1157	1227
<b>Langho, opp Northcote Rd</b>	--	0914	0934	1004	1034	1104	1134	1204	1234
<b>Emerald St, Roe Lee Park</b>	--	0926	0946	1016	1046	1116	1146	1216	1246
<b>Blackburn Bus Station (arr)</b>	--	0940	1000	1030	1100	1130	1200	1230	1300
<b>Blackburn Bus Station [3] (dep)</b>	0935	--	1005	1035	1105	1135	1205	1235	1305
<b>Royal Blackburn Hospital [A]</b>	0947	--	1017	1047	1117	1147	1217	1247	1317
<b>Shadsworth, Fecitt Brow</b>	0951	--	1021	1051	1121	1151	1221	1251	1321

Notes:

CNW CW

Notes:

NSch

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Clitheroe, Interchange [6]</b>	1243	1313	1343	1413	--	1453	1453	1443	--
<b>Clitheroe, Royal Grammar Sch, Chatburn Rd</b>					--			1455	--
<b>Whalley, Stand A [A]</b>	1257	1327	1357	1427	--	1507	1507	1512	--
<b>Langho, opp Northcote Rd</b>	1304	1334	1404	1434	--	1514	1514	1519	--
<b>Emerald St, Roe Lee Park</b>	1316	1346	1416	1446	--	1526	1526	1531	--
<b>Blackburn Bus Station (arr)</b>	1330	1400	1430	1500	--	1540	1540	1545	--
<b>Blackburn Bus Station [3] (dep)</b>	1335	1405	1435	1505	1530	1550	1550	1550	1610
<b>Royal Blackburn Hospital [A]</b>	1347	1418	1448	1518	1543	1603	1603	1603	1623
<b>Shadsworth, Fecitt Brow</b>	1351	1422	1452	1522	1547	1607	1607	1607	1627

## 22: Clitheroe - Shadsworth (Mon - Fri continued)

Notes:			CW		CNW					
Notes:			NSch							
Operator Code:	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL
<b>Clitheroe, Interchange [6]</b>	1523	--	1553	1553	1543	1618	1648	1713	1733	
<b>Clitheroe, Royal Grammar Sch, Chatburn Rd</b>		--			1555					
<b>Whalley, Stand A [A]</b>	1539	--	1609	1609	1612	1632	1702	1727	1747	
<b>Langho, opp Northcote Rd</b>	1546	--	1616	1616	1619	1639	1709	1734	1754	
<b>Emerald St, Roe Lee Park</b>	1558	--	1628	1628	1631	1651	1721	1746	1806	
<b>Blackburn Bus Station (arr)</b>	1612	--	1642	1642	1645	1705	1735	1800	1817	
<b>Blackburn Bus Station [3] (dep)</b>	--	1630	1650	1650	1650	1715	1740	1810	--	
<b>Royal Blackburn Hospital [A]</b>	--	1643	1703	1703	1703	1728	1753	1822	--	
<b>Shadsworth, Fecitt Brow</b>	--	1647	1707	1707	1707	1732	1757	1826	--	

Operator Code:	LUL	LUL	LUL	LUL	LUL
<b>Clitheroe, Interchange [6]</b>	1753	1813	1833	1853	1923
<b>Whalley, Stand A [A]</b>	1807	1826	1846	1906	1936
<b>Langho, opp Northcote Rd</b>	1814	1832	1851	1911	1941
<b>Emerald St, Roe Lee Park</b>	1826	1844	1900	1920	1950
<b>Blackburn Bus Station (arr)</b>	1837	1855	1909	1929	1959
<b>Blackburn Bus Station [3] (dep)</b>	--	1905	--	--	2005
<b>Royal Blackburn Hospital [A]</b>	--	1913	--	--	2013
<b>Shadsworth, Fecitt Brow</b>	--	1916	--	--	2016

NSch - School Holidays

CNW - Schooldays Only, Not Wednesdays

CW - Schoolday Wednesdays Only

LUL - Lancashire United Ltd

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# Shadsworth - Clitheroe

via Hospital - Blackburn - Wilpshire - Langho - Whalley

22

## Monday to Friday

Notes:

						Sch	NSch		
Operator Code:	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL
Shadsworth, Fecitt Brow	--	--	0615	0645	--	0717	0717	0747	0807
Royal Blackburn Hospital [B]	--	--	0625	0655	--	0728	0728	0758	0818
Blackburn Bus Station (arr)	--	--	0636	0706	--	0742	0742	0814	0834
Blackburn Bus Station [10] (dep)	0545	0615	0645	0710	0735	0745	0745	0820	--
Emerald St, Roe Lee Park	0553	0623	0653	0718	0745	0755	0755	0830	--
Langho, Spring Mill	0601	0631	0704	0729	0757	0807	0807	0842	--
Whalley, Stand D [D]	0608	0638	0713	0738	0806	0816	0816	0851	--
Clitheroe, Interchange	0620	0650	0725	0750	0820	0830	0830	0903	--
Clitheroe, Well Terrace [B]	--	--	--	--	--	0831	--	--	--
Clitheroe, Royal Grammar School	--	--	--	--	--	0836	--	--	--

Operator Code:	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL
Shadsworth, Fecitt Brow	--	0827	0852	0922	0952	1022	1052	1122	1152
Royal Blackburn Hospital [B]	--	0838	0903	0933	1003	1033	1103	1133	1203
Blackburn Bus Station (arr)	--	0854	0917	0947	1017	1047	1117	1147	1217
Blackburn Bus Station [10] (dep)	0855	--	0925	0955	1025	1055	1125	1155	1225
Emerald St, Roe Lee Park	0905	--	0935	1005	1035	1105	1135	1205	1235
Langho, Spring Mill	0917	--	0947	1017	1047	1117	1147	1217	1247
Whalley, Stand D [D]	0926	--	0956	1026	1056	1126	1156	1226	1256
Clitheroe, Interchange	0938	--	1008	1038	1108	1138	1208	1238	1308

Operator Code:	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL
Shadsworth, Fecitt Brow	1222	1252	1322	1352	1423	--	1453	1523	1548
Royal Blackburn Hospital [B]	1233	1303	1333	1403	1435	--	1505	1535	1600
Blackburn Bus Station (arr)	1247	1317	1347	1417	1450	--	1520	1550	1615
Blackburn Bus Station [10] (dep)	1255	1325	1355	1425	--	1455	1525	1555	1620
Emerald St, Roe Lee Park	1305	1335	1405	1435	--	1505	1537	1607	1632
Langho, Spring Mill	1317	1347	1417	1447	--	1517	1550	1620	1645
Whalley, Stand D [D]	1326	1356	1426	1456	--	1526	1559	1629	1654
Clitheroe, Interchange	1338	1408	1438	1508	--	1538	1611	1641	1706

Operator Code:	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL	LUL
Shadsworth, Fecitt Brow	1608	1628	1648	1708	1733	1758	--	1827	1917
Royal Blackburn Hospital [B]	1620	1640	1700	1720	1745	1809	--	1835	1925
Blackburn Bus Station (arr)	1635	1655	1715	1735	1800	1822	--	1845	1935
Blackburn Bus Station [10] (dep)	1640	1700	1720	1740	1810	--	1840	--	--
Emerald St, Roe Lee Park	1652	1712	1732	1752	1818	--	1848	--	--
Langho, Spring Mill	1705	1725	1745	1805	1828	--	1858	--	--
Whalley, Stand D [D]	1714	1734	1754	1814	1837	--	1907	--	--
Clitheroe, Interchange	1726	1746	1806	1826	1849	--	1919	--	--

## 22: Shadsworth - Clitheroe (Mon - Fri continued)

<i>Operator Code:</i>	<i>LUI</i>
<b>Shadsworth, Fecitt Brow</b>	2017
<b>Royal Blackburn Hospital [B]</b>	2025
<b>Blackburn Bus Station (arr)</b>	2035

*Sch - Schooldays Only*  
*NSch - School Holidays*  
*LUL - Lancashire United Ltd*  
*SCH - Schooldays Only*

## Clitheroe - Shadsworth via Whalley - Langho - Wilpshire - Blackburn - Hospital

22

### Saturday

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Clitheroe, Interchange [6]</b>	--	--	0713	0743	0813	0843	0913	0943	1013
<b>Whalley, Stand A [A]</b>	--	0657	0727	0757	0827	0857	0927	0957	1027
<b>Langho, opp Northcote Rd</b>	--	0704	0734	0804	0834	0904	0934	1004	1034
<b>Emerald St, Roe Lee Park</b>	--	0716	0746	0816	0846	0916	0946	1016	1046
<b>Blackburn Bus Station (arr)</b>	--	0728	0800	0830	0900	0930	1000	1030	1100
<b>Blackburn, Bus Station [3] (dep)</b>	0635	0735	0805	0835	0905	0935	1005	1035	1105
<b>Royal Blackburn Hospital [A]</b>	0647	0747	0817	0847	0917	0947	1017	1047	1117
<b>Shadsworth, Fecitt Brow</b>	0651	0751	0821	0851	0921	0951	1021	1051	1121

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Clitheroe, Interchange [6]</b>	1043	1113	1143	1213	1243	1313	1343	1413	1443
<b>Whalley, Stand A [A]</b>	1057	1127	1157	1227	1257	1327	1357	1427	1457
<b>Langho, opp Northcote Rd</b>	1104	1134	1204	1234	1304	1334	1404	1434	1504
<b>Emerald St, Roe Lee Park</b>	1116	1146	1216	1246	1316	1346	1416	1446	1516
<b>Blackburn Bus Station (arr)</b>	1130	1200	1230	1300	1330	1400	1430	1500	1530
<b>Blackburn, Bus Station [3] (dep)</b>	1135	1205	1235	1305	1335	1405	1435	1505	1535
<b>Royal Blackburn Hospital [A]</b>	1147	1217	1247	1317	1347	1417	1447	1517	1547
<b>Shadsworth, Fecitt Brow</b>	1151	1221	1251	1321	1351	1421	1451	1521	1551

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Clitheroe, Interchange [6]</b>	1513	1543	1613	1643	1713	1743	1813	1843	1923
<b>Whalley, Stand A [A]</b>	1527	1557	1627	1657	1727	1756	1826	1856	1936
<b>Langho, opp Northcote Rd</b>	1534	1604	1634	1704	1734	1802	1832	1901	1941
<b>Emerald St, Roe Lee Park</b>	1546	1616	1646	1716	1746	1814	1844	1910	1950
<b>Blackburn Bus Station (arr)</b>	1600	1630	1700	1730	1800	1825	1855	1919	1959
<b>Blackburn, Bus Station [3] (dep)</b>	1605	1635	1705	1735	1805	--	1905	--	2005
<b>Royal Blackburn Hospital [A]</b>	1617	1647	1717	1747	1817	--	1913	--	2013
<b>Shadsworth, Fecitt Brow</b>	1621	1651	1721	1751	1821	--	1916	--	2016

# Shadsworth - Clitheroe

via Hospital - Blackburn - Wilpshire - Langho - Whalley

22

## Saturday

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Shadsworth, Fecitt Brow</b>	--	0628	0652	0722	0752	0822	0852	0922	0952
<b>Royal Blackburn Hospital [B]</b>	--	0638	0703	0733	0803	0833	0903	0933	1003
<b>Blackburn, Bus Station (arr)</b>	--	0649	0717	0747	0817	0847	0917	0947	1017
<b>Blackburn Bus Station [10] (dep)</b>	0625	0655	0725	0755	0825	0855	0925	0955	1025
<b>Emerald St, Roe Lee Park</b>	0633	0703	0733	0805	0835	0905	0935	1005	1035
<b>Langho, Spring Mill</b>	0644	0714	0744	0817	0847	0917	0947	1017	1047
<b>Whalley, Stand D [D]</b>	0653	0723	0753	0826	0856	0926	0956	1026	1056
<b>Clitheroe, Interchange</b>	0705	0735	0805	0838	0908	0938	1008	1038	1108

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Shadsworth, Fecitt Brow</b>	1022	1052	1122	1152	1222	1252	1322	1352	1422
<b>Royal Blackburn Hospital [B]</b>	1033	1103	1133	1203	1233	1303	1333	1403	1433
<b>Blackburn, Bus Station (arr)</b>	1047	1117	1147	1217	1247	1317	1347	1417	1447
<b>Blackburn Bus Station [10] (dep)</b>	1055	1125	1155	1225	1255	1325	1355	1425	1455
<b>Emerald St, Roe Lee Park</b>	1105	1135	1205	1235	1305	1335	1405	1435	1505
<b>Langho, Spring Mill</b>	1117	1147	1217	1247	1317	1347	1417	1447	1517
<b>Whalley, Stand D [D]</b>	1126	1156	1226	1256	1326	1356	1426	1456	1526
<b>Clitheroe, Interchange</b>	1138	1208	1238	1308	1338	1408	1438	1508	1538

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Shadsworth, Fecitt Brow</b>	1452	1522	1552	1622	1652	1722	1752	--	1822
<b>Royal Blackburn Hospital [B]</b>	1503	1533	1603	1633	1703	1733	1803	--	1830
<b>Blackburn, Bus Station (arr)</b>	1517	1547	1617	1647	1717	1747	1817	--	1840
<b>Blackburn Bus Station [10] (dep)</b>	1525	1555	1625	1655	1725	1755	--	1840	--
<b>Emerald St, Roe Lee Park</b>	1535	1605	1635	1705	1735	1803	--	1848	--
<b>Langho, Spring Mill</b>	1547	1617	1647	1717	1747	1813	--	1858	--
<b>Whalley, Stand D [D]</b>	1556	1626	1656	1726	1756	1822	--	1907	--
<b>Clitheroe, Interchange</b>	1608	1638	1708	1738	1808	1834	--	1919	--

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>
<b>Shadsworth, Fecitt Brow</b>	1917	2017
<b>Royal Blackburn Hospital [B]</b>	1925	2025
<b>Blackburn, Bus Station (arr)</b>	1935	2035

LUL - Lancashire United Ltd



# Clitheroe - Shadsworth

via Whalley - Langho - Wilpshire - Blackburn - Hospital

22

## Sunday

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Clitheroe, Interchange [6]</b>	0918	--	1018	--	1118	--	1218	--	1318
<b>Whalley, Stand A [A]</b>	0932	--	1032	--	1132	--	1232	--	1332
<b>Langho, opp Northcote Rd</b>	0938	--	1038	--	1138	--	1238	--	1338
<b>Emerald St, Roe Lee Park</b>	0950	--	1050	--	1150	--	1250	--	1350
<b>Blackburn Bus Station (arr)</b>	1002	--	1102	--	1202	--	1302	--	1402
<b>Blackburn, Bus Station [3] (dep)</b>	--	1010	--	1110	--	1210	--	1310	--
<b>Royal Blackburn Hospital [A]</b>	--	1020	--	1120	--	1220	--	1320	--
<b>Shadsworth, Fecitt Brow</b>	--	1024	--	1124	--	1224	--	1324	--

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Clitheroe, Interchange [6]</b>	--	1418	--	1518	--	1618	1718
<b>Whalley, Stand A [A]</b>	--	1432	--	1532	--	1632	1732
<b>Langho, opp Northcote Rd</b>	--	1438	--	1538	--	1638	1738
<b>Emerald St, Roe Lee Park</b>	--	1450	--	1550	--	1650	1750
<b>Blackburn Bus Station (arr)</b>	--	1502	--	1602	--	1702	1802
<b>Blackburn, Bus Station [3] (dep)</b>	1410	--	1510	--	1610	--	--
<b>Royal Blackburn Hospital [A]</b>	1420	--	1520	--	1620	--	--
<b>Shadsworth, Fecitt Brow</b>	1424	--	1524	--	1624	--	--

# Shadsworth - Clitheroe

via Hospital - Blackburn - Wilpshire - Langho - Whalley

22

## Sunday

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Shadsworth, Fecitt Brow</b>	--	--	1025	--	1125	--	1225	--	1325
<b>Royal Blackburn Hospital [B]</b>	--	--	1032	--	1132	--	1232	--	1332
<b>Blackburn, Bus Station (arr)</b>	--	--	1045	--	1145	--	1245	--	1345
<b>Blackburn Bus Station [10] (dep)</b>	0930	1030	--	1130	--	1230	--	1330	--
<b>Emerald St, Roe Lee Park</b>	0938	1038	--	1138	--	1238	--	1338	--
<b>Langho, Spring Mill</b>	0950	1050	--	1150	--	1250	--	1350	--
<b>Whalley, Stand D [D]</b>	0959	1059	--	1159	--	1259	--	1359	--
<b>Clitheroe, Interchange</b>	1011	1111	--	1211	--	1311	--	1411	--

<i>Operator Code:</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>	<i>LUL</i>
<b>Shadsworth, Fecitt Brow</b>	--	1425	--	1525	--	1625
<b>Royal Blackburn Hospital [B]</b>	--	1432	--	1532	--	1632
<b>Blackburn, Bus Station (arr)</b>	--	1445	--	1545	--	1645
<b>Blackburn Bus Station [10] (dep)</b>	1430	--	1530	--	1630	--
<b>Emerald St, Roe Lee Park</b>	1438	--	1538	--	1638	--
<b>Langho, Spring Mill</b>	1450	--	1550	--	1650	--
<b>Whalley, Stand D [D]</b>	1459	--	1559	--	1659	--
<b>Clitheroe, Interchange</b>	1511	--	1611	--	1711	--

# Blackburn

via Haslingden - Belthorn - Royal Blackburn Hospital

244

Monday to Friday (Ex Bank Holidays)

Notes:

HC

Operator Code:	ROS	ROS	ROS	ROS	ROS	ROS	ROS	ROS	ROS
<b>Rawtenstall Bus Station</b>	0635	0735	0850	0950	1050	1150	1250	1350	1450
<b>Gregory Fold</b>	0640	0740	0855	0955	1055	1155	1255	1358	1455
<b>Haslingden</b>	0648	0753	0903	1003	1103	1203	1303	1403	1509
<b>Belthorn, Tower View</b>	0658	0803	0913	1013	1113	1213	1313	--	1519
<b>Royal Blackburn Hospital [B]</b>	0703	0815	0922	1022	1122	1222	1322	--	1529
<b>Blackburn Bus Station</b>	0713	0831	0938	1038	1138	1238	1338	--	1545

Operator Code:

ROS ROS ROS

<b>Rawtenstall Bus Station</b>	1550	1635	1705
<b>Gregory Fold</b>	1555	1640	1710
<b>Haslingden</b>	1605	1650	1720
<b>Belthorn, Tower View</b>	1615	1700	1730
<b>Royal Blackburn Hospital [B]</b>	1625	1711	1741
<b>Blackburn Bus Station</b>	1643	1730	1800

# Rawtenstall

via Royal Blackburn Hospital - Belthorn - Haslingden

244

Monday to Friday (Ex Bank Holidays)

Operator Code:

ROS ROS ROS ROS ROS ROS ROS ROS ROS

<b>Blackburn Bus Station [2]</b>	0717	0835	0939	1039	1139	1239	1339	--	1548
<b>Royal Blackburn Hospital [A]</b>	0727	0845	0949	1049	1149	1249	1349	--	1558
<b>Belthorn, Tower View</b>	0736	0858	0958	1058	1158	1258	1358	--	1608
<b>Haslingden</b>	0746	0908	1008	1108	1208	1308	1408	1508	1619
<b>Gregory Fold</b>	0750	0912	1012	1112	1212	1312	1412	1513	1623
<b>Rawtenstall Bus Station</b>	0800	0920	1020	1120	1220	1320	1420	1523	1632

Operator Code:

ROS ROS ROS

<b>Blackburn Bus Station [2]</b>	1648	1735	1805
<b>Royal Blackburn Hospital [A]</b>	1658	1747	1817
<b>Belthorn, Tower View</b>	1713	1757	1827
<b>Haslingden</b>	1727	1807	1837
<b>Gregory Fold</b>	1731	1811	1841
<b>Rawtenstall Bus Station</b>	1740	1819	1849

ROS - Rosso Bus

HC - Last Stop- Haslingden Health Centre

# Blackburn

via Haslingden - Belthorn - Royal Blackburn Hospital

244

## Saturday

<i>Operator Code:</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>
<b>Rawtenstall Bus Station</b>	0750	0850	0950	1050	1150	1250	1350	1450	1550
<b>Gregory Fold</b>	0755	0855	0955	1055	1155	1255	1355	1455	1555
<b>Haslingden</b>	0803	0903	1003	1103	1203	1303	1403	1503	1603
<b>Belthorn, Tower View</b>	0813	0913	1013	1113	1213	1313	1413	1513	1613
<b>Royal Blackburn Hospital [B]</b>	0822	0922	1022	1122	1222	1322	1422	1522	1622
<b>Blackburn Bus Station</b>	0838	0938	1038	1138	1238	1338	1438	1538	1638

<i>Operator Code:</i>	<i>ROS</i>
<b>Rawtenstall Bus Station</b>	1650
<b>Gregory Fold</b>	1655
<b>Haslingden</b>	1703
<b>Belthorn, Tower View</b>	1713
<b>Royal Blackburn Hospital [B]</b>	1722
<b>Blackburn Bus Station</b>	1738

# Rawtenstall

via Royal Blackburn Hospital - Belthorn - Haslingden

244

## Saturday

<i>Notes:</i>	<i>DS</i>								
<i>Operator Code:</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>	<i>ROS</i>
<b>Blackburn Bus Station [2]</b>	--	0839	0939	1039	1139	1239	1339	1439	1539
<b>Royal Blackburn Hospital [A]</b>	--	0849	0949	1049	1149	1249	1349	1449	1549
<b>Belthorn, Tower View</b>	--	0858	0958	1058	1158	1258	1358	1458	1558
<b>Haslingden</b>	0808	0908	1008	1108	1208	1308	1408	1508	1608
<b>Gregory Fold</b>	0812	0912	1012	1112	1212	1312	1412	1512	1612
<b>Rawtenstall Bus Station</b>	0820	0920	1020	1120	1220	1320	1420	1520	1620

<i>Operator Code:</i>	<i>ROS</i>	<i>ROS</i>
<b>Blackburn Bus Station [2]</b>	1639	1739
<b>Royal Blackburn Hospital [A]</b>	1649	1749
<b>Belthorn, Tower View</b>	1658	1758
<b>Haslingden</b>	1708	1808
<b>Gregory Fold</b>	1712	1812
<b>Rawtenstall Bus Station</b>	1720	1820

ROS - Rosso Bus

DS - First Stop, Dale Street

## HOW YOUR SERVICES HAVE CHANGED

Service SHS withdrawn and replaced with through service 22  
between Clitheroe - Blackburn - Shadsworth

## FOR LOST PROPERTY OR COMPLAINTS PLEASE CONTACT THE OPERATOR OF THE SERVICE

**Lancashire United** Tel: 0345 2 72 72 72

**Blackburn Private Hire** Tel: 01254 678830

**Rosso Bus** Tel: 01706 390 520

**Moving People** Tel: 0345 475 1212

**Tyrer Bus** Tel: 0845 130 1716 (local rate)

### ABOUT THIS LEAFLET

This leaflet has been produced by Blackburn with Darwen Borough Council and offers information on bus times for bus companies who either do not produce their own leaflets or are based outside of the borough. If the service you are looking for is not in any of our leaflets, it is likely to be found in the bus companies own leaflets. Please contact them directly.

In the event of a service change a new leaflet will be produced.

Please Note: Times published in this leaflet may vary during Public Holiday, Bank Holidays or any replacement holidays. Please enquire with the operator of the service for any variations to services.

**PASSENGERS ARE ADVISED TO CHECK  
TIMES BEFORE TRAVELLING**

### DETAILED INFORMATION ON PUBLIC TRANSPORT CAN BE OBTAINED FROM

#### BLACKBURN

##### **Blackburn Visitor Centre**

Blackburn Market  
Tel: 01254 688040

##### **Blackburn Bus Station Information Desk**

Tel: 03452 727272

#### DARWEN

**Darwen Town Hall**  
Croft Street

**Darwen Library**  
Knott Street

**Accrington Bus Stn**  
01254220983

[www.traveline.info](http://www.traveline.info)

0871 200 22 33

Open 8am - 8pm  
7 days a week

BwD  
Transport  
information

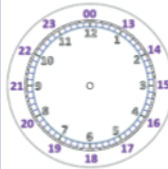


### TRANSPORT TEAM AT THE COUNCIL

For all timetable enquiries, in the first instance, please contact the operator for that service.

For all other public transport or places to visit in Blackburn enquiries, please contact The Visitor Centre using the details below.

### THE 24 HOUR CLOCK



1200 - 12 noon	1800 - 6.00pm
1300 - 1.00pm	1900 - 7.00pm
1400 - 2.00pm	2000 - 8.00pm
1500 - 3.00pm	2100 - 9.00pm
1600 - 4.00pm	2200 - 10.00pm
1700 - 5.00pm	2300 - 11.00pm

### About Blackburn Visitor Centre

The Visitor Centre offers a wide range of services from gifts and souvenirs to National Express Coach bookings. They offer a comprehensive range of public transport information with knowledgeable staff always on hand to help & advise travellers. They also manage bookings for a small number of local coach operators.

Tel: 01254 688040  
Open

Mon - Fri 9am to 5pm & Sat 9am - 4pm

### About Blackburn Bus Station Information

The Blackburn Bus Station information desk offers advice on local bus services and connecting services. They supply a range of timetables and offer daily, weekly or monthly tickets. Friendly and helpful staff can help with your transport enquiries.

Tel: 03452 72 72 72

Open

Mon - Fri 9am to 5pm & Sat 9am - 3pm

Every effort has been made to ensure the accuracy of this leaflet however, information is provided by bus companies and Blackburn with Darwen Borough Council are not able to accept any responsibility for inaccuracy.

# **Appendix TP 5**

## Action Plan

	Action	Responsibility	Target Delivery Date
Travel Plan Management	Appoint Travel Plan Coordinator	Gleeson Homes	Achieved
<b>Resident Engagement Strategy</b>		TPC	
Resident Engagement Strategy 1	Promotion of travel plan options through the application process	TPC	From Sales Office opening
Resident Engagement Strategy 2	Travel Information Guide	TPC	Prior to Sales Office opening
Resident Engagement Strategy 3	Annual Residents Newsletter	TPC	One year from first occupation
<b>Walking Strategy</b>			
Walking Strategy 1	Promote and encourage walking by distributing or displaying promotional material which outlines its benefits	TPC	Included with Travel Information Guide (see above)
<b>Cycling Strategy</b>			
Cycling Strategy 1	Promote and encourage cycling by distributing or displaying promotional material which outlines its benefits	TPC	Included with Travel Information Guide (see above)
Cycling Strategy 2	Provision of secure cycle parking facilities	Gleeson Homes	Included in development design
<b>Public Transport Strategy</b>			
Public Transport Strategy 1	Public Transport will be marketed as a sustainable and practical method of transport	TPC	Included with Travel Information Guide (see above)
<b>Sustainable Car Use</b>			
Sustainable Car Use Strategy 1	Promote Car Sharing	TPC	Included with Travel Information Guide (see above)
Sustainable Car Use Strategy 2	Promote Electric Car Charging Points	TPC	Included with Travel Information Guide (see above)
<b>Travel Plan Monitoring</b>			
Monitoring and Review Strategy 1	Baseline Travel Survey & Monitoring Report	TPC	Within 12 months of first occupation
Monitoring and Review Strategy 2	Annual Residents' Surveys and Reporting	TPC	Annually following baseline