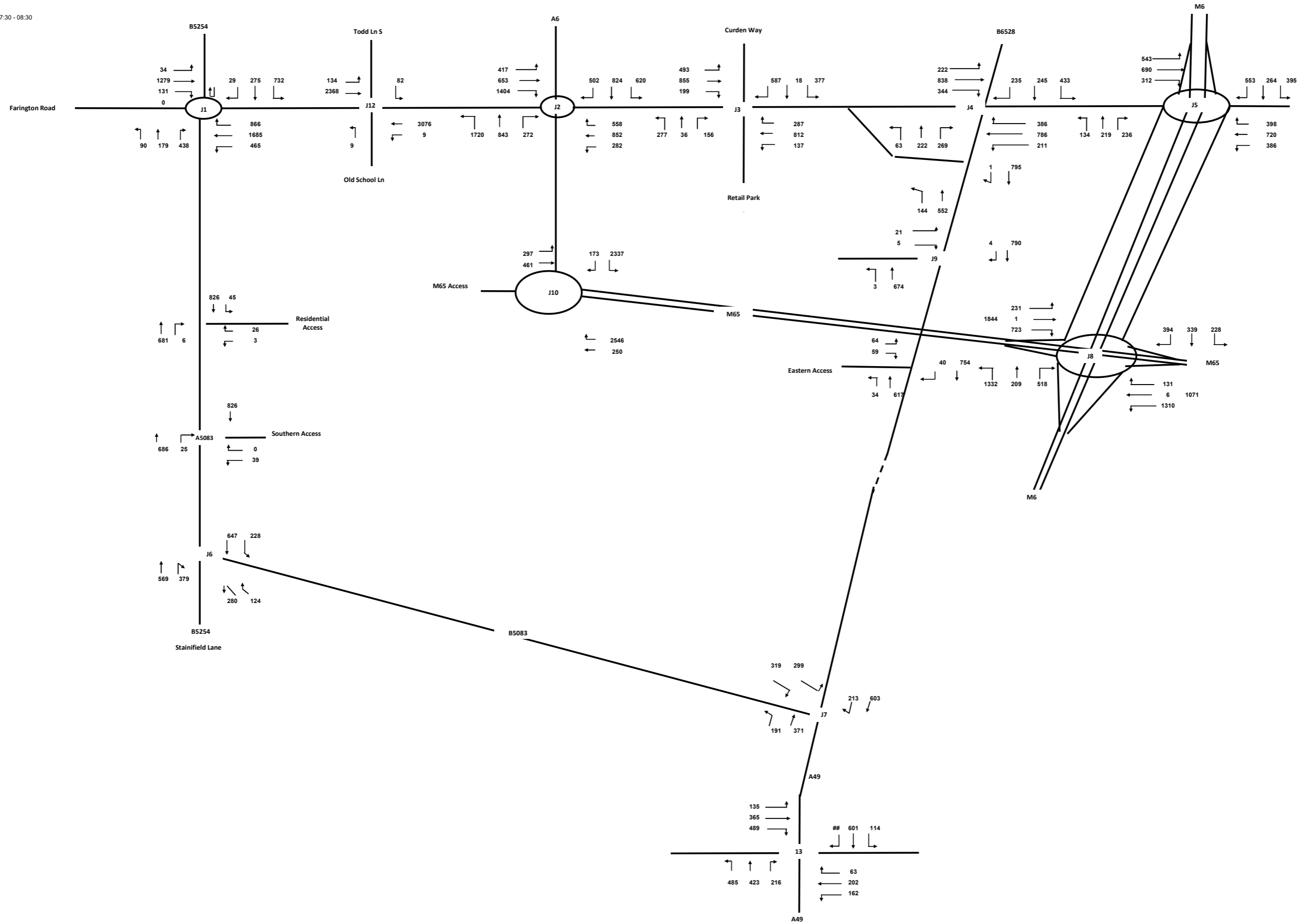


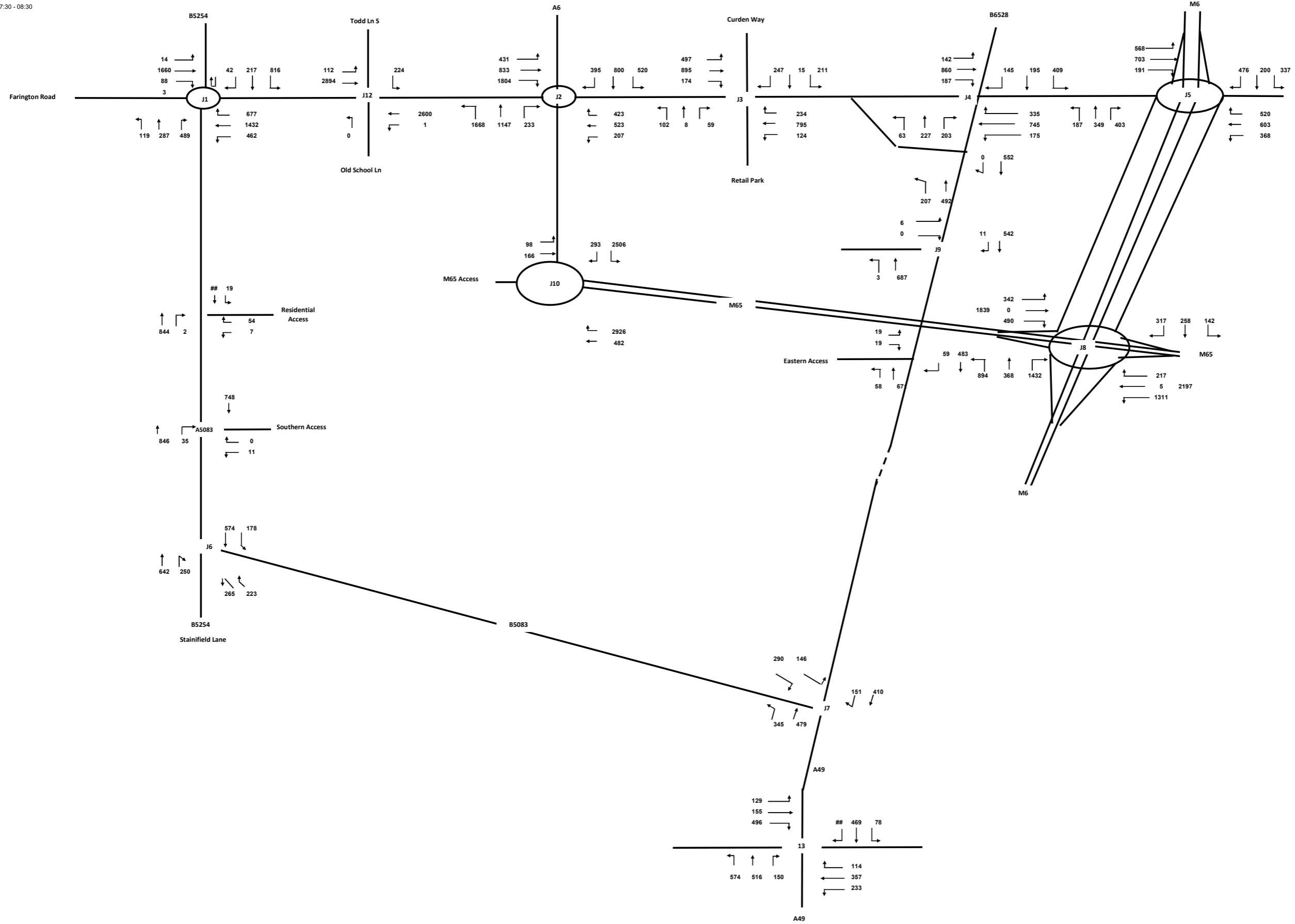
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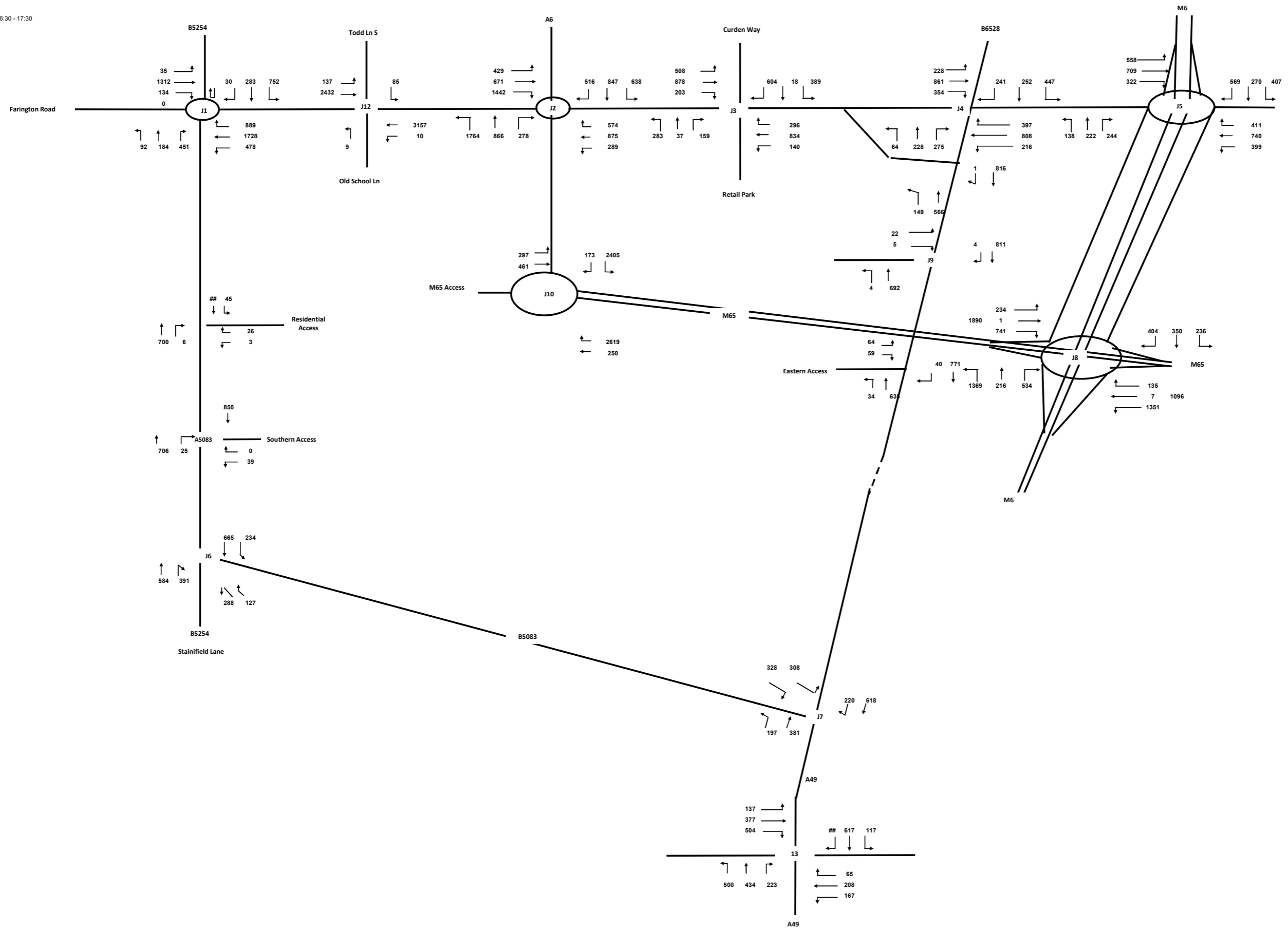
TRAFFIC FLOW DIAGRAMS

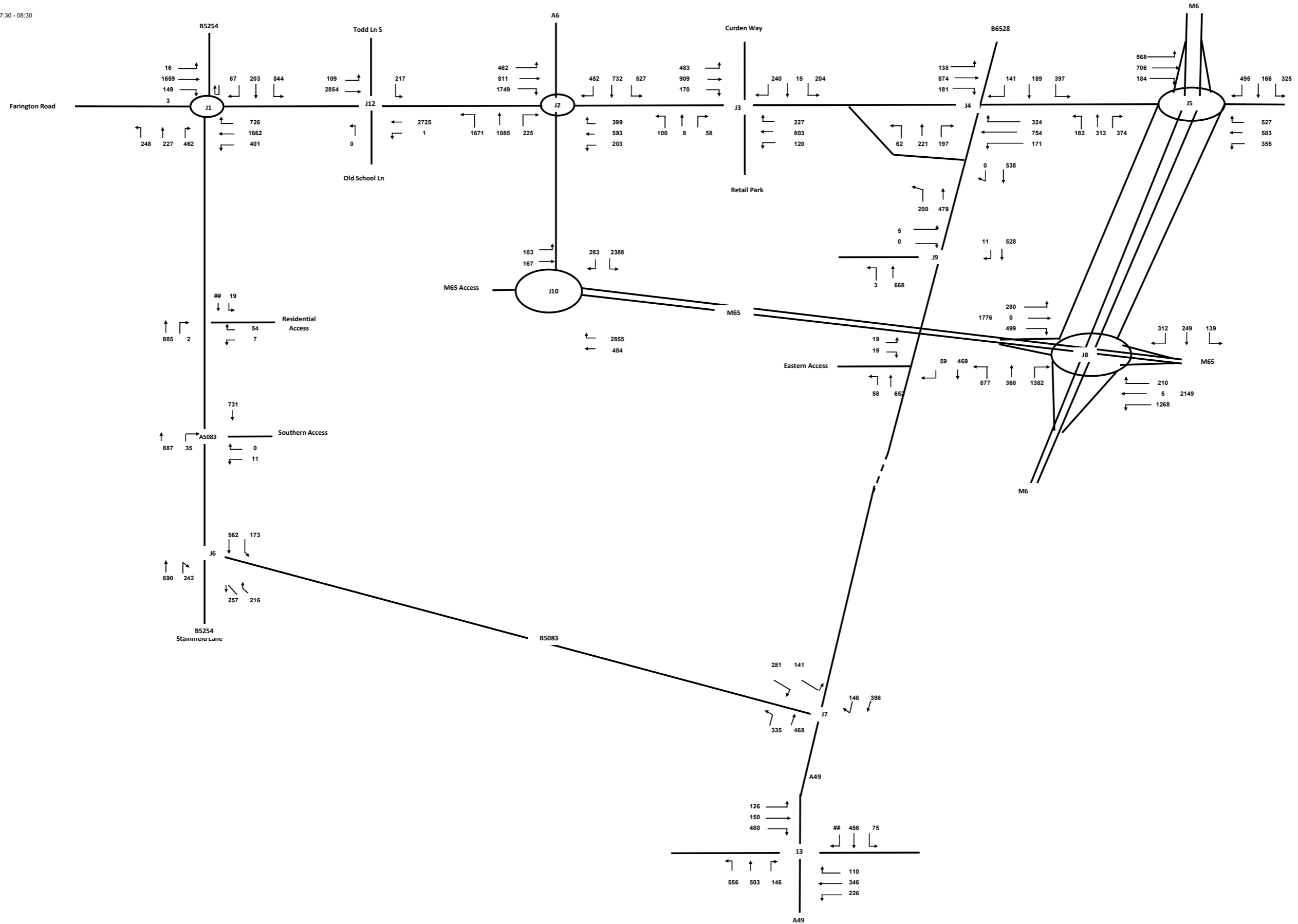


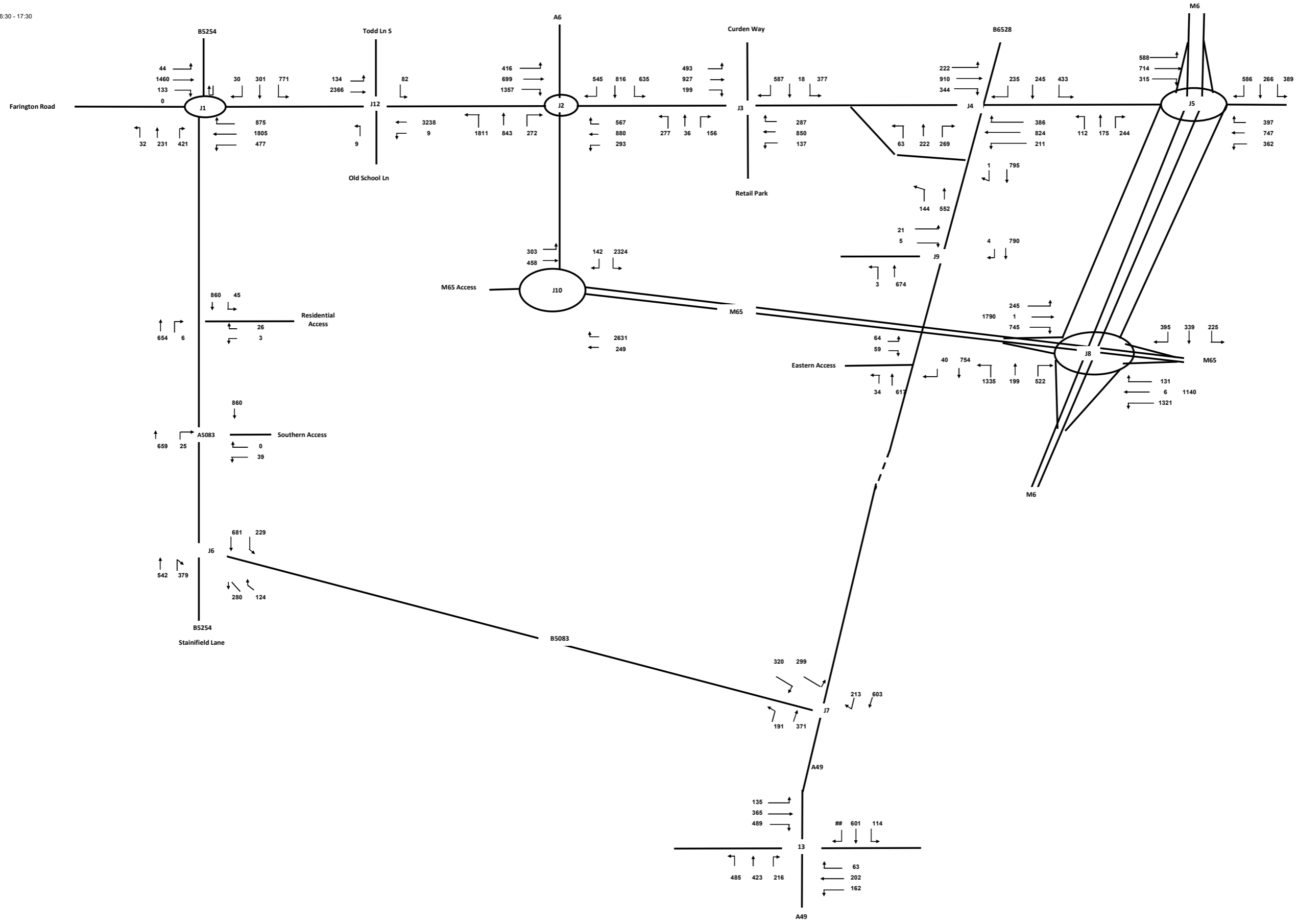
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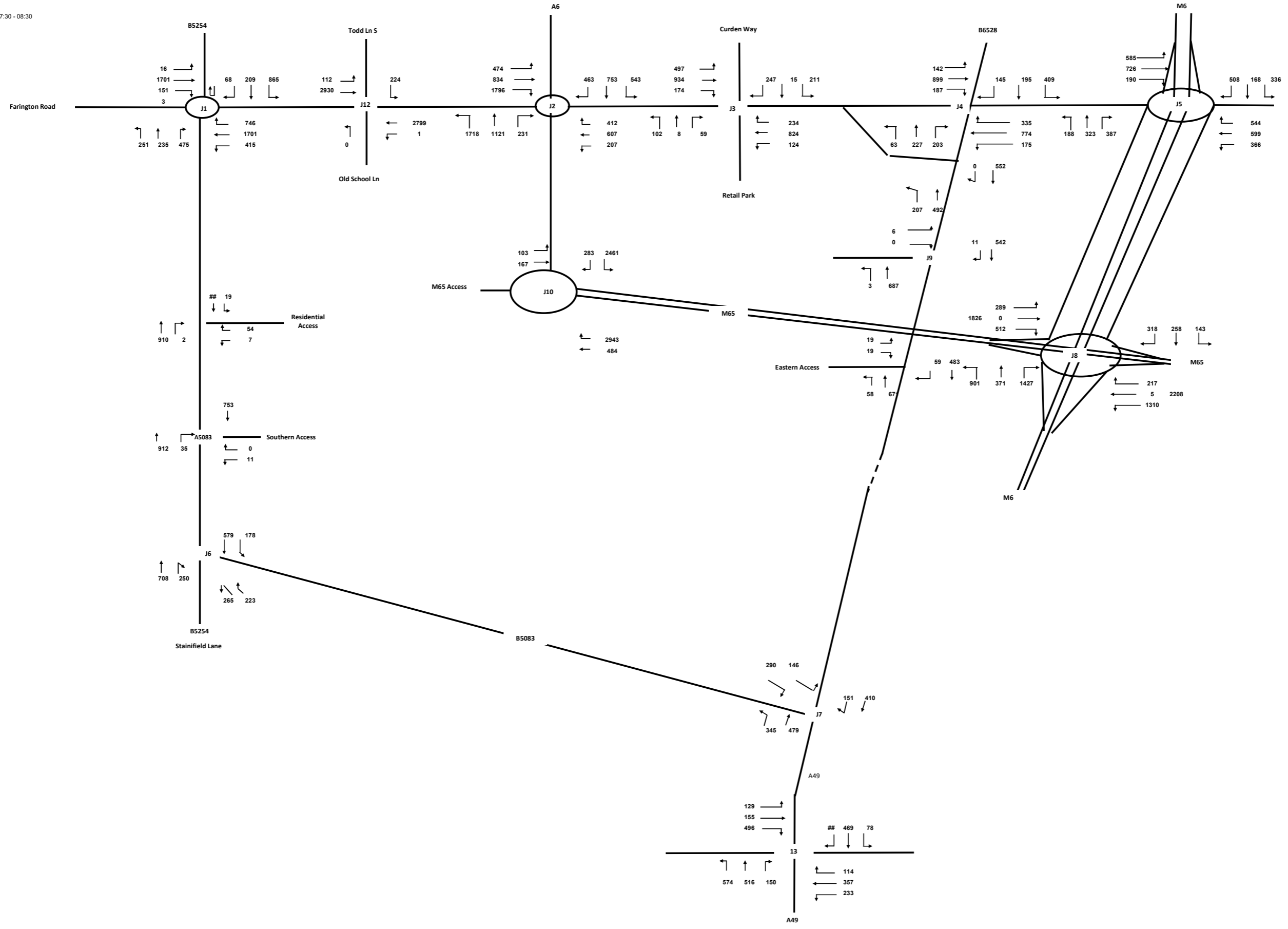


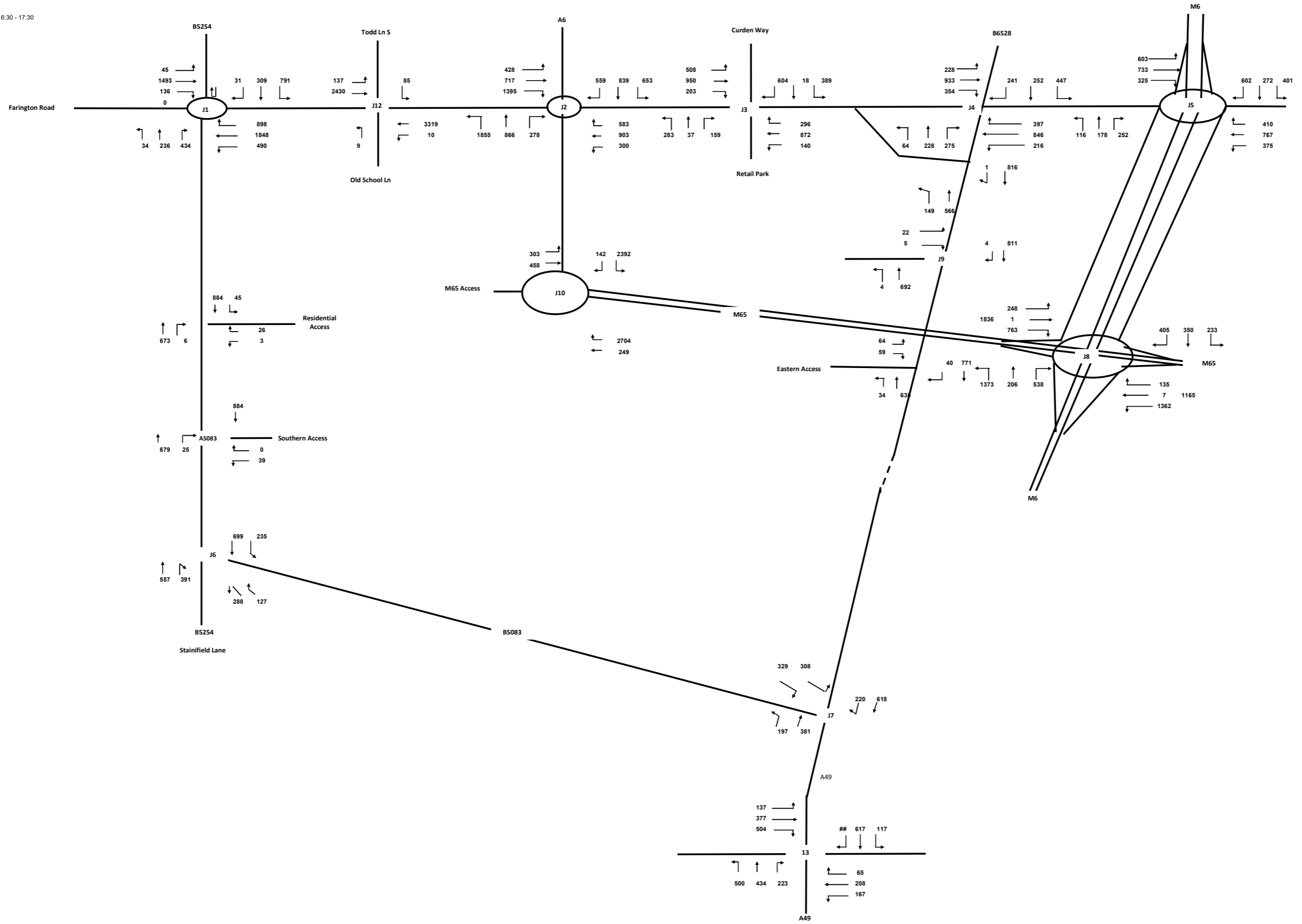


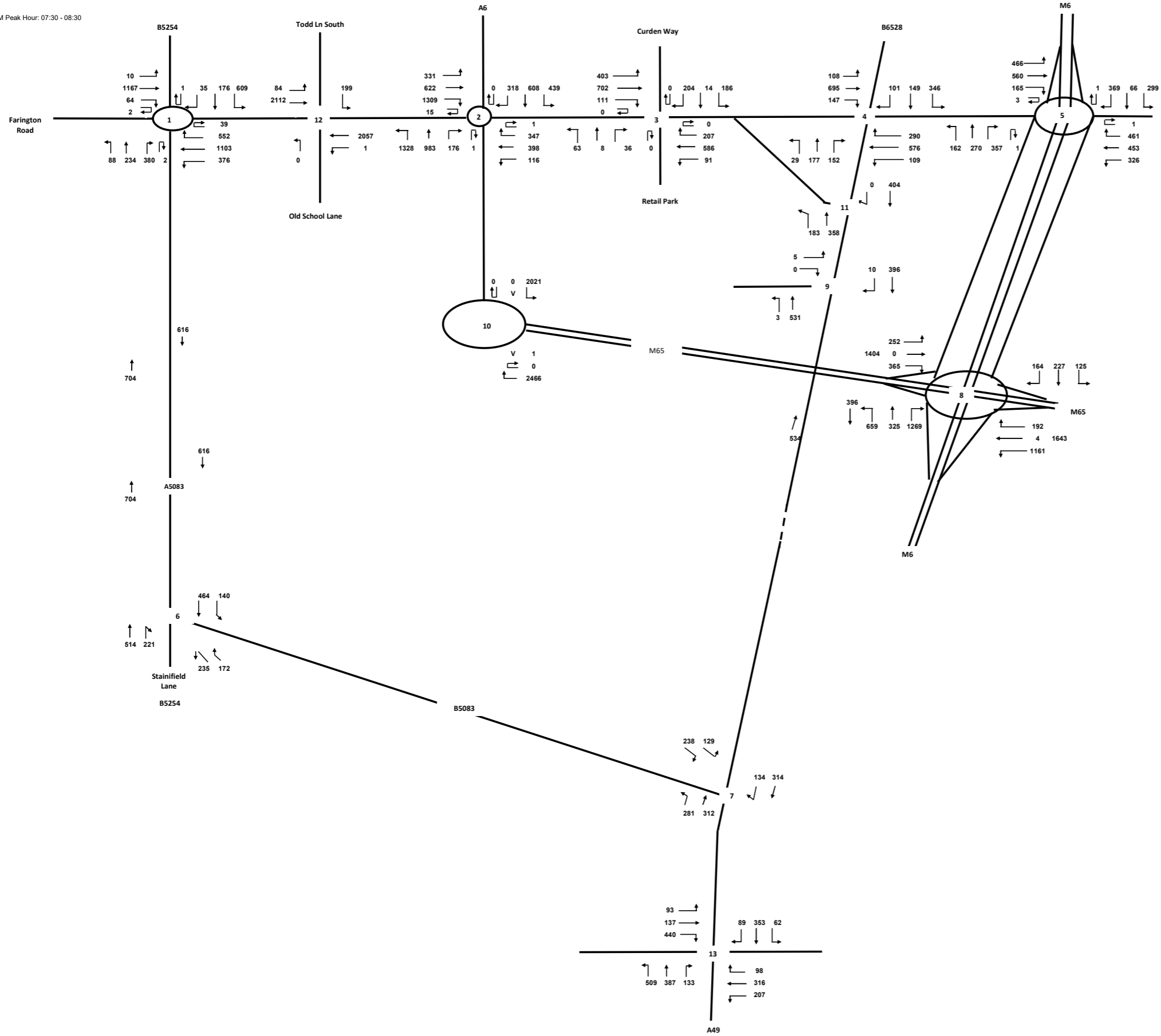


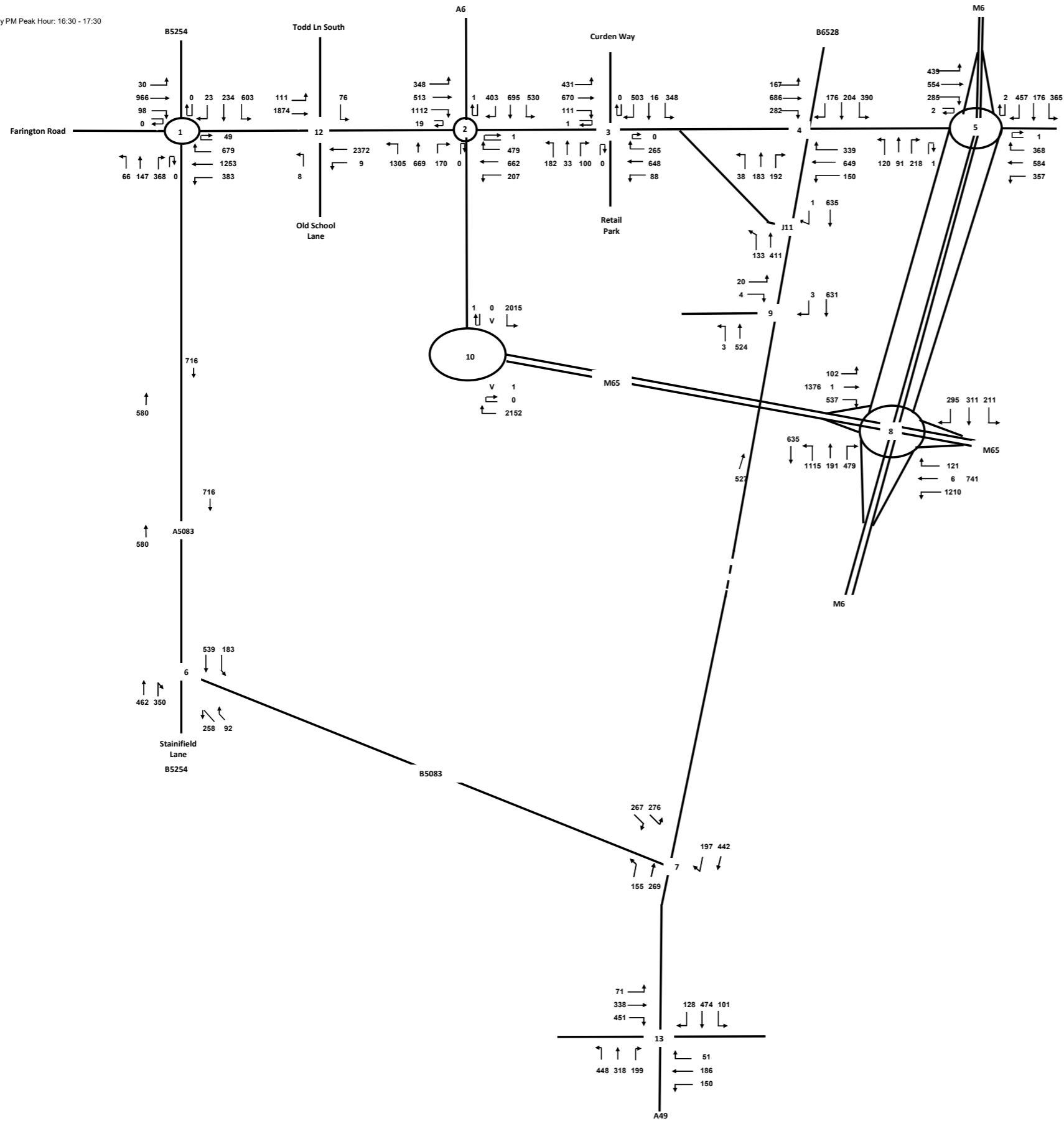


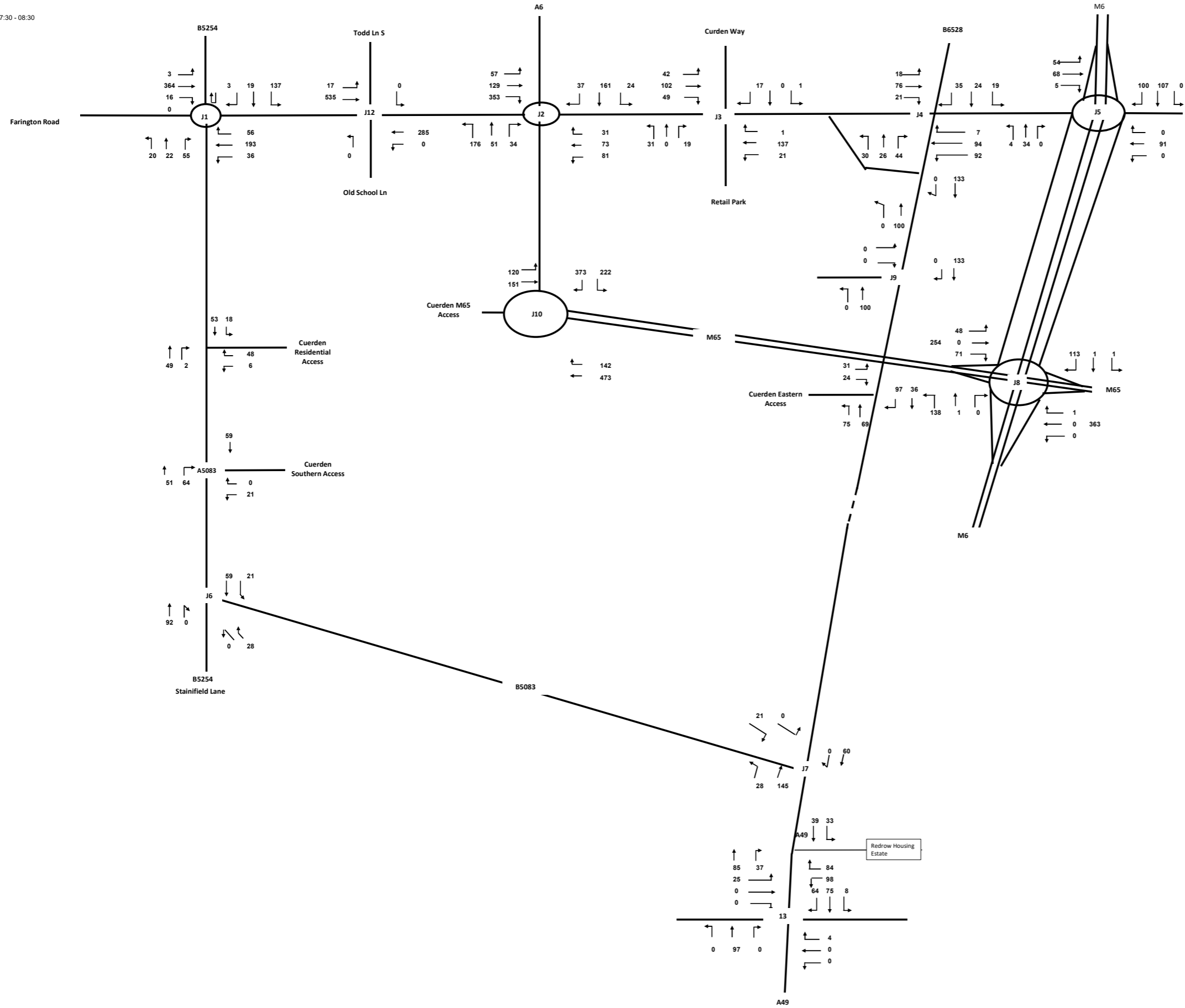


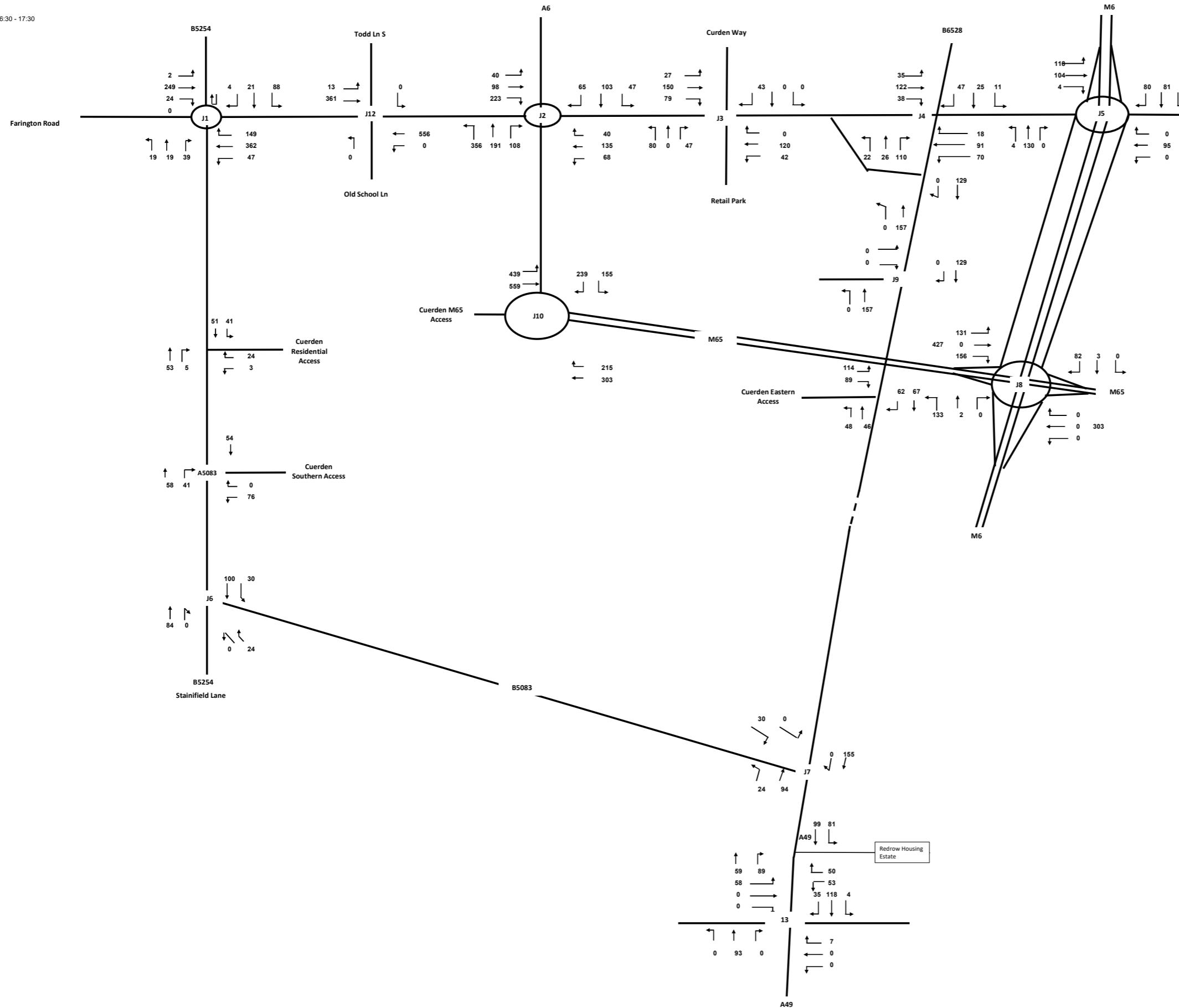








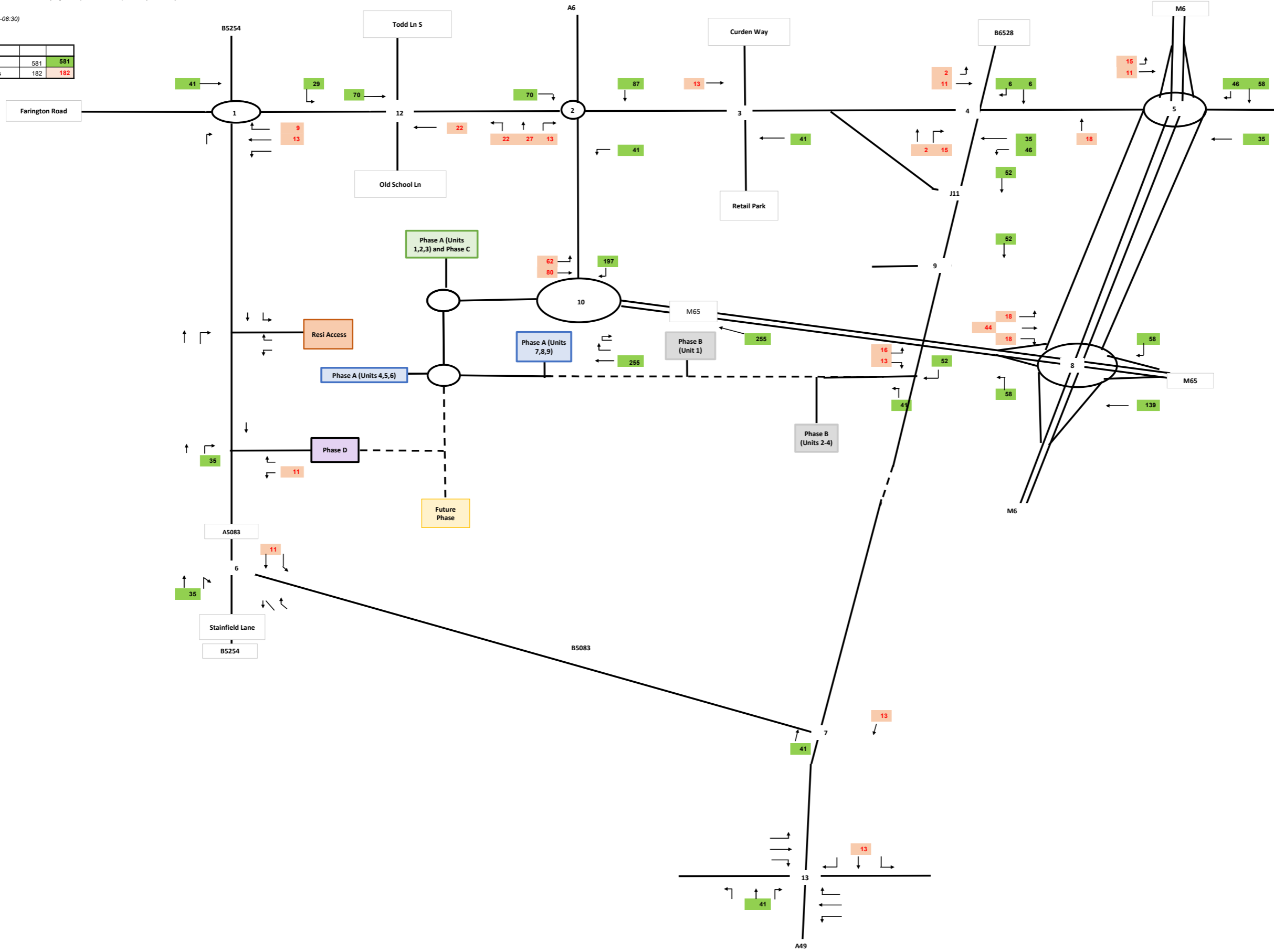




AM Peak Retail, Leisure and Employment (Office and B2) Development Trips

AM Peak (07:30-08:30)

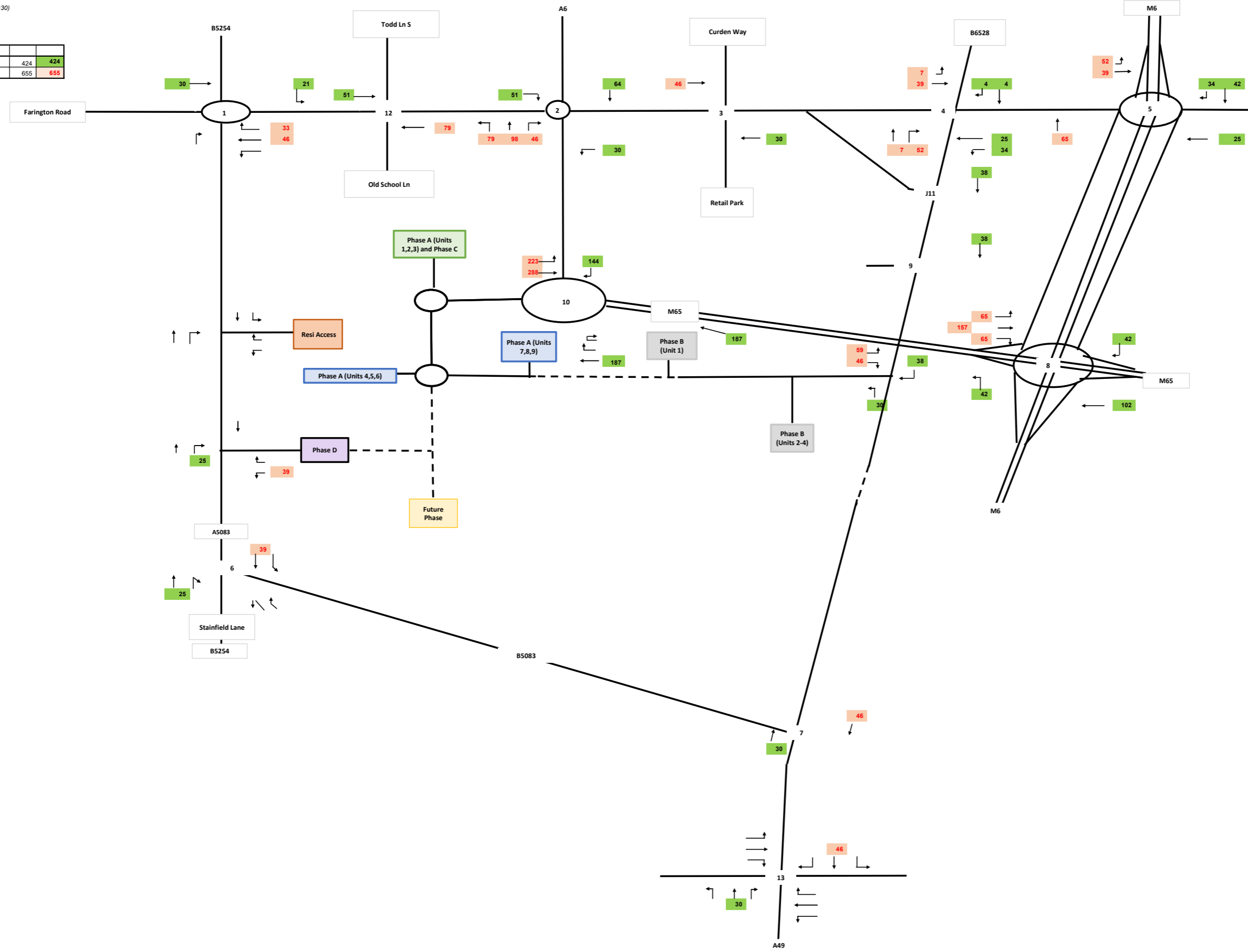
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Arriving Trips	581	581
Departing Trips	182	182



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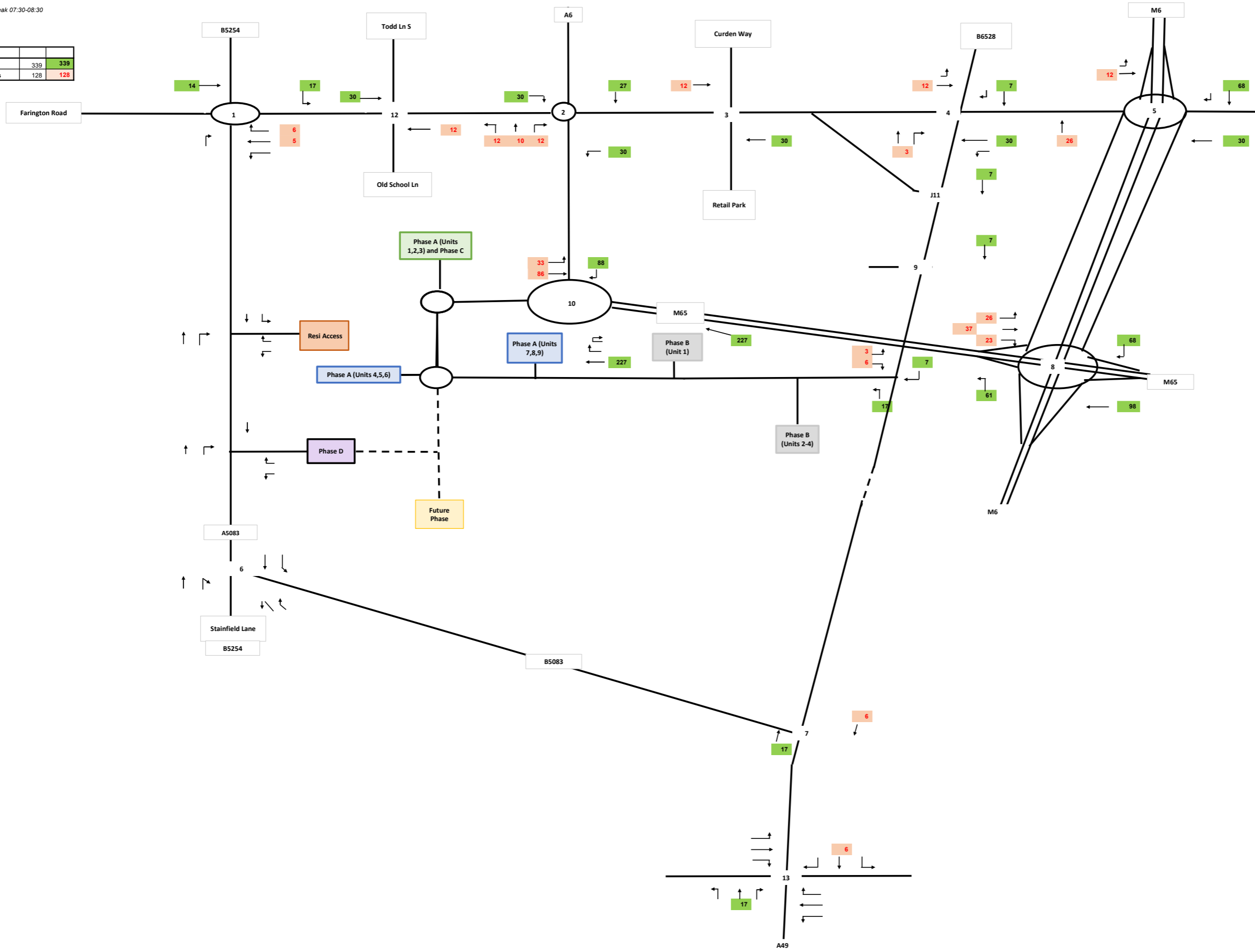
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AM Weekday peak 07:30-08:30

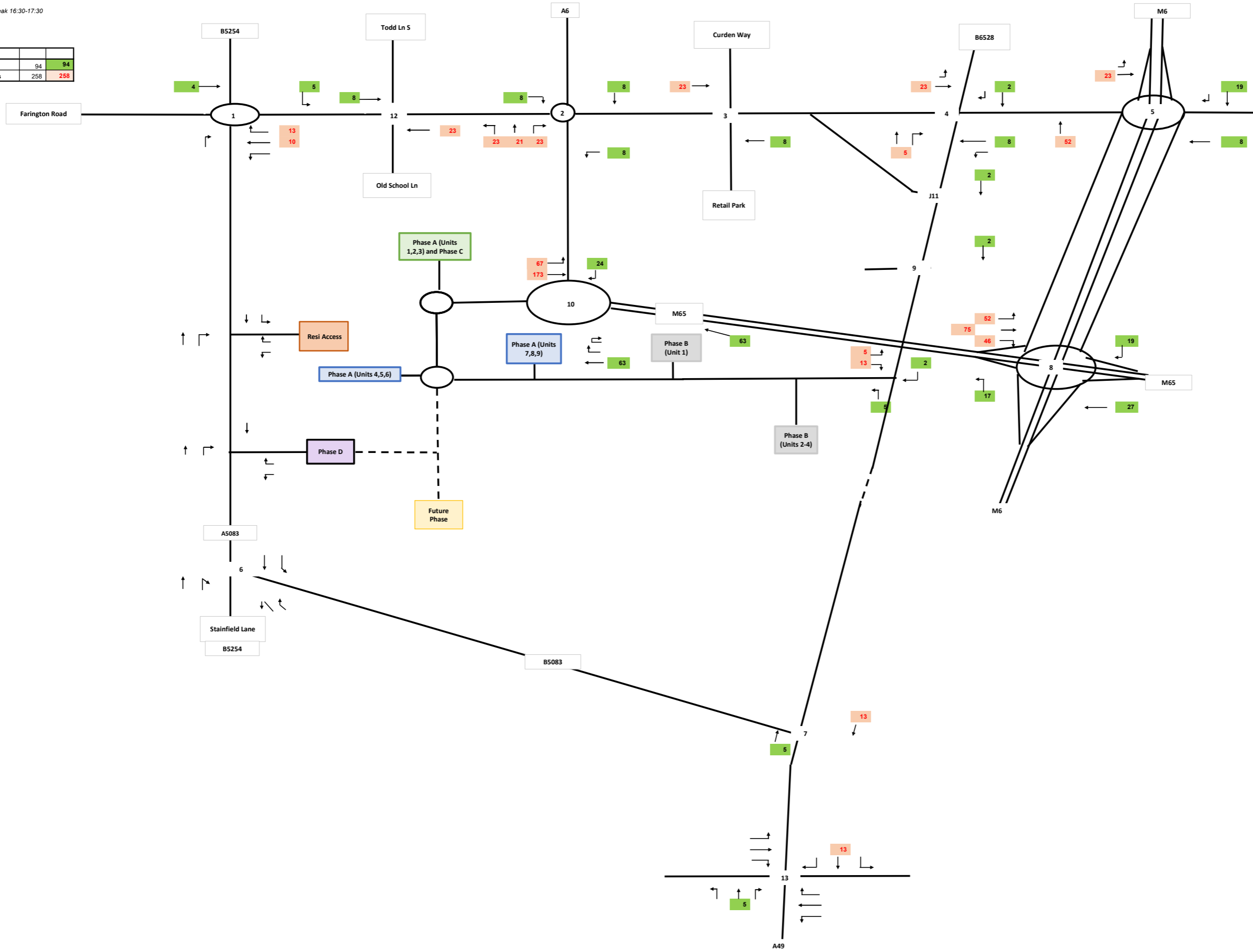
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Arriving Trips	339	339
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PM Weekday peak 16:30-17:30

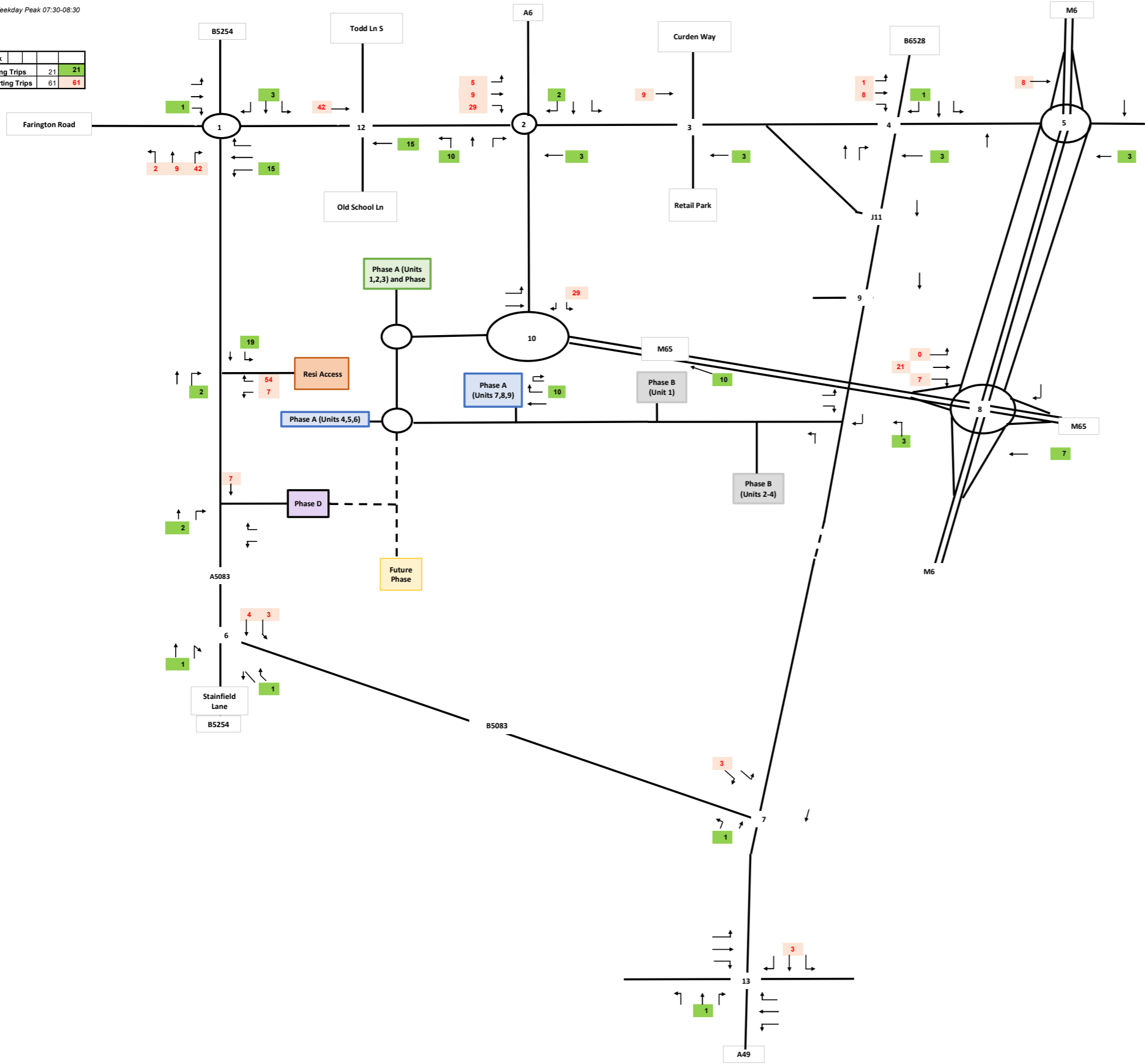
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AM Peak Residential Development Flows (including Future Phase)

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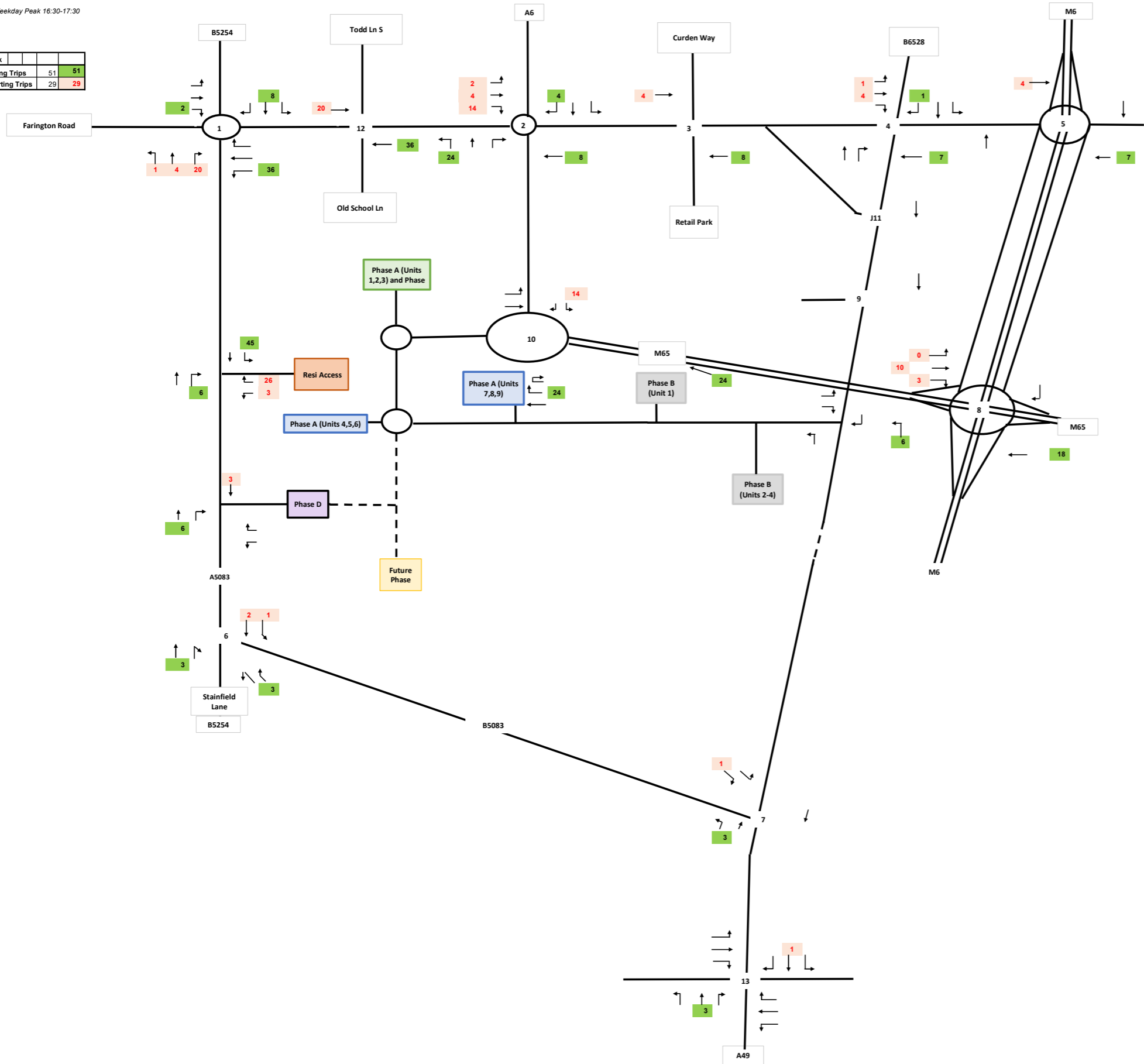
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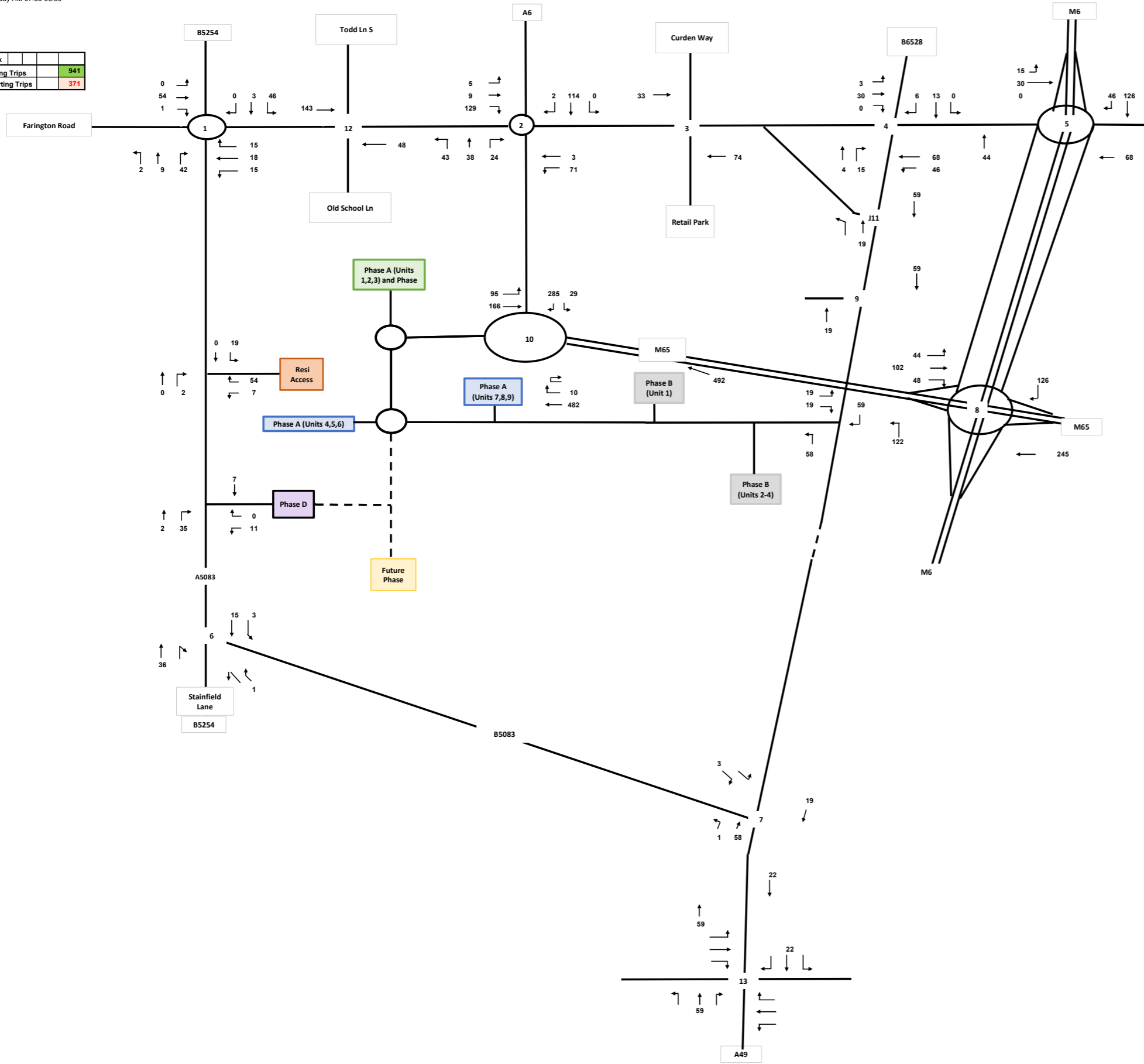
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PM Weekday Peak 16:30-17:30

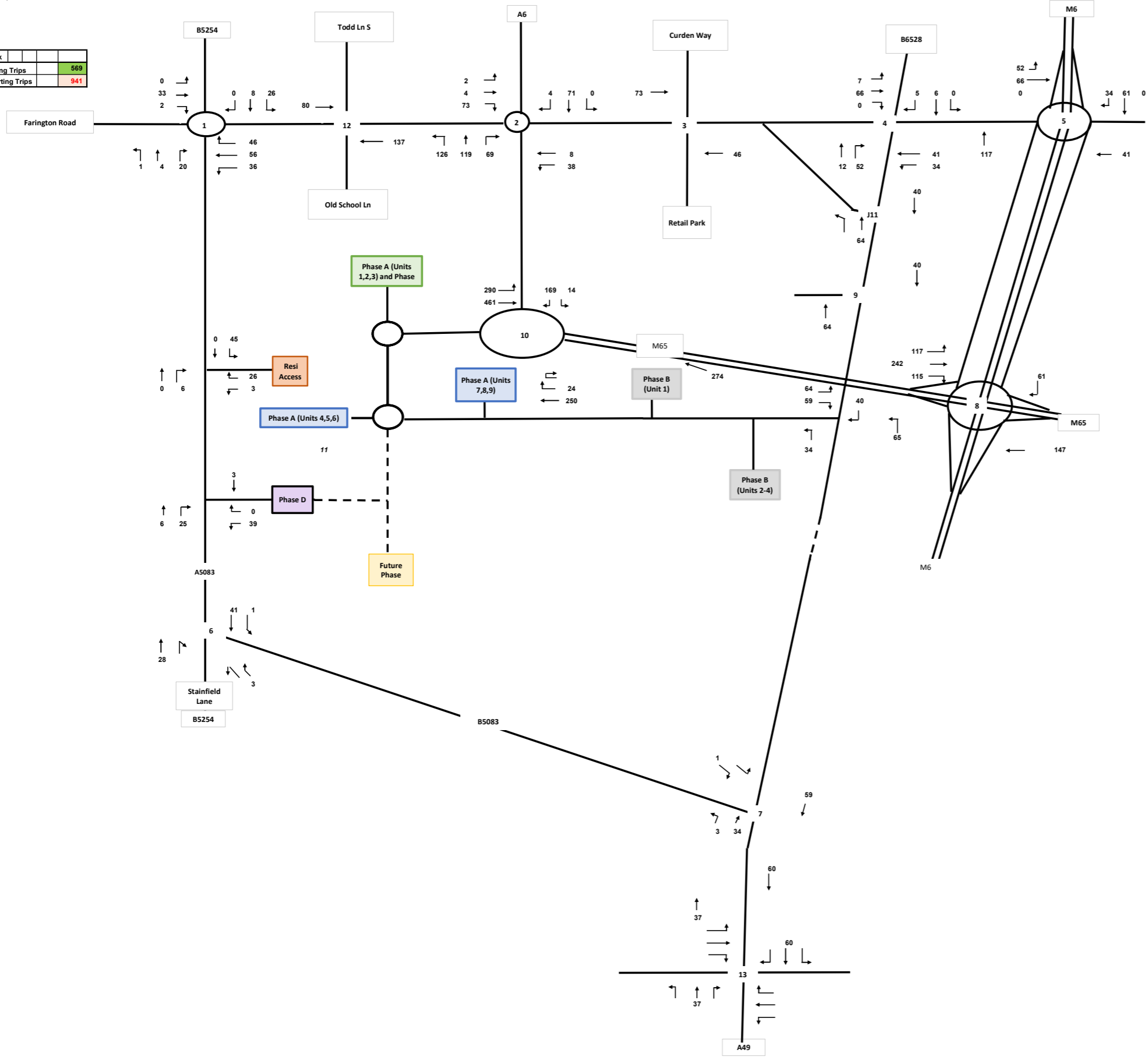
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Arriving Trips	51	51
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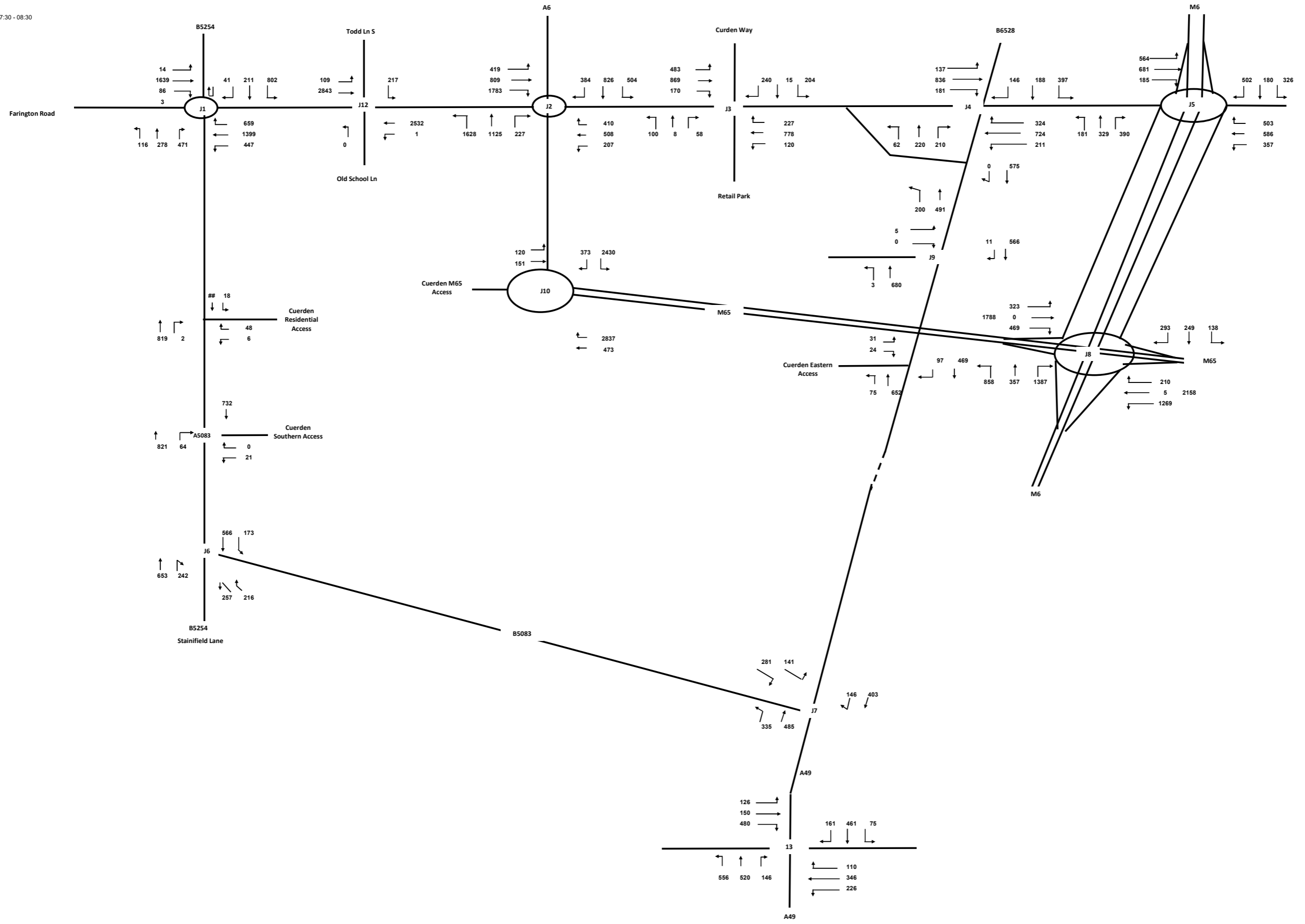


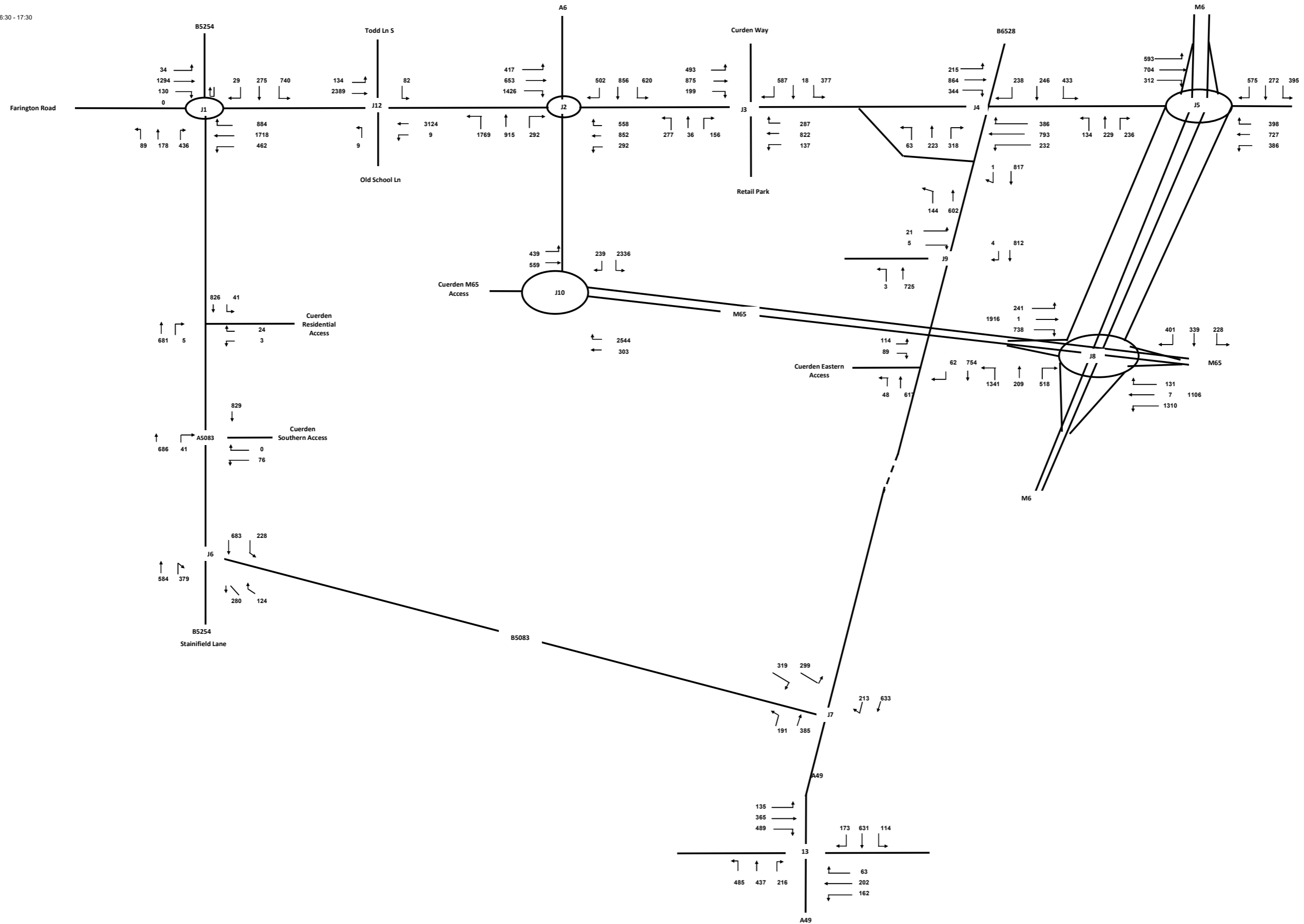
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Arriving Trips	941	
Departing Trips	371	

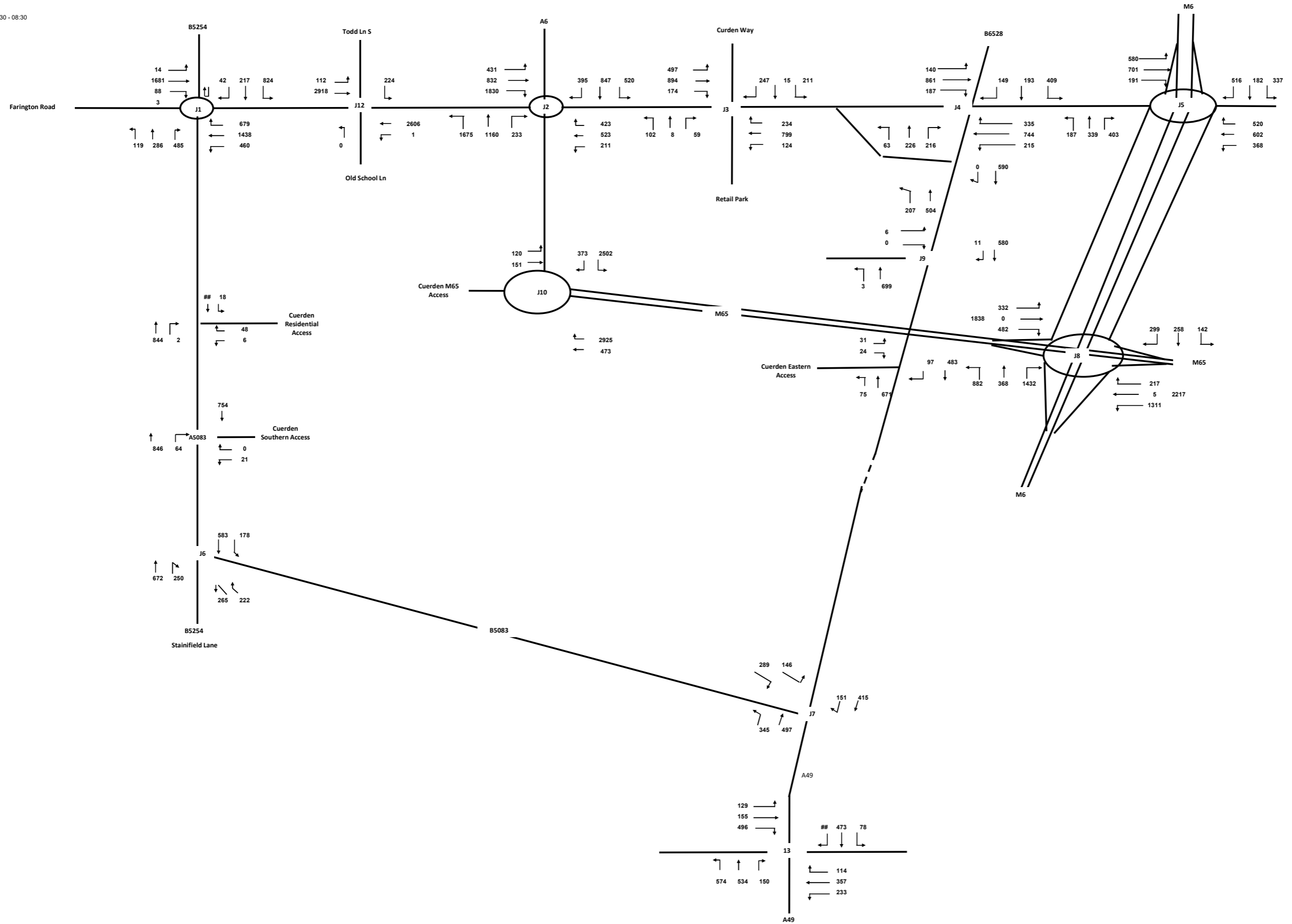


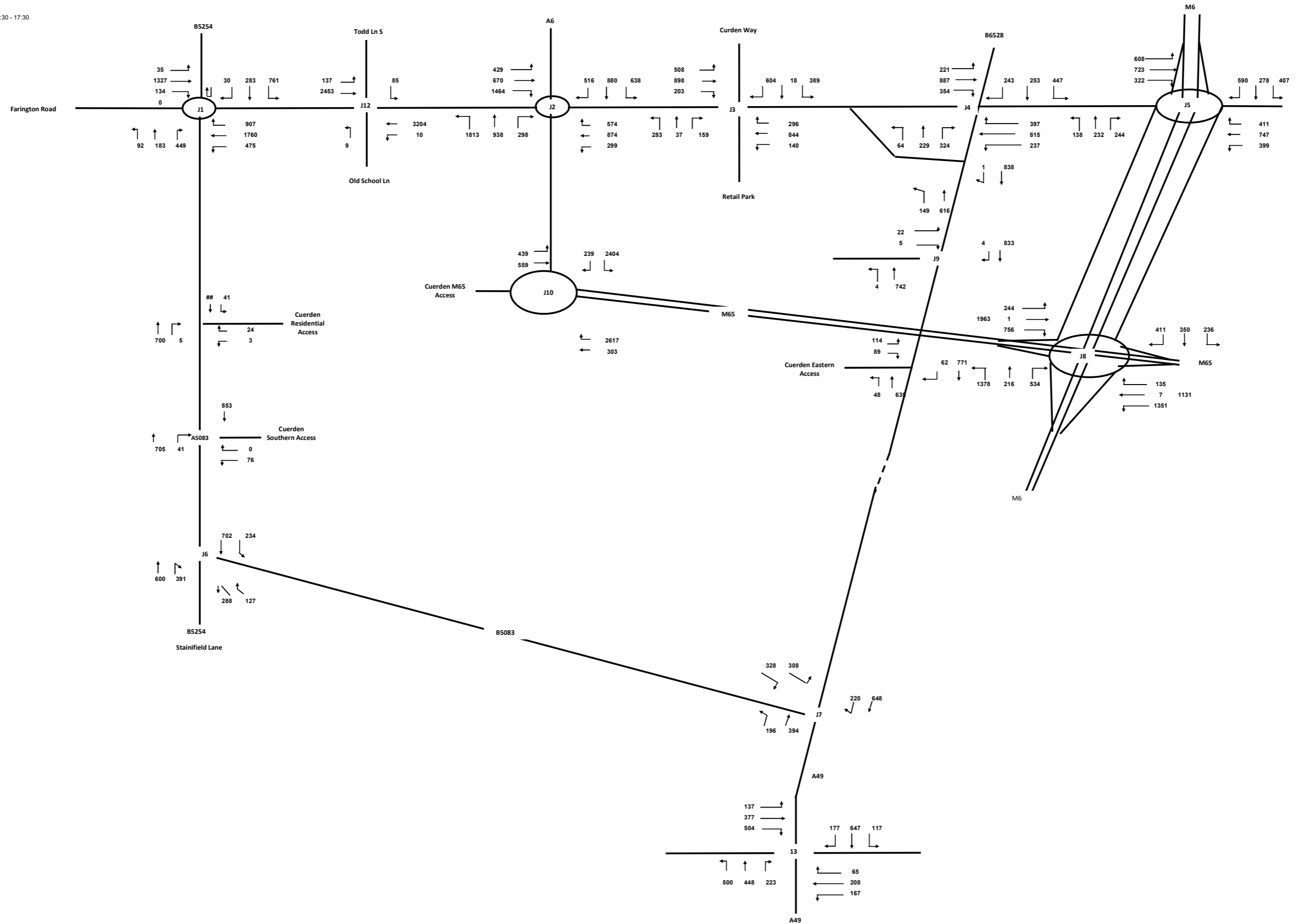
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Arriving Trips	569	
Departing Trips	941	

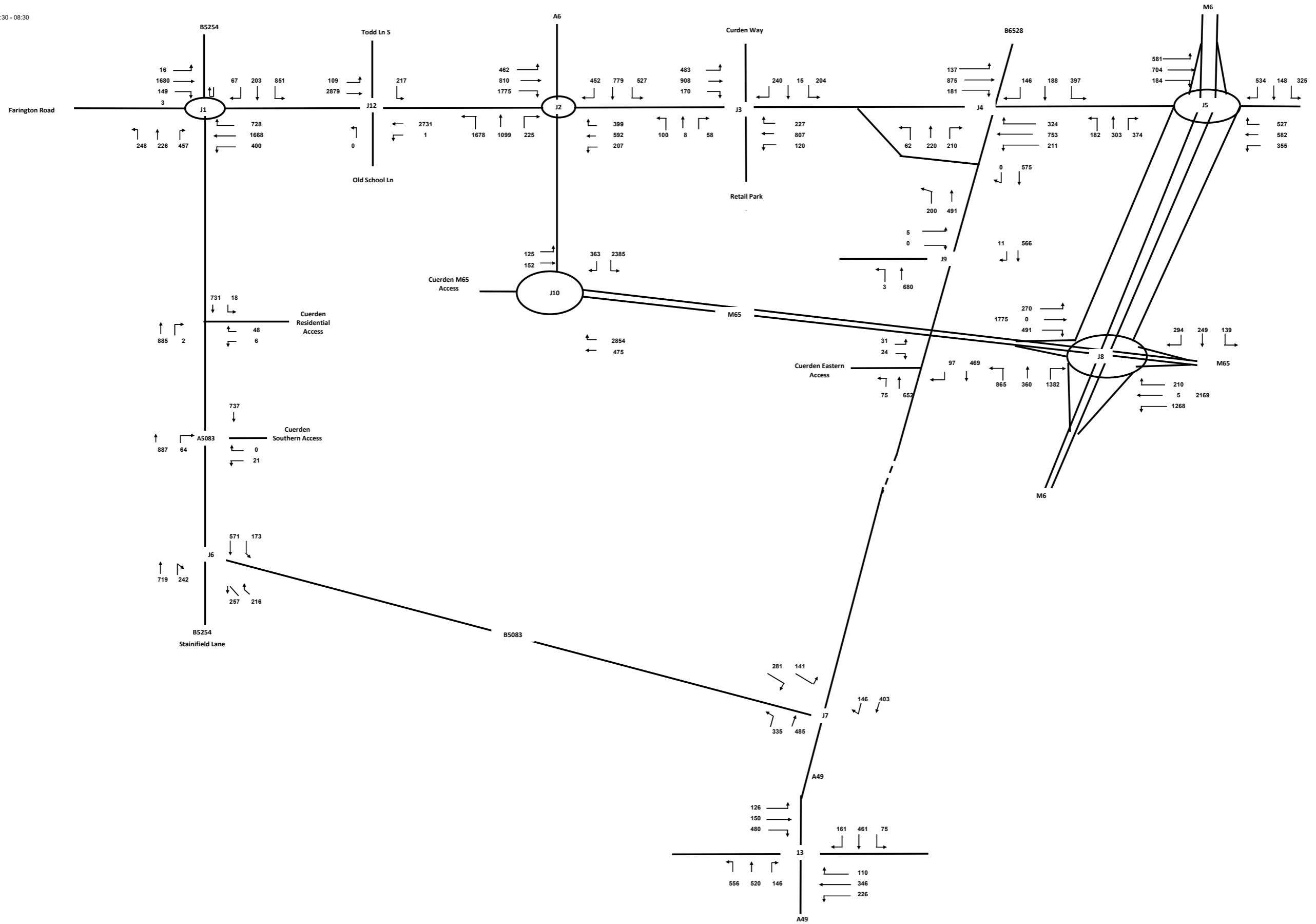


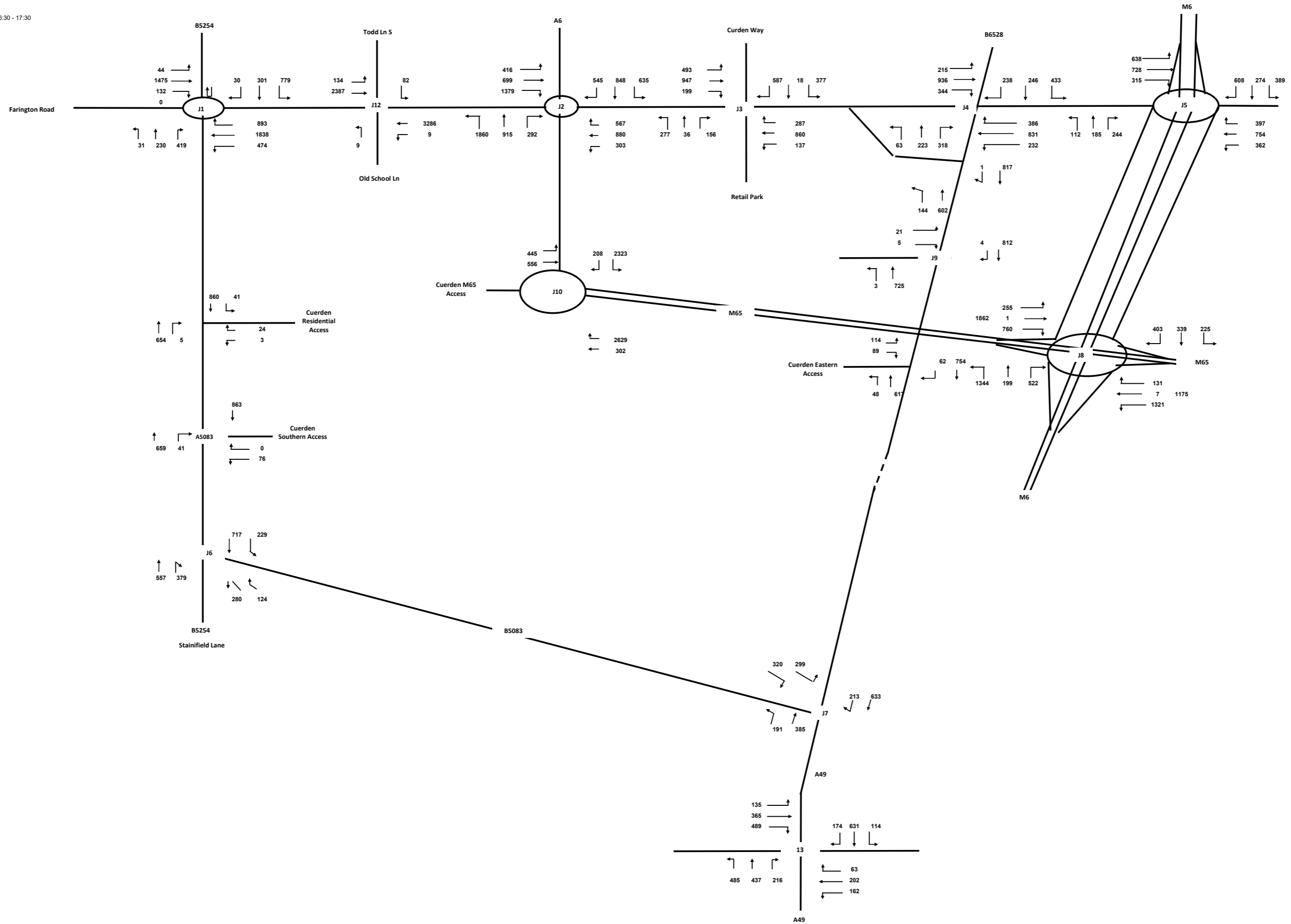


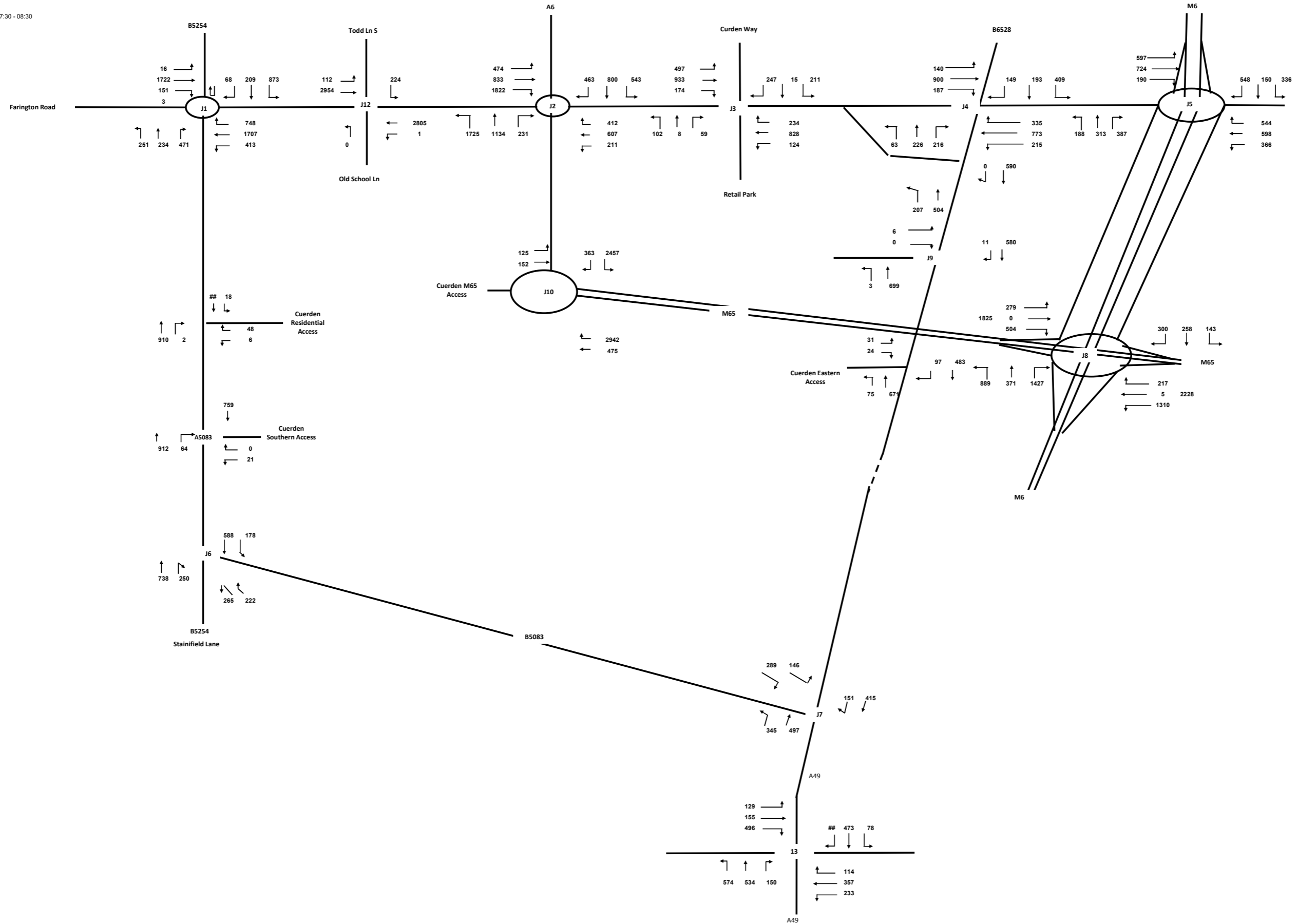


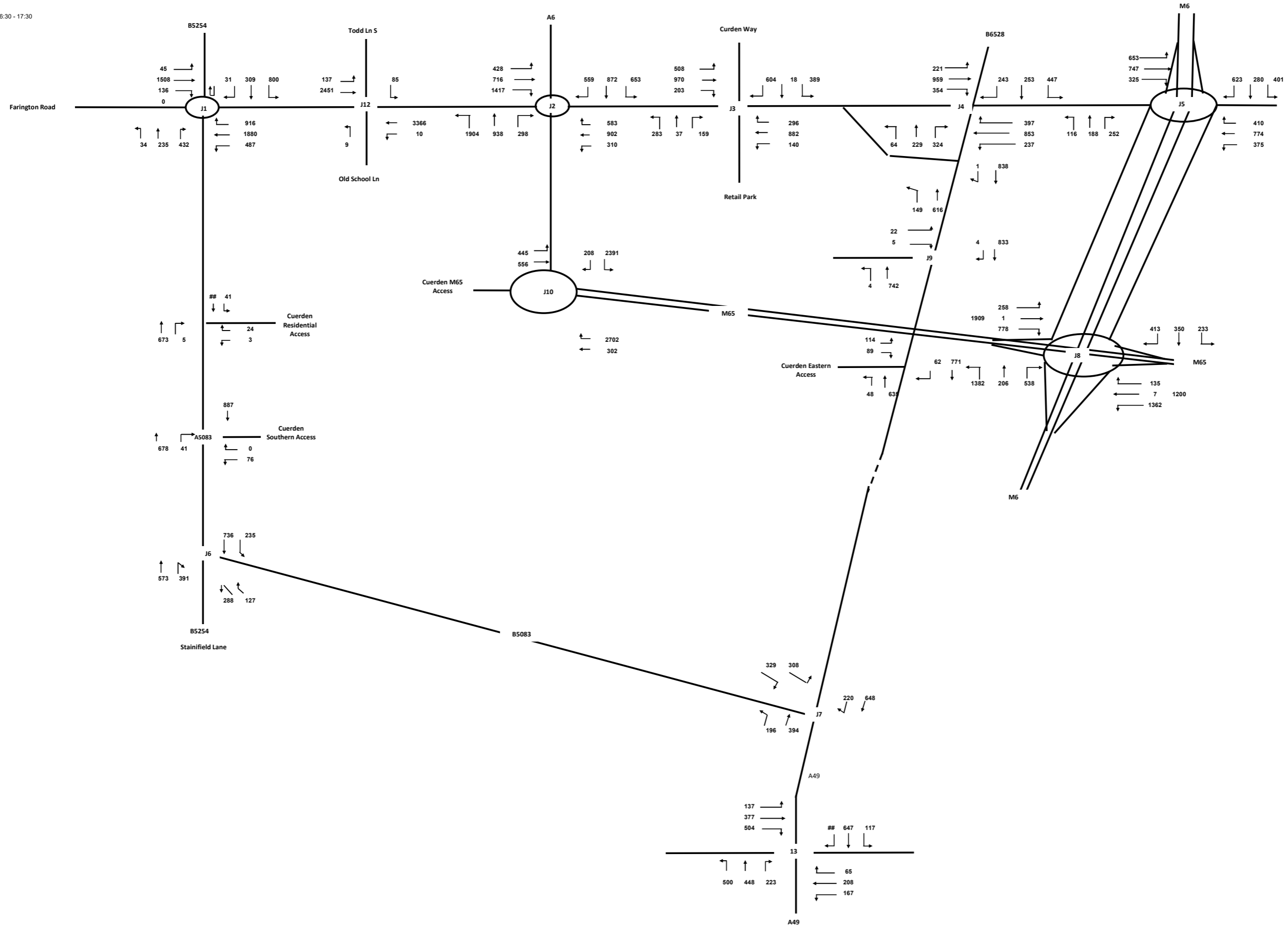


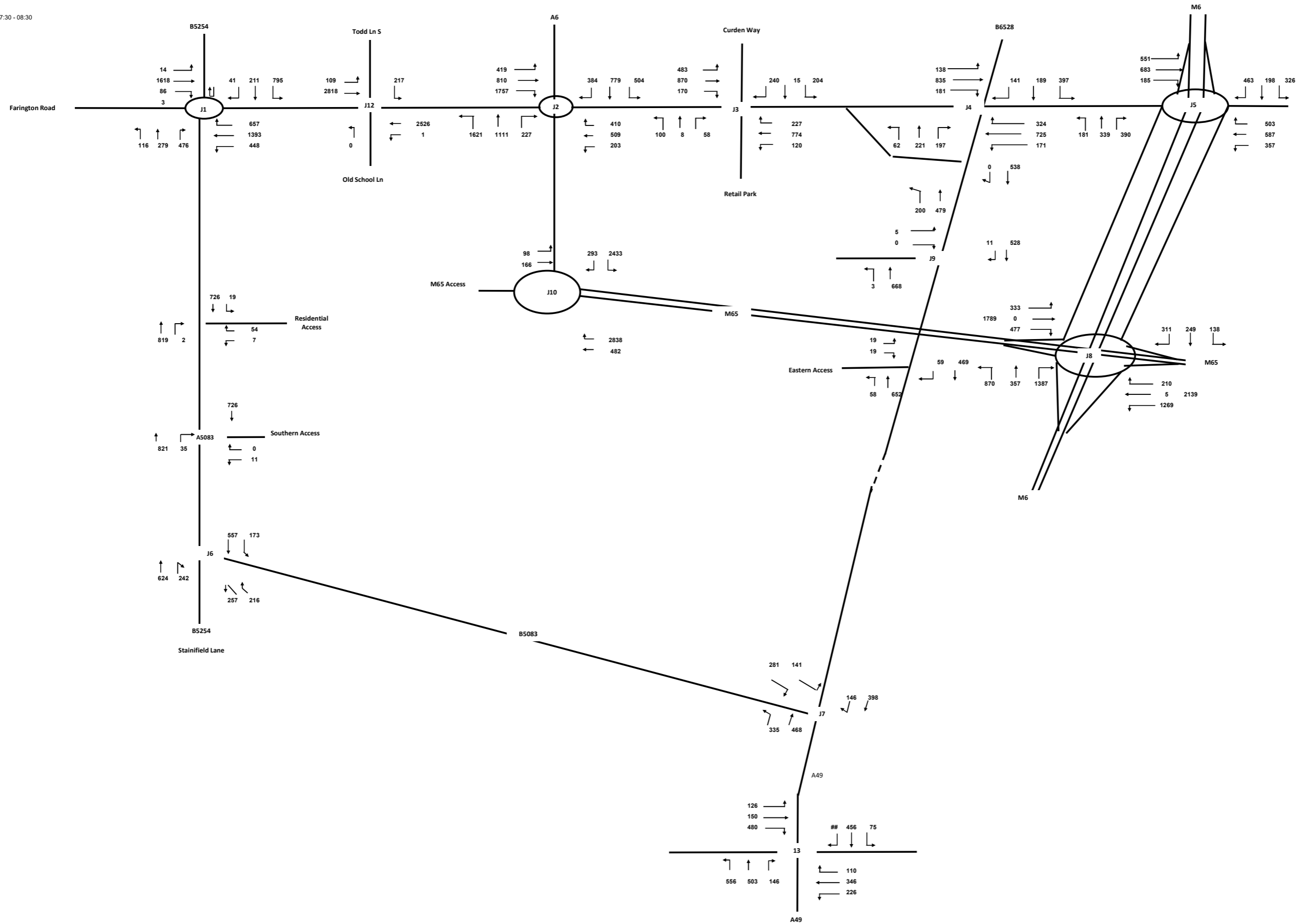












Appendix H

BREEAM COMPLIANCE



PUBLIC



LANCASHIRE CENTRAL – BREEAM TRANSPORT

Introduction and Background

WSP has been instructed by Maple Grove Developments Ltd. and Lancashire County to provide transport and highways advice in support of a planning application for a mixed-use development, referred to as Lancashire Central, in South Ribble, Lancashire.

A Transport Assessment and Framework Travel Plan have been produced by WSP. This Note should be read in conjunction with both documents.

BREEAM – Transport Assessment and Travel Plan

A Building Research Establishment Environmental Assessment (BREEAM) has been prepared in order to address both site-specific Transport Assessment and Travel Plan.

The TRA01 BREEAM 2018 gives two credits to the Transport Assessment and Travel Plan, which is divided in 5 sections.

1 Transport Assessment and Travel Plan

Section 1 requires undertaking a site-specific Transport Assessment and Draft Travel Plan, which can demonstrably be used to influence the site layout and built form.

A Transport Assessment and Travel Plan have been produced and submitted as part of the planning application.

2 Site-specific Travel Statement

The TRA01 BREEAM 2018 identifies 7 minimum key points that the Transport Assessment shall cover as a minimum as follows:

- 2.a If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.
- 2.b Predicted travel patterns and transport impact of future building or site users.
- 2.c Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.
- 2.d Reporting of the number and type of existing accessible amenities within 500m of the site.
- 2.e Disabled access accounting for varying levels and types of disability, including visual impairment.
- 2.f Calculation of the existing public transport Accessibility Index (AI).
- 2.g Current facilities for cyclists.

2.a Existing travel patterns and attitudes

The Travel Plan identifies in Chapter 5 the existing travel patterns and attitudes of residents and employees in the area of the development proposals. 2011 Census Journey to Work (QS701EW) data has been taken from the Office of National Statistics for the 'South Ribble 012' MSOA (Middle Super Output Area).

Using the Journey to Work data, a percentage modal split has been derived for each mode of transport and SMART targets have been formulated that shall be achieved within a five-year period.

Table 1 shows the provisional targets for the modes of transport used by employees and residents of the site, based on the baseline modal split. As an initial target, reducing the share of Car Drivers by 10 % over a ten-year period might be reasonable.



Table 1 – Existing Travel Patterns

Mode	Car Driver	Car Passenger / Taxi	Rail	Bus	Bicycle	On Foot	Other
Employees Travel to Work							
Existing Census Modal Split	78%	7%	1%	3%	4%	5%	1%
Residential Travel to Work							
Existing Census Modal Split	75%	6%	2%	4%	4%	7%	1%

2.b Predicted travel patterns and attitudes

Chapter 8 of the Travel Plan identifies an annual monitoring strategy, which will need to be agreed with the Council. The aim is to reduce the number of single occupancy car journeys made to and from the site whilst increasing the number of sustainable travel journeys. Table 2 below shows the provisional predicted travel patterns with a shift to cycling and pedestrian journeys.

Table 2 – Predicted Travel Patterns

Mode	Car Driver	Car Passenger / Taxi	Rail	Bus	Bicycle	On Foot	Other
	-10%	=	=	=	+5%	+5%	=

2.c Current local environment for pedestrians and cyclists

Chapter 2 of the Transport Assessment, and Chapter 3 of the Travel Plan identify existing walking and cycling infrastructure in the vicinity of the development. In particular, Figure 2-6 and 2-8 of the Transport Assessment show the local areas within walking and cycling distance from the site.

2.d Existing accessible amenities

Table 2-4 of the Transport Assessment has identified some local amenities within walking and cycling distance of the site. There are local amenities within 500 metres of the site as per TRA01 BREEAM 2018 Table 7.1. These are:

- Appropriate food outlet;
- Access to cash;
- Access to an outdoor open space;
- Access to a recreation or leisure facility for fitness or sports;
- Over the counter services associated with a pharmacy

2.e Disabled accessibility

Transport Assessment Chapters 2 and 3 identify accessibility for future users of the site.

The proposed development includes disabled parking bays adjacent to various land uses.

It is envisaged that accessibility features such as tactile pavement and dropped kerbs will be provided at the detail design stage within the public realm works, whether this are within the red line boundary or off-site highway works.

2.f Accessibility Index

A calculation of the AI score results in a figure of 3.73. This figure has been calculated using the public transport information provided within Chapter 2 of the Transport Assessment and Chapter 3 of the Travel Plan.

2.g Current facilities for cyclists

The site is to be developed and therefore no existing facilities are present on the site at this stage. However, Chapter 3 of the Transport Assessment identifies the proposed cycling facilities that will promote and encourage cycling. These include:

- Sheffield cycle stands for bicycles are proposed to be located at different locations around the development site.
- Internal layout of the site to be designed appropriately for to enable and encourage cycling within the site.

3 Site-specific Travel Plan

Section 3 requires the production of a Travel Plan that provides a long-term management strategy which encourages more sustainable travel.

Travel Plan Chapter 8 identifies an annually monitoring and review strategy for the Travel Plan. However, this will be agreed with the Council.

4 Travel Plan Occupier

Section 4 requires involvement of the occupier (if known) in the development of the Travel Plan.

The occupier of the various land uses is yet to be confirmed. Once confirmed, the occupiers will be involved in the development of the Travel Plan.

5 Travel Plan Implementation

Section 5 requires demonstration that the travel plan will be implemented and supported by building's management in operation.

Travel Plan Chapter 6, 7 and 8 identify multiple items that show that the Travel Plan will be correctly implemented in order to achieve its aim of reducing the number of single occupancy car journeys whilst increasing the number of trips made by sustainable modes and active travel.

6 Travel Plan Measures

As a minimum, the following measures shall be considered when developing the travel plan:

- Negotiation with local bus, train or tram companies an increase in the local service provision for the development. – As described across the Framework Travel Plan the development is located in an existing built-up area and in walking distance of existing well-developed public transport provision.
- Provision of a public transport system in a publicly accessible area. – Chapter 3 of the Framework Travel Plan describes the public transport provision around the development site.
- Provision of electric recharging stations. – Electric vehicle charging points will be provided in accordance with SRBC guidance.
- Provision of parking priority spaces for car sharers.
- Consultation with the local authority on the state of the local cycling network and on improvements.
- Provision of dedicated and convenient cycle storage. – Cycle parking is to be provided in accordance with SRBC guidance
- Provision of cyclists' facilities. –no cyclists' facilities, other than storage, are proposed.
- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas. – Public realm improvements are proposed as part of the scheme.
- Restrictions or charging for car parking.



- Pedestrian and cyclists friendly with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes. – Public realm improvements include proposals for new pedestrian crossings and pedestrian routes around the development site.
- Provision of suitable taxi drop-off or waiting areas.
- Ensure rural buildings have appropriate access to transport to serve the local community adequately. – Not relevant.

Summary

This Note, to be read in conjunction of both the Transport Assessment and the Framework Travel Plan, has fully reviewed the measures identified in the TRA01 BREEAM 2018.