Appendix 16.2

Construction Worker Travel Plan
Preesall Underground Gas Storage Facility

Construction Worker Travel Plan

November 2011
Preesall Underground Gas Storage Facility

Construction Worker Travel Plan

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EXECUTIVE SUMMARY

This Construction Worker Travel Plan has been prepared by Hyder Consulting (UK) Limited for Halite Energy Group (Halite) in support of their application to the Infrastructure Planning Commission (IPC) for a Development Consent Order (DCO) to develop an Underground Gas Storage Facility at land between Nateby and Preeasll (on the Fylde Peninsula) and Fleetwood (Wyre Peninsula), Lancashire (“the Project”).

Reference has been made to relevant transport policies and guidance documents, where appropriate. This Construction Worker Travel Plan (hereafter referred to as the Travel Plan) is supported by Halite and will be made available to all employees at the Project.

The aim of Travel Plans, as outlined by Central Government Guidelines, is to address potential areas of reducing reliance on staff single occupancy car use and encouraging the use of alternative forms of travel.

Although this Travel Plan primarily focuses on construction workers, measures have also been proposed to increase visitors’ awareness of alternatives to car use for travel to/from the sites. For the entire construction phase, the project will be subject to a full Travel Plan which will be agreed with relevant officers from Lancashire County Council (LCC) prior to work starting.

Measures to encourage the use of modes other than the private car will include promoting car sharing, providing a works bus to serve the Preeasll site, advising visitors of alternative ways to travel to the Project, the installation of cycle racks for use by staff and visitors, the provision of up-to-date travel and cycle route information and the provision of secure lockers and changing facilities for staff.

Contractors will be given travel information packs to distribute to workers to ensure that they are informed of all the choices of travel on offer to the sites at Preeasll and Fleetwood, including any site specific measures that may be proposed to transport workers to/from the construction sites.

The Travel Plan measures will complement the existing facilities for non-car modes of travel in the vicinity of the Project and assist in meeting the key objectives of the Travel Plan.

The Travel Plan will require the introduction of a Travel Plan Co-ordinator (TPC) who will oversee the plan including the undertaking of travel surveys, reviews and access to public transport information. The TPC would also help to ensure that appropriate monitoring is undertaken and that the proposed UGS Facility works towards targets, which would be agreed once the results of the initial staff travel survey are known.

During the operational phase of the Project, there is expected to be a negligible increase in traffic volumes with an additional 6-8 cars per day using local roads surrounding the Preeasll site only.
1 INTRODUCTION

1.1 Introduction

1.1.1 A Travel Plan is a package of measures aimed at promoting greener, cleaner travel choices and reducing reliance on the private car. It enables employers to reduce the impact of travel on the environment, whilst also bringing a number of other benefits to the organisation as an employer and to staff.

1.1.2 The development of a Travel Plan is a key stage in the forward planning process, accompanying a Transport Assessment, and will assist in identifying a coordinated strategy for improving travel opportunities to / from the proposed development sites. It is a dynamic process that will grow and develop with time as the travel patterns of employees change and new initiatives are introduced.

1.1.3 The Travel Plan itself is a way of managing and promoting how people travel to a particular area or organisation. It can consist of a single initiative, or a package of measures that are co-ordinated to encourage different and more widespread ways of travelling.

1.1.4 This Travel Plan has been prepared by Hyder Consulting (UK) Limited on behalf of Halite to support the construction of the Project. This Travel Plan focuses on the construction stage of the proposals as the pattern of journeys made during the construction phase is anticipated to be considerably different to the pattern that would be experienced at the operational stage. The development of this Travel Plan has been prepared based on the primary objective of minimising the number of commuter journeys on the local highway network, and therefore limit the impact on congestion and the environment.

1.1.5 This Travel Plan seeks to address activities related to the construction of the site which includes commuter journeys for construction workers, material supplies and deliveries. By successfully addressing these different types of travel by promoting travel via sustainable modes and sourcing labour and goods locally, the objectives can be achieved.

1.2 Project Background

1.2.1 Halite is preparing an application to be submitted to the IPC for a DCO to construct and operate the Project and associated infrastructure at Preesall, Lancashire.

1.2.2 The proposal is to create gas storage caverns in the Preesall salt deposits. The caverns will be created by a washing process, in which the salt is dissolved in the water pumped into the deposits. The brine created in this process is to be pumped out and discharged to the Irish Sea via an outfall west of Rossall, near Fleetwood. Pipelines will be constructed to link the storage facilities to the national gas distribution network.

1.2.3 It is intended that all of the built development would be achieved in the first 3 years of the construction programme, whilst the washing and creation of the caverns would take place sequentially over a 4 to 6 year period as each cavern
is created and tested individually. A plan showing the location of the proposed project is provided in Figure 1.1, whilst a plan showing the red line boundary of the project is included in Appendix A (Figure A16.2).

Figure 1.1: Site Location Plan

1.3 Travel Plan Benefits

1.3.1 The primary objective of a Travel Plan is to reduce the adverse effects of transport associated with the operation of a site. Thus, the most easily identified benefits of the Travel Plan are those that are directly related to reductions in vehicle use namely, less congestion, noise, air pollution and fewer accidents.

1.3.2 There are also various other benefits associated with the implementation of Travel Plan initiatives, depending upon the content of such initiatives. These benefits can include:

- Increased productivity - a healthier workforce with greater morale can increase the productivity of staff
- Energy savings - through reduced fossil fuel use
- Improved use of public transport through travel plan initiatives
- An improved environment for pedestrians and cyclists
- Improved organisation image
- Cost savings to staff and the organisation as travel becomes more efficient
- Improved quality of life through time savings achieved as a result of less congestion and reduced stress

1.4 Aims & Approach

1.4.1 As outlined previously, the principal aim of the Travel Plan for the proposed project is to help reduce car usage (particularly single occupancy journeys) and to increase the use of public transport, walking and cycling.

1.4.2 In advance of commencement of the operation of the project, the journey origin and mode of transport of employees cannot be determined and therefore this initial version of the Travel Plan is focussed on setting out principles and
objectives to staff and introducing key elements such as a Travel Plan Coordinator (TPC), thereby providing a framework on which to base future iterations of the Travel Plan.

1.4.3 A survey will be carried out at the Preesall and Fleetwood sites within three months of works commencing to ascertain the prevailing modal travel patterns of employees. These results will be integral in the future development of the Travel Plan. The survey will aim to ascertain:

- Attitudes towards more sustainable modes of transport
- Journey lengths and origin
- Preferences to the current modes of transport
- Attitudes to changing their preferred mode of transport where possible
- The most effective measures to induce a shift from private car usage to more sustainable modes of transport

1.5 Study Approach

1.5.1 This report is based on the findings of site visits and from consideration of current transport and travel planning guidance. Consideration has also been given to the requirements of relevant transport and travel-related policies.

1.5.2 This Travel Plan also considers sustainable access modes and parking arrangements that could be delivered as part of the project proposal, particularly during the construction phase.

1.6 Report Format

1.6.1 Following on from this introductory chapter, the structure of this report is as follows:

- **Chapter 2** sets out a review of relevant policies at the national, regional and local levels
- **Chapter 3** provides a description of existing conditions surrounding the Preesall site
- **Chapter 4** describes the existing conditions at and surrounding the Fleetwood site
- **Chapter 5** introduces a number of travel plan measures which could be implemented at the proposed project
- **Chapter 6** sets out a series of initial travel plan targets
- **Chapter 7** suggests how the Travel Plan could be administered
- **Chapter 8** sets out a strategy for monitoring and reviewing the Travel Plan
- A series of conclusions are presented in **Chapter 9**
2 POLICY CONTEXT

2.1.1 This chapter provides a summary of the key policies and the key guidance documents relating to transport and travel planning at the national, regional and local levels, and demonstrates how the proposed project would be consistent with these.

2.1.2 The context in which a Travel Plan should be promoted is highlighted by a number of policy documents issued at a national level, as outlined below.

2.1.3 Travel Plans are an important component of the Government’s integrated transport strategy and are a means of holistically managing the transport generated by a development or site. Therefore, the principal aim of Travel Plans is to introduce and implement initiatives to encourage modes of travel other than the private car.

2.1.4 “Planning Policy Guidance 13 (PPG13 on Transport)” published by the Government in March 2001, states the government’s commitment to the promotion of travel plans amongst business, schools, hospitals and other organisations. The government considers that travel plans should be submitted alongside planning applications which are likely to have significant transport implications.

2.1.5 Travel plans which are submitted as part of the planning process should be the result of discussions between the applicant, local authority and local transport providers. Travel plan outputs should be measurable. The travel plan itself should contain targets and a method for monitoring the travel plan, as well as measures relating to its enforcement (PPG13, Chapter 4, Section 90).

2.1.6 “Delivering Travel Plans through the Planning Process” is best practice guidance published in April 2009 by the Department for Transport (DfT) and the Department for Communities and Local Government (DCLG).

2.1.7 “Planning Policy Statement 1 – Delivering Sustainable Development” is national planning policy which places emphasis on the achievement of sustainable development and directly supports the use of travel plans as a means of achieving environmental and social objectives.

2.1.8 “Guidance on Transport Assessments” provides additional context for the preparation of travel plans in the development process. Transport Assessments are a critical forerunner of an effective travel plan and should provide the information base.

2.1.9 The government requires Local Transport Plans (LTPs) to demonstrate a contribution to delivering “shared priorities” and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.
3 Existing Conditions - Preesall

3.1.1 This chapter provides an overview of the existing travel and transportation environment in the vicinity of the application site at Preesall, thereby providing a baseline to the Travel Plan.

3.2 Overview and Site Location

3.2.1 The design of the proposed project has been influenced by the site and its surroundings, with the Project to be located close to Preesall. The Project will be located between the eastern side of the Wyre Estuary and the A588 (Hall Gate Lane) highway corridor, and would be within the administrative areas of WBC and LCC.

3.2.2 Halite’s landholding comprises in excess of 500ha. The application site area consists mainly of agricultural land, isolated rural dwellings and farm buildings (many of which are in a poor state of repair).

3.3 Surrounding Land Uses

3.3.1 The area surrounding the development site at Preesall is mainly agricultural farmland. There are a number of small villages along the A588 in the vicinity of the development including Cold Row, Moor End, Stalmine and Preesall Park, along with isolated residential properties fronting a number of the minor roads in the area. There is also a caravan park at ‘The Heads’ located just within the southern half of the Preesall site. The village of Preesall is located to the north of the study area. The village of Staynall and a further caravan site are located at the southern end of the development site.

3.3.2 To the north is Preesall Wastewater Treatment Works, Cote Walls Farm and Knott End Golf Course, beyond which is the settlement of Knott End-on-Sea, to the north east is Preesall, to the east Stalmine, and to the south Staynall (with Hambleton beyond). There are a number of scattered farmsteads in the area, which are typical of the rural area comprising old houses and a mixture of traditional and modern agricultural buildings and hard standings. A former caravan site which is within the landholding and under the control of Halite.

3.3.3 The Preesall area of the application site is characterised by a mixture of scattered settlements, meandering lanes and open agricultural fields of varying quality, interspersed with blocks of woodland, dense hedgerows and farmsteads. The Wyre Estuary comprises a series of low lying salt marshes. The eastern bank has no industrial development and residential/commercial development is limited to a caravan park.

3.4 Highway Network

3.4.1 The project at Preesall is considered to be well located in terms of the local (Staynall Lane, High Gate Lane, Brown’s Lane, Cemetery Lane and Back Lane) and strategic (A588, A585 and M55 Motorway) highway networks. The A588 Hall Gate Lane is the main highway to the east of the site with minor roads (e.g.
3.5 Local Amenities

3.5.1 The area surrounding the proposed development site at Preesall is agricultural in nature, meaning that the majority of everyday amenities are not within easy walking and cycling distance. Despite this, Table 3-1 below provides an indication of distance to the nearest healthcare and food retail facilities from the Preesall site.

**Table 3-1 Access to Local Amenities – Preesall**

<table>
<thead>
<tr>
<th>Amenity</th>
<th>Postcode</th>
<th>Distance</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fordstone General Store</td>
<td>FY6 0EB</td>
<td>1.9km</td>
<td>Fordstone Avenue</td>
</tr>
<tr>
<td>Co-op Foodstore</td>
<td>FY6 0AU</td>
<td>3.2km</td>
<td>Lancaster Road</td>
</tr>
<tr>
<td>West Lodge Dentists</td>
<td>FY6 9AG</td>
<td>4.0km</td>
<td>West Lodge</td>
</tr>
<tr>
<td>Hambleton Health</td>
<td>FY6 9AH</td>
<td>4.3km</td>
<td>Kiln Lane</td>
</tr>
<tr>
<td>Over Wyre Medical Centre</td>
<td>FY6 0FA</td>
<td>4.6km</td>
<td>Wilkinson Way</td>
</tr>
<tr>
<td>Londis Stakepool</td>
<td>PR3 6AH</td>
<td>5.3km</td>
<td>A588 Lancaster Road</td>
</tr>
<tr>
<td>Blackpool Victoria Hospital</td>
<td>FY3 8NR</td>
<td>13.6km</td>
<td>Whinney Heys Road</td>
</tr>
</tbody>
</table>

3.5.2 It can be seen from Table 3-1 that a number of everyday amenities are within a short distance (by car) from the proposed site at Preesall. It is however acknowledged that trips between the site and the amenities summarised in Table 3-1 are likely to be car-based and, as such, the Travel Plan would seek to reduce the occurrence of such trips (e.g. through the coordination of food caterers to visit the Preesall site at lunch times).

3.6 Current Travel Behaviour

3.6.1 Whilst travel surveys will be carried out to establish baseline travel patterns of staff within three months of construction works commencing on the proposed project, an initial indication of potential baseline travel patterns can be obtained from the 2001 Census for the Preesall ward.

3.6.2 Table 3-2 provides a breakdown of ‘method of travel to work’ for the daytime population of the Preesall ward against data gathered for the Mount ward (where the Fleetwood site would be located), Wyre Non-Metropolitan District,
the NW Region and England. It is important to note that the travel mode information presented in Table 3-2 does not take account of ‘work from home’, ‘not currently working’ or ‘working outside the UK’, as these criteria are not relevant to the proposed project for a variety of reasons (i.e. for instance, work will be site-based, thereby excluding ‘work from home’).

**Table 3-2 Method of Travel to Work – Preesall**

<table>
<thead>
<tr>
<th>Travel mode(s)</th>
<th>Preesall</th>
<th>Mount</th>
<th>Wyre</th>
<th>NW Reg</th>
<th>England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driving a car or van</td>
<td>67.9%</td>
<td>54.4%</td>
<td>64.7%</td>
<td>64.4%</td>
<td>62.8%</td>
</tr>
<tr>
<td>Passenger in a car or van</td>
<td>9.3%</td>
<td>10.0%</td>
<td>9.5%</td>
<td>8.3%</td>
<td>7.0%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.7%</td>
<td>1.1%</td>
<td>1.0%</td>
<td>1.0%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Cycle</td>
<td>3.4%</td>
<td>10.7%</td>
<td>5.0%</td>
<td>2.5%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Walk</td>
<td>14.9%</td>
<td>15.8%</td>
<td>13.1%</td>
<td>11.1%</td>
<td>11.4%</td>
</tr>
<tr>
<td>Taxi</td>
<td>0.7%</td>
<td>0.6%</td>
<td>0.7%</td>
<td>0.9%</td>
<td>0.6%</td>
</tr>
<tr>
<td>Service bus</td>
<td>2.1%</td>
<td>5.0%</td>
<td>4.9%</td>
<td>9.4%</td>
<td>8.6%</td>
</tr>
<tr>
<td>Train</td>
<td>0.3%</td>
<td>0.9%</td>
<td>0.4%</td>
<td>2.1%</td>
<td>4.8%</td>
</tr>
<tr>
<td>Other</td>
<td>0.5%</td>
<td>1.3%</td>
<td>0.7%</td>
<td>0.3%</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

3.6.3 It can be seen from Table 3-2 that the majority (67.9%) of the working population within the Preesall ward travel to work as a car/van driver, whilst 9.3% travel as a passenger in a car/van, 14.9% on foot, 3.4% by bicycle and 2.1% by service bus. In total, some 77.2% of people that work in the Preesall ward travel by car, which is higher than the corresponding mode shares for Wyre (74.2%), the North West Region (72.7%) and England (69.8%).

3.6.4 The proportion of trips by walk and cycle amongst the working population of the Preesall ward amounts to 18.3%, which is comparable with Wyre (18.1%) and higher than the North West Region (13.6%) and England (14.6%) respectively. Service bus use (2.1%) amongst people working in the Preesall ward is however lower than corresponding bus mode share values for Wyre (4.9%), the North West Region (9.4%) and England (8.6%) respectively. Figure 3.1 below summarises the distance travelled amongst the working population of the Preesall ward versus the Mount, Wyre, NW Region and England study areas.

3.6.5 It can be seen from Figure 3.1 that the majority (49%) of the workplace population of the Preesall ward travel more than 10km to their place of work. On the other hand, some 23% travel less than 2km whilst 29% travel between 2km and 10km to their place of work. It is worth noting that some 32% and 28% of the workplace populations of Wyre and the North West Region travel 10km or more for work-related reasons respectively. There does therefore appear to be a strong willingness to travel reasonable distances (e.g. 10km or more) in order to access the workplace.
3.7 Walking & Cycling Accessibility

3.7.1 Set out in the following is an overview of the existing walk and cycle infrastructure that exists in the vicinity of the proposed development site at Preesall.

Walking

3.7.2 The main site at Preesall will be accessed via Monk’s Lane. Monk’s Lane is an unsurfaced track that serves a number of vacant buildings that currently occupy the site. At present, there is no footway provision adjacent to the Back Lane or Cemetery Lane carriageways which provide highway connections to the main settlement of Preesall to the north and the southern fringe of Preesall to the east respectively.

3.7.3 Site visits confirmed that within the immediate surrounds of the proposed haul road convergence with the A588 Hall Gate Lane route, footways exist on both sides of the carriageway. These existing footways will provide a connection between the bus stops on the A588 carriageway in this location and the proposal haul road.

3.7.4 There are opportunities for future bus users associated with the site to utilise these existing footways in order to access the proposed haul road (where opportunities for onward travel to the main element of the site, accessed via Monk’s Lane, could be introduced – e.g. a works bus).
Walking offers the greatest potential to replace short car trips, particularly under 2km, and a walking distance of 2km from Monk’s Lane would connect the site (on foot) to the northern fringes of the settlement of Preesall to the north and east, and the settlement of Stalmine to the south-east (as shown in Figure 3.2). These journeys would take approximately 24 minutes to complete on foot (based on an average walking speed of 1.4 metres per second, as stated in the Institution of Highways & Transportation, IHT 2000, ‘Providing for Journeys on Foot’ guidelines). However, given the current lack of pedestrian facilities in the vicinity of Monk’s Lane it is considered that the number of foot-borne trips between this location and other proximate settlements (e.g. Preesall and Stalmine) is likely to be limited.

Cycling

It is widely regarded that ‘cycling offers the potential to replace short car trips, particularly under 5km’. As shown in Figure 3.3, a cycling distance of 5km from Monk’s Lane would connect the site to Pilling (to the east), Preesall and Knott End-on-Sea (to the north) and Stalmine and Hambleton (to the south). A journey of 5km by cycle would take approximately 19 minutes to complete (based on an average cycling speed of 4.4 metres per second, as stated in the IHT guidelines).
3.8 Public Transport Accessibility

3.8.1 Bus travel is likely to be a more realistic means of public transport usage (over rail travel) amongst people travelling to and from the proposed development at Preesall. The following paragraphs provide an insight into the current public transport accessibility of the site.

Bus Accessibility

3.8.2 The two bus routes (2C and 86) that operate along the A588 Hall Gate Lane (and serve the Moss House Lane bus stop) provide a combined frequency of three buses during the morning period and a further three buses in the evening period (as shown in Table 3-3).

3.8.3 The Moss House Lane bus stop is located within 100m of the proposed haul road access. The facilities at these bus stops include shelters, dropped kerbs, tactile paving, up-to-date timetable information, on-road demarcated bus bays and footway connections between the bus stops and the proposed haul road access.

3.8.4 Table 3-3 includes an assessment of existing journey times for each bus route based upon the time taken to travel between the point of origin and the nearest bus route to the Preesall site that each bus service routes via (highlighted in red text in column three of Table 3-3). For instance, it can be seen from reference to Table 3-3 that the journey time between the Fleetwood (Marine Hall) and Moss House Lane bus stops (bus service no. 86) is 47 minutes.

Table 3-3

<table>
<thead>
<tr>
<th>Bus Route</th>
<th>Journey Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>2C</td>
<td>47 minutes</td>
</tr>
<tr>
<td>86</td>
<td>47 minutes</td>
</tr>
</tbody>
</table>

Figure 3.3: Cycle Accessibility from Monk’s Lane
Table 3-3 Local Bus Services – Preesall

<table>
<thead>
<tr>
<th>Bus route</th>
<th>Origin</th>
<th>Via</th>
<th>Destination</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>To Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(AM)</td>
</tr>
<tr>
<td>2C</td>
<td>Blackpool town centre</td>
<td>P-le-Fylde, Hambleton</td>
<td>Knott End</td>
<td>06:27, 06:57</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Stalmine Moss</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>House Ln</td>
<td></td>
<td></td>
</tr>
<tr>
<td>86</td>
<td>Fleetwood, Marine Hall</td>
<td>Cleveleys BS Little</td>
<td>Knott End</td>
<td>06:30</td>
</tr>
<tr>
<td></td>
<td></td>
<td>S’ton Hambleton Moss</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>House Ln</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Journey times (mins): 2C = 43 mins, 86 = 47 mins

3.8.5 The existing bus routes summarised in Table 3-3 provide connections with Knott-End-on-Sea, Preesall, Hambleton, Stalmine, Poulton-le-Fylde, Thornton-Cleveleys, Blackpool and Fleetwood. A plan of existing bus routes in the vicinity of the proposed haul road at Preesall Park is shown in Figure 3.4 below.

Figure 3.4: Local Bus Routes and Stops – Preesall
3.8.6 It can be seen from Figure 3.4 that the number 89 bus service routes via the A588 Head Dyke Lane, the B5270 Lancaster Road and the B5270 Sandy Lane through the settlement of Preesall and on towards Knott End-on-Sea. Bus route number 89 provides a connection between Lancaster City Centre, Cockerham, Pilling, Stake Pool, Preesall and Knott End-on-Sea at a frequency of one bus every two hours between 8.40am and 10.40pm, Monday to Friday. The nearest bus stop that is served by the number 89 route is located adjacent to the B5270 Sandy Lane within Preesall, which is within a 1km walking distance of the proposed haul road access.

Rail Accessibility

3.8.7 The nearest railway station to the Preesall site is at Poulton-le-Fylde, located approximately 9km to the south of the proposed haul road access point to the project (off of the A588 Hall Gate Lane).

3.8.8 It is important to note that the no. 2C bus service routes via Poulton-le-Fylde railway station and onwards to the previously mentioned Moss House Lane bus stop. The journey time between these two bus stops is approximately 19 minutes. The no. 2C bus service also stops at Stalmine, Hambleton, Little Singleton, Skippool and a number of bus stop locations throughout Poulton-le-Fylde prior to boarding/alighting at Poulton-le-Fylde railway station.

3.8.9 In terms of connectivity between the railway station and Moss House Lane bus stops during the morning period on a week day (at times that would coincide with the forecast start to the working day at 8am), buses depart the railway station bus stop at 6.51am, 7.21am and 7.51am and arrive at the Moss House Lane bus stop at 7.10am, 7.40am and 8.10am respectively.

3.8.10 With regard to the connectivity between the Moss House Lane and railway station bus stops during the evening period on a week day (at times that would coincide with the forecast end to the working day at 6pm), buses depart the Moss House Lane bus stop at 6.04pm and 6.34pm and arrive at the Poulton-le-Fylde railway station bus stop at 6.23pm and 6.53pm respectively.

3.8.11 A summary of existing rail services that operate from Poulton-le-Fylde rail station to accord with the morning and evening bus timetable summarised in the above is provided in Table 3-4 below.

<table>
<thead>
<tr>
<th>Table 3-4 Poulton-le-Fylde Rail Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station(s)</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Blackpool North</td>
</tr>
<tr>
<td>Station(s)</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Kirkham</td>
</tr>
<tr>
<td>Preston</td>
</tr>
<tr>
<td>Bolton</td>
</tr>
<tr>
<td>Blackburn</td>
</tr>
<tr>
<td>Manchester</td>
</tr>
<tr>
<td>Victoria</td>
</tr>
</tbody>
</table>

3.8.12 It can be seen from reference to Table 3-4 that Poulton-le-Fylde rail station can be accessed from a number of locations, including Blackpool North, Kirkham, Preston, Bolton, Blackburn and Manchester Victoria to coincide with the start and end of the working day (and the corresponding no. 2C bus route timetable).
EXISTING CONDITIONS - FLEETWOOD

Overview and Site Location

4.1.1 The proposed site at Fleetwood is primarily located at Fleetwood Docks, and would be accessible to vehicular traffic via Herring Arm Road. The pipelines from this area cross the Wyre estuary to the Preesall Site to the east.

4.1.2 To the west of the Fleetwood site the proposed brine discharge pipeline would run parallel to the rear of Jameson Road waste water treatment works, crossing the A585 and a disused railway line, running south of Broadwater Woods and the grounds of the nearby Nautical College. It would then pass within open fields, Rossall Hospital and playing fields before running towards the coast to the rear of residential properties and a hospital on West Way. After traversing the sea wall it would extend for some 2.3km into the Irish Sea.

4.1.3 On the western side of the River Wyre the development site is surrounded by Fleetwood to the north with the settlements of Cleveleys and Thornton to the south.

Surrounding Land Uses

4.2.1 To the west of the Wyre Estuary is the Fleetwood peninsula, the eastern side of which is fronted from north to south by Fleetwood Docks, the former power station site (currently being reclaimed for ecological and recreational purposes), Jameson Road landfill/waste water site and land associated with the former ICI works.

4.2.2 The application site at Fleetwood is located to the south east of the settlement of Fleetwood, a seaside town situated on the Fylde Coast, and includes land on either side of the Wyre Estuary.

4.2.3 Fleetwood Fish Dock represents a suitable source of seawater. The fish dock, constructed in the 1880s, was also used to supply cooling water to an electricity generating station in the 1950s and some of this infrastructure is still in place. The proposed construction would make maximum use of this existing infrastructure, in order to minimise the impact of the project.

Highway Network

4.3.1 The project at Fleetwood is considered to be well located in terms of the local (Herring Arm Road, A585 Amounderness Way and West Way) and strategic (A585, A586 and M55 Motorway) highway networks. The A585 Amounderness Way is the main highway to the west of the main site at Fleetwood, whilst the West Way carriageway would facilitate vehicular movements associated with the construction of the proposed outfall into the Irish Sea. A detailed description of the highway network that currently surrounds and would ultimately serve the Fleetwood site is provided in Chapter 3 of the Transport Assessment (Appendix 16.1 of Volume 1B).
4.4 Local Amenities

4.4.1 The area surrounding the proposed site at Fleetwood is largely industrial in nature, with a number of everyday amenities located within easy walking and cycling distance. Table 4-1 below provides an indication of distance to the nearest healthcare and food retail facilities from the Fleetwood site.

Table 4-1 Access to Local Amenities – Fleetwood

<table>
<thead>
<tr>
<th>Amenity</th>
<th>Post code</th>
<th>Distance</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asda Fleetwood</td>
<td>FY7 6NU</td>
<td>1.1km</td>
<td>Styan Street</td>
</tr>
<tr>
<td>Marks &amp; Spencer Food</td>
<td>FY7 6AE</td>
<td>1.4km</td>
<td>Anchorage Road</td>
</tr>
<tr>
<td>Fleetwood Health Centre</td>
<td>FY7 6HD</td>
<td>1.6km</td>
<td>London Street</td>
</tr>
<tr>
<td>Ideal Dental Care Ltd</td>
<td>FY7 6JY</td>
<td>1.7km</td>
<td>London Street</td>
</tr>
<tr>
<td>Co-op Foodstore</td>
<td>FY7 8AS</td>
<td>2.0km</td>
<td>Fleetwood Road</td>
</tr>
<tr>
<td>Blackpool Victoria Hospital</td>
<td>FY3 8NR</td>
<td>12.1km</td>
<td>Whinney Heys Road</td>
</tr>
</tbody>
</table>

4.4.2 It can be seen from Table 4-1 that a number of everyday amenities are within an achievable walking distance from the proposed site at Fleetwood. It is however acknowledged that trips between the site and the majority of amenities summarised in Table 4-1 are likely to be car-based and, as such, the Travel Plan would seek to reduce the occurrence of such trips (e.g. through the coordination of food caterers to visit the Fleetwood site at lunch times).

4.5 Current Travel Behaviour

4.5.1 Table 4-2 provides a breakdown of ‘method of travel to work’ for the daytime population of the Mount ward (the administrative ward in which the Fleetwood site would be located) against data gathered for the Preesall ward, Wyre Non-Metropolitan District, the NW Region and England. It is important to note that the travel mode information presented in Table 4-2 does not take account of ‘work from home’, ‘not currently working’ or ‘working outside the UK’, as these criteria are not relevant to the proposed project for a variety of reasons (i.e. for instance, work will be site-based, thereby excluding ‘work from home’).
Table 4-2 Method of Travel to Work – Fleetwood

<table>
<thead>
<tr>
<th>Travel mode(s)</th>
<th>Preesall</th>
<th>Mount</th>
<th>Wyre</th>
<th>NW Reg</th>
<th>England</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driving a car or van</td>
<td>67.9%</td>
<td>54.4%</td>
<td>64.7%</td>
<td>64.4%</td>
<td>62.8%</td>
</tr>
<tr>
<td>Passenger in a car or van</td>
<td>9.3%</td>
<td>10.0%</td>
<td>9.5%</td>
<td>8.3%</td>
<td>7.0%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.7%</td>
<td>1.1%</td>
<td>1.0%</td>
<td>1.0%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Cycle</td>
<td>3.4%</td>
<td>10.7%</td>
<td>5.0%</td>
<td>2.5%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Walk</td>
<td>14.9%</td>
<td>15.8%</td>
<td>13.1%</td>
<td>11.1%</td>
<td>11.4%</td>
</tr>
<tr>
<td>Taxi</td>
<td>0.7%</td>
<td>0.6%</td>
<td>0.7%</td>
<td>0.9%</td>
<td>0.6%</td>
</tr>
<tr>
<td>Service bus</td>
<td>2.1%</td>
<td>5.0%</td>
<td>4.9%</td>
<td>9.4%</td>
<td>8.6%</td>
</tr>
<tr>
<td>Train</td>
<td>0.3%</td>
<td>0.9%</td>
<td>0.4%</td>
<td>2.1%</td>
<td>4.8%</td>
</tr>
<tr>
<td>Other</td>
<td>0.5%</td>
<td>1.3%</td>
<td>0.7%</td>
<td>0.3%</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

4.5.2 It can be seen from Table 4-2 that the majority of the working population within the Mount ward travel to work by car (54.4%), whilst 10% travel as a passenger in a car/van, 15.8% travel on foot, 10.7% by bicycle and 5% by service bus. In total, therefore some 64.4% of people that work in the Mount ward travel by car (driver and car sharer), which is notably lower than the corresponding mode shares for Wyre (74.2%), the North West Region (72.7%) and England (69.8%) respectively.

4.5.3 The proportion of trips by walk and cycle amongst the working population of the Mount ward amounts to 26.5%, which is higher than Wyre (18.1%), North West Region (13.6%) and England (14.6%) respectively. Service bus use (5%) amongst the working population of the Mount ward is comparable with the corresponding bus mode share values for Wyre (4.9%), but lower than the bus mode shares for the NW Region (9.4%) and England (8.6%) respectively. Figure 4.1 summarises the distance travelled amongst the working population of the Mount ward versus the Preesall, Wyre, NW Region and England study areas.

4.5.4 It can be seen from Figure 4.1 that the majority (46%) of the workplace population of the Mount ward travel less than 2km to their place of work. Some 28% travel between 2km and 10km to their workplace, which is comparable with the corresponding values obtained for the Preesall ward.
4.6 Walking and Cycling Accessibility

4.6.1 Set out in the following is an overview of the existing walk and cycle infrastructure that exists in the vicinity of the proposed development site at Fleetwood.

Walking

4.6.2 Herring Arm Road, the main vehicular access road into Fleetwood Docks, is aligned by footways and guard railing on either side on the approach to / from the roundabout junction with the A585 Amounderness Way corridor.

4.6.3 Site visits confirmed that within the immediate surrounds of the proposed Herring Arm Road access to the development site at Fleetwood, footways largely align both sides of the respective carriageways. Indeed, there is sufficient existing infrastructure in place to facilitate pedestrian movements between the Fleetwood Docks site (accessible via Herring Arm Road) and Denham Way (which involves crossing the A585 roundabout).

4.6.4 Paragraph 75 of PPG 13 states that “walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.” The accessibility of the Fleetwood site on foot has therefore been assessed based on a maximum walk distance of 2km from the proposed main access point via Herring Arm Road, as shown in Figure 4.2 below.
4.6.5 It can be seen from Figure 4.2 that a walking distance of 2km from Herring Arm Road would connect the site (on foot) to Fleetwood to the north, the fringes of the B5409 Rossall Lane to the south and beyond the A581 Broadway to the west. These journeys would take approximately 24 minutes to complete on foot (based on an average walking speed of 1.4 metres per second, as stated in the Institution of Highways & Transportation, IHT 2000, ‘Providing for Journeys on Foot’ guidelines). The Fleetwood site is therefore considered to benefit from a good level of accessibility for journeys on foot.

4.6.6 There are also opportunities for pedestrians to utilise the exiting footways that adjoin the eastern side of the A585 Amounderness Way carriageway in order to travel on foot between Herring Arm Road and Anchorage Road (to the north). The number 1 bus service operates via Anchorage Road and provide onward connections to Fleetwood, Rossall, Cleveleys, Thornton, Poulton-le-Fylde, Little Carleton and Blackpool.

Cycling

4.6.7 It is widely regarded that “cycling offers the potential to replace short car trips, particularly under 5km.” The accessibility of the Fleetwood site by cycle has therefore been assessed based on a cycle distance of 5km from the proposed main access point via Herring Arm Road.

4.6.8 It can be seen from reference to Figure 4.3 below that a cycling distance of 5km from Herring Arm Road would connect the site to Fleetwood (to the north), Cleveleys (to the south-west) and Thornton (to the south-east). A journey of 5km by cycle would take approximately 19 minutes to complete (based on an average cycling speed of 4.4 metres per second, as stated in the IHT guidelines).
4.7 Public Transport Accessibility

4.7.1 It is considered that bus and tram travel are likely to represent realistic mode choices amongst a number of construction workers travelling to and from the proposed development site at Fleetwood. The following paragraphs provide an insight into the public transport (bus, tram and rail) accessibility of the Fleetwood site.

Bus Accessibility

4.7.2 The no. 1 bus service routes via Anchorage Road (1.1km to the north of Herring Arm Road) and provides a frequency of three buses between 6.30-8.30am and a further three buses between 6-7.03pm. A further three bus services (no. 14, 74 and 80/82) operate via Broadwater, which is a 2km (24 minute) walking distance from the proposed Herring Arm Road entrance to the Fleetwood site. The individual route frequencies and their corresponding destinations are summarised in Table 4-3 below.
Table 4-3 Local Bus Services – Fleetwood

<table>
<thead>
<tr>
<th>Bus route</th>
<th>Origin</th>
<th>Via</th>
<th>Destination</th>
<th>Frequency (AM)</th>
<th>Frequency (PM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Starr Gate</td>
<td>Cleveleys, Larkholme, Copse Road</td>
<td>Fleetwood Ferry</td>
<td>07:10, 07:45, 08:05</td>
<td>18:18, 18:36, 19:03</td>
</tr>
<tr>
<td>14</td>
<td>Clifton Street</td>
<td>Thornton, Broadwater</td>
<td>Fleetwood Ferry</td>
<td>07:25, 07:55, 08:15</td>
<td>18:00, 18:30, 19:00</td>
</tr>
<tr>
<td>74</td>
<td>Poulton-le-Fylde Bus Station</td>
<td>Poulton-le-Fylde rail station, Thornton, Cleveleys BS, Broadwater</td>
<td>Larkholme</td>
<td>06:54, 07:54</td>
<td>17:50, 18:50</td>
</tr>
<tr>
<td>80 / 82</td>
<td>Poulton-le-Fylde town centre</td>
<td>Thornton, Trunnah, Broadwater</td>
<td>Albert Square, Fleetwood</td>
<td>07:15, 08:18</td>
<td>18:11</td>
</tr>
</tbody>
</table>

Journey times (mins): 1 = 70 mins, 14 = 49 mins, 74 = 41 mins, 80 / 82 = 18 mins

4.7.3 It can be seen that the existing bus routes summarised in Table 4-3 provide connections with Poulton-le-Fylde (and its railway station), Thornton-Cleveleys (and its bus station), Blackpool and Fleetwood.

4.7.4 There is also an assessment of existing journey times for each bus route summarised in Table 4-3 based upon the time taken to travel between the point of origin and the nearest bus route to the Fleetwood site that each bus service routes via (highlighted in red text in column three of Table 4-3). For instance, it can be seen from reference to Table 4-3 that the journey time between the Starr Gate and Copse Road bus stops (bus service no. 1) is 70 minutes.

4.7.5 A plan of existing bus routes that operate in the vicinity of the proposed access to the Fleetwood site (via Herring Arm Road) shown in Figure 4.4.
4.7.6Whilst bus services do not currently route via the A585 Amounderness Way (and directly pass Herring Arm Road), a range of bus services are accessible via Radcliffe Road and Fleetwood Road (Broadwater bus stop).

4.7.7The Broadwater bus stop is within 2km of the proposed entrance to the Fleetwood site via Herring Arm Road. The facilities at the bus stop, which services bus route no. 1, includes a shelter and up-to-date timetable information, a demarcated bus bay and footway connections between the Broadway bus stops and Herring Arm Road. The bus stop located adjacent to Fleetwood Road is also within a 2km walking distance, which is considered to be a ‘maximum’ walking distance to public transport termini based on the guidance contained within PPG 13.

Rail Accessibility

4.7.8The nearest railway station to the Fleetwood site is at Poulton-le-Fylde, located approximately 9.1km to the south-east of the proposed access point (via Herring Arm Road) to the project at Fleetwood.

4.7.9It is important to note that the no. 74 bus service routes via Poulton-le-Fylde railway station and onwards to the previously mentioned Broadwater bus stop located adjacent to Fleetwood Road. The journey time between these two bus stops is approximately 41 minutes. The no. 74 bus service routes via Skippool, Little Thornton, Thornton Centre and Cleveleys Bus Station between the railway station and Broadwater bus stops.
4.7.10 In terms of connectivity between the railway station and Broadwater bus stops during the morning period on a week day (at times that would coincide with the forecast start to the working day at 8am), buses depart the railway station bus stop at 6.13am and 7.13am and arrive at the Broadwater bus stop at 6.54am and 7.54am respectively.

4.7.11 With regard to connectivity between the Broadwater and railway station bus stops during the evening period on a week day (at times that would coincide with the forecast end to the working day at 6pm), buses depart the Broadwater bus stop at 5.50pm and 6.50pm and arrive at the Poulton-le-Fylde railway station bus stop at 6.23pm and 7.23pm respectively.

4.7.12 A summary of existing rail services that operate from Poulton-le-Fylde rail station to accord with the morning and evening bus timetable summarised in the foregoing is provided in Table 4-4.

Table 4-4 Poulton-le-Fylde Rail Services

<table>
<thead>
<tr>
<th>Station(s)</th>
<th>Journey time(s)</th>
<th>Services frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Morning arrivals</td>
<td>Evening departures</td>
</tr>
<tr>
<td>Blackpool North</td>
<td>7 minutes 6.34am, 6.47am, 7.08am, 7.17am, 7.25am, 7.35am</td>
<td>6.13pm, 6.35pm, 6.43pm, 6.50pm, 6.59pm</td>
</tr>
<tr>
<td>Kirkham</td>
<td>9 minutes 6.56am, 7.30am</td>
<td>6.28pm, 6.35pm, 6.50pm</td>
</tr>
<tr>
<td>Preston</td>
<td>18 minutes 6.56am, 7.30am</td>
<td>6.28pm, 6.35pm, 6.50pm</td>
</tr>
<tr>
<td>Bolton</td>
<td>57 minutes 6.56am, 7.30am</td>
<td>6.28pm, 6.35pm, 6.50pm</td>
</tr>
<tr>
<td>Blackburn</td>
<td>65 minutes 7.30am, 7.54am</td>
<td>6.35pm, 6.50pm</td>
</tr>
<tr>
<td>Manchester Victoria</td>
<td>73 minutes 6.56am, 7.30am</td>
<td>6.28pm, 6.35pm, 6.50pm</td>
</tr>
</tbody>
</table>

4.7.13 It can be seen from reference to Table 4-4 that Poulton-le-Fylde rail station can be accessed from a number of locations, including Blackpool North, Kirkham, Preston, Bolton, Blackburn and Manchester Victoria to coincide with the start and end of the working day (and the corresponding no. 74 bus route timetable).
Tram Accessibility

4.7.14 The Blackpool to Fleetwood tram line, which extends along the coast from Starr Gate to Fleetwood, is currently undergoing significant upgrade works and is not therefore operational at present. Subject to satisfactory progress it is programmed to complete the upgrading to the tramway by Easter 2012, which would be in advance of planned construction works commencing at the Fleetwood site.

4.7.15 Once complete, it is proposed to provide a frequent service of trams that will operate every 10 minutes from Starr Gate through to Fleetwood (via the nearby Lindell Street station). The key aims of the scheme are:

- To provide a high quality and modern transport facility along the Fylde Coast
- To provide quicker journey times for passengers
- To encourage use of public transport
- To assist regeneration along the Fylde Coast

4.7.16 The planned Lindell Street tram station is within a 400m walking distance of the main access point to the Fleetwood site (e.g. via Herring Arm Road).
5 TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 The development of a successful Travel Plan will require consultation with construction staff as time progresses to establish which measures would be the most effective, which may prove difficult to implement and which may be unpopular. The following sections outline a number of measures that could be promoted by the TPC under the following general headings:

- Travel awareness
- Travel database
- Public transport information
- Walking
- Cycling
- Powered two-wheelers
- Car sharing scheme
- Car parking management
- Personalised journey planners
- Visitors
- Deliveries
- Catering deliveries

5.1.2 The measures identified and discussed within this chapter include generalised Travel Plan measures such as the dissemination of information relating to travel mode choices, in addition to a series of bespoke measures (e.g. the proposed works bus, car sharing scheme and car park management strategy) that reflect the nature and setting of the Project.

5.2 Travel Awareness

5.2.1 Good accurate information on the range of services and travel initiatives available at the site will be a critical element of a successful Travel Plan.

5.2.2 The TPC will make new employees and sub-contractors aware of the existence of the Travel Plan by providing them with an information leaflet summarising the Travel Plan as part of a welcome pack, which would be issued on appointment of their position. Any parking management policies will be explained to members of staff during the recruitment process.

5.2.3 The welcome pack would include, though not exclusively, the following:

- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops
- Bus timetables of existing local services from nearby bus stops
- Train timetables relating to services which stop at the nearest rail station, this being Poulton-le-Fylde
- A map showing local cycle routes, which would also indicate the locations of cycle parking and cycle shops in the area
- Information relating to traffic-related environmental concerns, congestion problems and car sharing to raise awareness
- Details of works bus collection points and frequencies

5.2.4 The TPC will ensure that any changes to the Travel Plan or any relevant information are passed on to members of staff on a biannual / annual basis in the form of leaflets. In addition, the TPC will ensure that off-site information is provided in the form of adequate signing for walking and cycling routes as well as timetable information at bus stops.

5.3 Travel Database

5.3.1 The TPC will undertake a travel survey every six months which will monitor the number of staff arriving by works bus, car sharing, walking, cycling, public transport and private car.

5.3.2 Information contained within the database and the travel patterns derived from the data will inform the annual review process, which will be carried out in conjunction with officers from LCC.

5.4 Public Transport Information

5.4.1 The TPC will encourage use of public transport as a mode of travel to work by implementing the following initiatives:

- Provide up-to-date public transport information, including route maps and timetables, with welcome packs and on staff notice-boards
- Provide details of local taxi companies
- Liaise regularly with local public transport operators to ensure that information remains valid
- Provide details of the websites and telephone advice services to enable staff to obtain details on their individual journey requirements, including the Transport Direct journey planner and Traveline (Tel 0871 200 2233)

5.5 Works Bus

5.5.1 A works bus will be provided by the contractor to collect and drop off staff living and staying locally. The details of works bus collection points and times will be provided within welcome packs for every new employee and posted on staff notice boards across the site.
5.6 Walking

5.6.1 The TPC will encourage walking as a mode of travel to work by implementing the following initiatives:

- Raise awareness of the health benefits of walking through promotional material
- Provide a map showing walking routes, indicating distances and times at appropriate intervals to the sites at Preesall and Fleetwood
- Encourage employees to sign up to the ‘WalkBUDi’ scheme which offers a journey matching service
- Ensure that footpaths on site are well maintained and lit with any defects reported to the Highway Authority
- Introduce a policy against parking provision for staff who live within a realistic walking and/or cycling distance of the sites

5.7 Cycling

5.7.1 The TPC will encourage cycling as an alternative mode of travel to work by implementing the following initiatives:

- Provide secure cycle parking for staff as well as short term parking for visitors
- Ensure shower and changing facilities along with lockers are available for use by staff
- Provide a communal toolbox, to include puncture repair kit, cycle tools, oil, etc; In conjunction with the pedestrian initiatives, any defined cycle paths on site will be maintained and will be signed within the site
- Investigate the potential to set up a Bicycle User Group (BUG) or co-operate with an existing local group to encourage staff to cycle to work
- Encourage employees to sign up to the ‘BikeBUDi’ scheme which offers a journey matching service
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website
- Introduce the Cyclescheme Government initiative, offering tax-free bikes and equipment for work
- Establish contact with local cycle shops to attract discounts on equipment
- Investigate the potential for staff to hire bikes on a short term basis for those staying locally
- Establish contact with the senior cycling officer at LCC to ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the sites
5.8 Powered Two Wheelers

5.8.1 The management of parking for mopeds and motorcycles will be considered in combination with any car park management measures. The parking facilities available for powered two-wheelers will be monitored to ensure adequate provision meets typical demand.

5.8.2 The TPC will encourage travel by powered two-wheelers as an alternative mode of travel to work by implementing the following initiatives:

- Provide secure motorcycle parking for staff, along with showers, lockers and changing facilities
- Consider reallocation of spaces for motorcycle / moped storage, subject to demand

5.9 Car Sharing Scheme

5.9.1 The TPC will set up a car sharing scheme / register within three months of receiving the initial staff travel surveys. Staff will be consulted by the TPC to allow potential car sharers to register an interest and provide details of their journey to and from work. The TPC will then identify suitable matches for staff that may be able to share their journeys to and from work.

5.9.2 This could be achieved via an online car sharing scheme, such as the ‘CarBUDi’ system, or even as a site specific scheme using the ‘Liftshare’ network.

5.9.3 To overcome potential concerns, the TPC will set up a ‘guaranteed lift home’ service, for occasions when car sharers are unable to offer a return journey due to reasons beyond their control, in the form of a taxi ride home or lift via the works bus service.

5.10 Car Parking Management

5.10.1 The level of car parking within the project sites will vary depending on the build stage however parking for staff, visitors and works buses will all be contained within the site. The management of car parking associated with the development will be considered alongside other initiatives to make efficient use of the site. This will ensure sufficient space is available for visitors and deliveries.

5.10.2 The demand and supply of the car parking area will be monitored at a similar time to the travel surveys being issued. This will identify any overspill of car parking throughout the day. In conjunction with the travel surveys, further measures could be implemented to prevent future overspill parking. The following car parking management initiatives may be considered as the Travel Plan progresses:

- Effective reduction in number of spaces compared to number of employees combined with a pro-rata reduction in parking towards the end stages of the build
- Reallocation of spaces for cycle storage
- Introduce eligibility criteria, restricting who is able to park
- Reserve the most convenient spaces for car sharers
- Reserve priority spaces for low emission vehicles
- Provide priority spaces for works bus use

5.11 Personalised Journey Planning

5.11.1 Targeting individual journeys can be the most effective way of reducing car travel and encouraging use of sustainable modes. This initiative is most effective for those who currently travel by car, have no constraints to travel by sustainable modes and who are within a defined catchment area for using sustainable modes to travel to work.

5.11.2 The personalised journey planners could include:

- Maps showing the location of the correct bus stops to use at either end of the journey along with the accompanying walk route to their origin and destination
- Details of how and where to buy tickets, including the current cost for travel
- Timetable information for public transport services used on their journey

5.11.3 This initiative would initially use the Transport Direct journey planning service, with an improved package following positive feedback from staff members.

5.12 Visitors

5.12.1 The degree to which visitors can be encouraged to use sustainable modes of transport will depend on a number of factors, including the accessibility of the site by public transport from the visitor’s origin and whether visitors to the sites are usually ‘invited’ or arrive ‘onspec’.

5.12.2 The TPC will encourage travel via sustainable modes for visitors by implementing the following initiatives:

- Show public transport routes on maps sent to visitors
- Identify the location of the nearest rail station and indicating the approximate taxi fare from the station to the site
- Offer lifts from Poulton-le-Fylde railway station to the site
- Provide travel information on the organisation’s website, including integration of the Transport Direct journey planner

5.13 Material Deliveries

5.13.1 Where possible the contractor will use local suppliers to reduce the distance travelled on the local highway network.
5.14 Catering Deliveries

5.14.1 Arrangements would be established with local catering firms to visit the sites at times that coincide with scheduled staff breaks. Such an arrangement could help to reduce the number of vehicle-based trips to off-site locations, particularly during the lunch time period.
6 TRAVEL PLAN TARGETS

6.1 Introduction

6.1.1 This Travel Plan is primarily focussed on construction workers and therefore the majority of measures proposed within the Plan are intended to encourage staff to vary or change from any initial reliance on private car travel.

6.1.2 The setting of targets is essential to ensure that the objectives are met. Therefore, targets should be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). The two types of target are Aims, which consider modal share and Actions which represent milestones.

6.2 Aims – Modal Share Targets

6.2.1 The TPC will analyse the monitoring results to determine the existing travel patterns to the Preesall and Fleetwood sites. In order to achieve the primary objectives of the Travel Plan, the TPC will set realistic short term targets for modal share based on the monitored travel patterns.

6.2.2 It is expected that actual travel patterns will change over time throughout the construction period as activity at the project sites increases and travel surveys are undertaken. However, as a starting point, Census data for the existing pattern of modal split in the area has been reviewed (as set out in Section 3.5 and Section 4.5). Table 6-1 includes a summary of the ‘travel to work’ information obtained for the Preesall and Mount wards from the 2001 Census data, along with some preliminary mode share targets for 2014 (expected year of maximum construction traffic generation) and 2016.

6.2.3 It can be seen from Table 6-1 that the initial 2014 target for the Preesall site is for 60% of construction workers to travel to/from the Preesall site by private car (single occupancy), and for 22% to travel by works bus. The intention is for the proportion of single occupancy vehicle trips to reduce to 50% by 2016, against an increase in the proportion of construction workers travelling by works bus (to 25%), service bus (to 3%) or car sharing (to 16%).

6.2.4 In the context of the Fleetwood site, the initial target is for 60% of construction workers to travel to/from the site by private car (single occupancy) in 2014, and for 12% and 5% to travel on foot and cycle respectively. As with the Preesall site, it is hoped that the proportion of single occupancy vehicle trips would reduce to 50% by 2016, against an increase in the proportion of construction workers car sharing (to 16%), walking (to 14%) or cycling (to 6%).
### Table 6-1 Preliminary Construction Worker Mode Share Targets

<table>
<thead>
<tr>
<th>Travel mode(s) / Mode share targets</th>
<th>Preesall ward (Preesall)</th>
<th>Mount ward (Fleetwood)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2001 Census</td>
<td>2014 Target</td>
</tr>
<tr>
<td>Driving a car or van</td>
<td>68%</td>
<td>60%</td>
</tr>
<tr>
<td>Passenger in a car or van</td>
<td>9%</td>
<td>9%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Cycle</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>Walk</td>
<td>15%</td>
<td>2%</td>
</tr>
<tr>
<td>Taxi</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Service bus</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Train/tram</td>
<td>0.5%</td>
<td>0%</td>
</tr>
<tr>
<td>Works bus</td>
<td>N/A</td>
<td>22.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0.5%</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

### Review

6.2.5 Following the results of the initial travel surveys, the TPC may refine the short term targets, in agreement with LCC, to ensure that they remain SMART. In subsequent years, the results of the monitoring will allow the targets to be reviewed and identify where further initiatives should be implemented to increase the effectiveness of the Travel Plan. Furthermore, it is anticipated that there will be monthly checks on the modal split achieved by the staff due to the anticipated volume and turnover of employees at the Preesall and Fleetwood sites.

### 6.3 Actions – Milestone Targets

6.3.1 The TPC will analyse the results of the monitoring to determine if further measures or initiatives could be introduced to encourage staff to travel using non-car modes. These measures could be based on identifying deficiencies in access to particular modes or parts of the network, or from comments given by staff.

6.3.2 Implementation of these initiatives would be discussed through a working group of staff and/or management with specific timescales set out as a milestone target. These could include providing additional cycle parking, improving pedestrian access or offering specific training.

6.3.3 At this stage, initial mode share targets given are based on the 2001 census data obtained for the Preesall and Fleetwood wards and in consideration of the nature and location of the Project. These initial mode share targets will however be updated once the results of the first staff travel survey are known (e.g. within...
3 months of construction works commencing at the sites). An example of a Staff Travel Plan Survey is provided at Appendix B of this report, and it is proposed that every member of staff would be required to complete at appropriate time intervals.
7 TRAVEL PLAN ADMINISTRATION

7.1.1 This Travel Plan forms a framework for detailed initiatives to be drawn up between the developer and contractors once the tender process is complete. It is envisaged that this framework would be incorporated into any agreement drawn up between the developer and the contractor(s).

7.2 Travel Plan Coordinator

7.2.1 Management of the Travel Plan will be achieved through the identification of a suitable person or organisation as the Travel Plan Co-ordinator (TPC). The TPC will provide a key role in delivering a successful Travel Plan. The TPC role could be undertaken either by the developer’s project manager or a similar post within the contracting organisation.

7.2.2 The TPC role will be established prior to the occupation of the site and will act as the fulcrum for the development of the Travel Plan measures and the day to day operation of the Plan.

7.2.3 Once appointed, the TPC will act as the main contact for the Travel Plan and will be responsible for implementing measures and monitoring the effects of implementation. The TPC will be encouraged to use the online facilities offered by ACT Travelwise which offers expert Travel Plan advice to members.

7.2.4 The TPC will exchange contact details with Travel Plan officers from LCC. The TPC will be the first point of contact in all matters regarding travel to and from the site. The TPC will be responsible for setting up and launching the Travel Plan in accordance with the following schedule, which will be agreed with LCC.

7.2.5 Two months prior to commencement of construction
- Exchange contact details with relevant officers
- Arrange works bus provision
- Research travel information

7.2.6 1 month prior to commencement of construction
- Obtain up-to-date public transport timetables and literature
- Review walking and cycling facilities surrounding the sites
- Prepare welcome packs for all construction staff
- Set-up a car sharing register

7.2.7 Within three months of start of construction
- Begin spot checks to monitor number of staff travelling by works bus, walking and cycling to/from the sites

7.2.8 Every 6 months throughout the construction period
- Review the adequacy of cycle provision
- Review the maintenance of walk and cycle routes
- Monitor travel patterns through data acquired from various sources
- Perform a Travel Plan audit and modify where appropriate
- Liaise with Travel Plan Officers and other groups where appropriate

7.3 Funding

7.3.1 Appropriate funding will be allocated by the contractor at the start of the Travel Plan process to cover the costs involved in administering the Travel Plan throughout the construction period. This will be incorporated into any tender agreement.

7.3.2 The funding will cover all costs relating to the TPC, implementation of measures and initiatives, marketing of the Travel Plan and monitoring.
8 MONITORING AND REVIEW

8.1 Introduction

8.1.1 To enable the success of the Travel Plan to be established, the TPC will carry out annual monitoring of travel patterns and will review the Travel Plan in conjunction with LCC.

8.2 Monitoring

8.2.1 The TPC will monitor travel on a regular basis throughout the construction period and will report to officers at LCC every 6 months. The monitoring of the plan is important for the following reasons:

- It will demonstrate to the Local Planning Authority that the aims and objectives of the Travel Plan are being achieved
- It justifies the commitment of the TPC and of other resources
- It maintains support for the Travel Plan by reporting successes
- It identifies any measures that are not working or problems with the approach of the Travel Plan

8.2.2 Travel surveys will be used to monitor travel to and from the site. The surveys can be used to monitor the number of staff walking, cycling, travelling by car and public transport.

8.2.3 The TPC will develop the monitoring programme in conjunction with LCC to ensure that the monitoring procedures are appropriate. The TPC will maintain a monitoring table of progress to key Travel Plan targets based on the results of the monitoring travel surveys. This table will be published and distributed by leaflet to staff on the site.

8.2.4 The TPC will make information on mode share available to LCC as part of the continuous monitoring process, subject to the provisions of the Data Protection Act.

8.3 Reviewing

8.3.1 The TPC will undertake an annual review of the final Travel Plan in conjunction with LCC. These reviews will be undertaken on a yearly basis unless otherwise agreed with LCC. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of car / non-car usage at the site
- Comments received from staff

8.3.2 When reviewing the effectiveness of the Plan, the following questions will be asked:
- Which areas offer the greatest potential for change / improvement?
- Was the initiative implemented by the target date?
- How well used is each scheme / initiative?
- How much did it cost to introduce?
- Is the review process itself effective?

8.3.3 The TPC will compare the mode share statistics obtained from the annual monitoring to the targets set for the development. The TPC will set revised realistic targets for modal shifts to non-car travel modes and investigate the effectiveness of the Travel Plan initiatives being promoted in conjunction with LCC.

8.3.4 In light of the data collected from the monitoring process, the TPC will adapt the Travel Plan to enable the revised agreed targets to be achieved and submit a review report to be agreed with LCC.
9 SUMMARY AND CONCLUSIONS

9.1.1 This Travel Plan has been drawn up, in association with Halite, to reduce levels of future construction worker-related traffic movements and to be able to monitor the effectiveness of these. The Travel Plan builds on the Environmental Statement and Transport Assessment.

9.1.2 This document sets out a strategy for encouraging the use of sustainable transport and discouraging the use of the private car to and from the proposed development sites during the construction period.

9.1.3 The smallest change in travel habits by a large number of people can have a major impact on the negative effects of transport. The Travel Plan aims to relieve or eliminate local concerns in relation to congestion, safety, the environment and health.

9.1.4 The Travel Plan has set out measures that can be implemented throughout the construction period. These measures include:

- The appointment of a Travel Plan Co-ordinator
- Production of travel information leaflets
- Establishment of a car sharing scheme
- The provision of a works bus that would serve the site at Preesall from a number of surrounding settlements

9.1.5 A number of SMART (Specific, Measurable, Achievable, Realistic and Time Bound) targets have been established for staff during the construction period of the proposed development. These targets are:

- To influence travel behaviour of employees
- To reduce construction staff car usage (particularly single occupancy journeys)
- To generate fewer single occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the sites
- To reduce the need for unnecessary journeys by employees
- Reduction in overall mileage
- To help improve the health of employees
- Accommodating those journeys that need to be made by car
Appendix A

Figure A16.2: Application Boundary
APPLICATION BOUNDARY

ENVIRONMENTAL STATEMENT

PREESALL UNDERGROUND GAS STORAGE FACILITY

APPLICATION BOUNDARY

Sheet 1 of 3

1:25,000

EDWARD HOARE

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halite energy group
Appendix B

Example Staff Travel Plan Survey Form
We would be grateful if you would complete the following survey in order that we can understand how our staff travel to work.

Q1) What is your home postcode? 

Q2) What is your gender?
- Male
- Female

Q3) What is your age?
- Under 25
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or over

Q4) At which site are you most frequently based?
- Preesall
- Fleetwood

Q5) How far is the site from your home address?
- Less than 1 mile
- Between 1 and 2 miles
- Between 2 and 5 miles
- Between 5 and 10 miles
- Over 10 miles

Q6) By what mode do you normally travel to work?
- Car driver (on own)
- Car share (with colleague)
- Lift with someone else
- Works bus
- Service bus
- Train, then works bus
- Train, then service bus
- Train, then car share
- Train, then tram, then walk
- Train, then walk
- Motorcycle/scooter
- Walk
- Bicycle
- Taxi
- Other

Q7) If you currently drive to work, would you use any of the following alternatives instead?
- Car share
- Walk
- Cycle
- Works bus
- Service bus
- Train / tram
- None of these

Q8) Which of the following prevent you from adopting alternative means of travel to driving your car to/from work? (Please select no more than 3 options, and rank your answers from 1 to 3)
- Distance from work
- Inconvenience
- Cost
- Frequency of bus / train / tram services
- Lack of pedestrian routes
- Lack of cycle routes
- Personal security
- Working hours (e.g. early start / late finish)
- Other

Q9) Which of the following would encourage you to use other modes of transport to get to and from work? (Please select no more than 3 options, and rank your answers from 1 to 3)
- Assistance with cycle purchase
- Improved cycle storage
- Bus users group
- Subsidised fares
- Improved cycle routes
- Improved pedestrian routes
- Car sharing scheme
- Minor changes to working hours
- None
- Other

Please return this completed form to main site building.
Thank you for your co-operation.
Please be assured that your answers will remain confidential.