

Framework Travel Plan

Comprehensive Retail-led Regeneration of Former Rayware Site, Speke Boulevard, Liverpool, L24 9HZ

Iceni Projects Limited on behalf of TJ Morris Ltd

April 2016

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1. INTRODUCTION

- 1.1 Iceni Projects Ltd has been appointed by TJ Morris Ltd to provide this Framework Travel Plan (FTP) in support of the proposed redevelopment of the former Rayware Site, Speke Boulevard, Liverpool. The proposal seeks to redevelop the former employment site to provide a mixed use development comprising retail and employment uses and this Framework Travel Plan has been prepared in support of a hybrid planning application for the site. A Site Location Plan is attached at Appendix A1.
- 1.2 As part of the planning application submission, details regarding bus, cycle and pedestrian requirements for the site have also been provided.
- 1.3 This FTP identifies a range of outline initiatives which will be supplemented by targets and details other matters to be discussed and agreed for inclusion in the final document.

What is a Travel Plan?

- 1.4 Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.
- 1.5 TPs are an important element of the Government's integrated transport strategy and are a means of managing the transport generated by a development or site and implementing measures to reduce identified adverse effects of such transportation.
- 1.6 A TP is essentially a series of initiatives that are introduced by an organisation to provide staff and patients with an enhanced range of sustainable transport opportunities. The overriding objectives of TPs are to reduce the level of single occupancy car use for all journeys and to maximise the use of other sustainable forms of travel such as walking, cycling, and public transport.

Benefits of a Travel Plan

- 1.7 The most easily identifiable benefits of a TP are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and accidents.
- 1.8 There is however, also a broader range of more intangible benefits that can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:

- Healthier staff
- Energy savings through reduced fossil fuel use
- Improved use of public transport through TP initiatives
- An improved environment for pedestrians and cyclists
- Cost savings to staff as travel becomes more efficient
- Improved quality of life through time savings achieved as a result of less congestion and reduced stress

Why do we have a Travel Plan?

- 1.9 While there are a wide range of benefits that can result from the operation of a TP, their implementation is increasingly being required within the planning system as a condition, or requirement, associated with development.
- 1.10 At a national level, the National Planning Policy Framework (NPPF) places an emphasis on the need for all developments to encourage the use of sustainable transport, stating that:

"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."

- 1.11 The five stated objectives of this TP are:
 - Foster a partnership approach with employer and staff to influence travel behaviour;
 - Generate fewer staff single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;
 - Encourage safe and viable alternatives for accessing the site for staff and patients;

- To reduce the environmental impact associated with development traffic by raising travel awareness amongst staff and patients encouraging the use of alternative modes to private cars; and
- Reduction in overall vehicle mileage

2. AIMS AND APPROACH

- 2.1 The aim of the FTP for the site is to help to reduce the number of single-occupancy car trips and is intended to achieve the objectives, listed previously. Given the difficulty in influencing customers' and visitors travel habits, the FTP is primarily aimed at influencing staff travel, however, many of the measures will also benefit other users of the site.
- 2.2 This FTP is focussed on setting out principles and objectives to provide future occupiers/developers of the site with a starting point for preparing their own TPs to be agreed with the local authority prior to occupation.

Surveys

- 2.3 As part of the TP proposal the occupiers will commit to undertaking surveys which would assess the travel and transport issues and influences of staff.
- 2.4 The surveys, monitoring and review would be undertaken so as to achieve the joint aims of promoting sustainable transport and education as regards to reducing reliance on private car use.
- 2.5 One of the main objectives of the TP is to provide encouragement, information and initiatives to the staff to use public transport and other more sustainable methods of transport instead of placing sole reliance on privately owned motor vehicles or undertaking single purpose trips.
- 2.6 Where applicable, targets can be included in a TP to help achieve the objectives and there are two main types that are applicable to travel plans. The most easily demonstrated are the commitments to deliver the package of measures set out in the plan. Such measures are detailed within section 5.

3. SUSTAINABLE TRAVEL MODES

Site Location

- 3.1 The application site is located on the former Rayware Factory site at Speke Boulevard, Liverpool.

 The site is bounded to the north, east and west by employment uses and to the south by Speke Boulevard.
- 3.2 The site, which was formerly a Rayware factory, is currently occupied by a private car park operator on a short term lease agreement.
- 3.3 Access to the site is taken via two priority junctions in Speke Boulevard to the south east and south west of the site. Direct pedestrian and cycle access can also be gained at these locations.

Existing Highway Network

- 3.4 Speke Boulevard is a 40mph two lane dual carriageway with shared footway/cycleway on both sides segregated from the carriageway by a grass verge for much of its length only narrowing on the approach to junctions. The footway and cycleway are both circa 1.5m wide (3m in total) in the vicinity of the site, however, to the west of the site there are some sections up to 6m wide.
- 3.5 At each signalised junction to the east and west of the site, full pedestrian crossing movements are provided across most arms. A signalised pedestrian crossing is provided across Speke Boulevard adjacent to the eastern end of the site.
- 3.6 Both site accesses are priority junctions and a gap is provided in the middle of the carriageway enabling vehicles to cross Speke Boulevard and perform u-turns. There is a short diverge lane on the westbound approach to the gap in the carriageway, however, no such facility is provided eastbound.
- 3.7 The site access road is set back from the main carriageway on Speke Boulevard providing a safer route for pedestrians and cyclists away from the main carriageway.
- 3.8 To the west of the site, Speke Boulevard widens to 5 lanes on the approach to the stop line in both directions at the junction with Woodend Avenue and Western Avenue including 1 segregated left turn lane and 1 segregated right turn lane.

- 3.9 There are 3 lanes on the exit arm in both directions with the westbound arm reducing to 2 lanes after some 100m. The eastbound nearside lane serves as a left turn lane for Renaissance Lane some 350m east of the junction.
- 3.10 At its junction with Evans Road, Speke Boulevard widens to 4 lanes on the western approach to the stop line including 1 segregated left turn lane and 3 lanes on the eastern approach to the stop line also including a segregated left turn lane.
- 3.11 Evans Road is a 30mph single carriageway with 1 lane in each direction throughout. A 2m wide footway is provided on the eastern/southern side and a 3m wide shared footway/cycleway is located on the western/northern side.
- Woodend Avenue is a 30mph single carriageway road with 1 lane in each direction widening to 4 lanes on the approach to its junction with Speke Boulevard, including a segregated left turn lane. A 2m wide footway is provided on the eastern side and a 3m wide shared footway/cycleway is located on the western side. An additional signalised crossing is located some 45m north of the junction's stop line. Up to this point the road is effectively a dual carriageway and the crossing requires two movements.
 - 3.13 This site is conveniently located to enable existing and future staff and patients to arrive by various transport alternatives to the private car as it is in close proximity to both bus and cycle routes. There are good quality, well lit footways between the site and bus stops providing safe and easy access for pedestrians.
 - 3.14 Statistics published in 'Transport Trends' (DETR 1999), found that that 84% of walk trips were up to 1.6km (1 mile), whilst 90% of cycle trips were up to 8 km (5 miles). The Institute of Highways and transportation (IHT) publication in 2000, "Guidelines for Providing Journeys on Foot" accepted that walking distance of up to 800m (½ mile) is the 'preferred maximum' with regard to shopping trips. It is recognised, however, that some patients will be unable to walk due to health reasons associated with their visit.

Walking

3.15 A segregated shared footway/cycleway runs along both sides of Speke Boulevard and runs along the site's access route providing safe access for pedestrians. A signalised pedestrian crossing across Speke Boulevard is provided adjacent to the main site access and signalised crossings are provided across all arms of the signalised junctions to the east and west of the site providing safe routes for all people walking to the site, including those travelling primarily by bus. 3.16 The crossings provide access to the predominantly residential area to the south of Speke Boulevard providing an opportunity for people living in this area to walk to the site.

Cycling

3.1 A traffic free cycle route runs along both sides of Speke Boulevard providing excellent access to the site by cycle. The route runs along the site's access road. This route links directly to other traffic free and suggested cycle routes in the area, providing a safe link to the site for a large area of Speke and south eastern Liverpool in particular.

Bus Services

3.2 The nearest bus stops to the site are located adjacent to the site on Speke Boulevard. These stops are served by 11 regular services. The 11 services provide approximately 25 buses per hour during the day. As such, the site is well located for access to many bus services across Liverpool. Table 3.1 below details the routes that can be accessed from these stops.

Table 3.1 Bus Services

Bus	Route	First Bus	Last Bus	Frequency
80	Liverpool – Speke	0553	1928	3 per hour
80E	Liverpool – Speke Boulevard	1942	2002	2 per day
81	Speke – Bootle	0539	2347	3 per hour
81A	Liverpool John Lennon Airport – Bootle	0556	2020	3 per hour
82	Liverpool – Speke	0453	0030	10 per hour
82A	Halton Hospital – Otterspool – Liverpool	0556	2355	2 per hour
82D	Liverpool – Speke	0643	0812	1 per hour
201	Royal Liverpool Hospital – Speke	1327	2041	3 per day
800	Speke – Liverpool Freeport, Seaforth	0700	-	1 per day
883	Liverpool John Lennon Airport – Huyton Industrial Estate	0444	2317	1 per hour
X1	Windmill Hill – Runcorn – Liverpool	0634	2024	2 per hour

Train Services

3.3 Hunts Cross rail station is situated 1 mile from the site and is served by two rail operators. The Northern Rail service, which runs between Kirkby/Southport and Manchester operates at a frequency of two trains per hour during peak periods and one per hour throughout the day. The

Merseyrail service runs from Hunts Cross to Southport/Ormskirk at a frequency of four trains per hours. Although retail customers are unlikely to travel to the site by train, it is a viable mode for staff as part of a linked trip with bus or cycle, with routes for both modes running between the site and the railway station.

Summary

- 3.4 It has been shown that the redevelopment site is located in a sustainable location with good footway and cycle links, and is adjacent to frequent bus services, which supply good area coverage. Although rail services are unlikely to be used by customers, employees may use them as part of a multi modal trip combining train travel with bus or cycle.
- 3.5 In conclusion, the proposed development provides opportunities to use modes other than the car and will provide all users of the site with a good level of access to all alternative modes of travel.

4. THE TRAVEL PLAN MANAGEMENT SCHEME

Site Details

- 4.1 The application seeks full planning permission for a redevelopment of part of the site to provide a mix of uses comprising:
 - a 2,413m² flagship Home Bargains store;
 - a 2,322m² non-food retail space split into three units; and
 - a 344m² D2/A3 2 Storey unit for leisure/restaurant/coffee use

Travel plan initiatives

- 4.2 The final version of the TP will operate as an organic document. The applicant will aim to ensure that the TP responds to both internal and external influences as well as possible in terms of promoting and delivering sustainable travel and transport use within the development.
- 4.3 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that can be undertaken or encouraged by the development proposal. Broadly these measures can be categorised as follows:
 - Direct measures to reduce car usage
 - · Measures to promote alternative travel modes
 - Monitoring and management.
- 4.4 As part of the proposed development there are a series of measures which will be introduced that will ensure the site is accessible to all main modes of road transport and pedestrians. In particular, those who travel by modes other than the private car will be encouraged. These measures are detailed below.

Travel Information Packs

- 4.5 Each staff member will receive a Travel Information Pack. This Pack will include Cycle Route Maps, Public Transport Information and Contact Information. These will also be made available at reception and within the waiting area(s) for any patients.
- 4.6 The Travel Information Packs will be produced at the Applicant's expense and shall be reviewed and updated as necessary, again at the Applicant's expense for the duration of the TP. These

packs will be available for existing staff and students and the intention is to also provide this pack to each new member of staff.

Measures to promote alternatives (Hard Measures)

Car parking

- 4.7 With regard to journeys to the site by car, parking restraint is a widely recognised 'hard' measure to limit car use and, as a consequence, encourage sustainable travel behaviour.
- 4.8 The maximum car parking provision permissible for the retail development is 231 spaces. This part of the site has 204 spaces, including 15 disabled spaces and 3 parent & child spaces, which represents 88% of the maximum that could be provided.
- 4.9 Staff will be discouraged from driving to the site due to the lower provision of designated on-site parking provision. Based on the high frequency and number of services accessible within a reasonable walking distance, all of the relevant operators, i.e. bus services, would have sufficient spare capacity to accommodate the trips that could be generated by the proposed development.

Car share

- 4.10 Car sharing is a good means of reducing single-occupancy car use. The practicalities of car sharing within this development may be limited due to the size and nature of staff shift patterns. However, the TPC will endeavour to promote a car sharing scheme for staff to encourage those driving to work to offer to share the journey with a colleague(s).
- 4.11 In addition to the above, car clubs such as CarShare.com (https://carshare.liftshare.com/) will be promoted by the TPC to employees to search for other subscribers that have the same travel characteristics and can ultimately share journeys.
- 4.12 Information regarding car clubs will be included in the travel packs and information will be displayed on notice boards.

Cycling

- 4.13 Access to the site by bike is good with many off-road routes and cycle friendly roads provided linking with surrounding residential areas and public transport facilities. A copy of the Speke cycle map and Liverpool cycle map are included at Appendix A2.
- 4.14 Secure, covered cycle parking will be provided for 38 bikes, which meets the minimum requirement of 38 spaces for the site. As such, staff and customers will be encouraged to travel to the site by this mode in the knowledge that there is ample parking available and that their bike will be kept safe and dry.

4.15 In addition to this, showering and changing facilities will be available for all staff cycling to work,

providing further encouragement for staff to cycle to work.

4.16 Cycle usage will be monitored and if the demand for cycle parking is consistently higher than the

provision, leading to bikes being parked in other locations within the site consideration will be given

to providing additional spaces. An indication of the cycle parking usage will be provided within the

annual monitoring report.

4.17 The TPC will initiate a cycle buddy scheme, which will seek to match people interested in cycling,

but who do not feel confident cycling on their own. Interested staff can register their interest with

the TPC who will try and match them to other people living near to them/en route to the health

centre.

4.18 Discounts will be negotiated/sought at local cycle stores for staff. The TPC will investigate

opportunities to secure discounts which will encourage staff to purchase a bike and promote a

more sustainable mode of travel. The nearest cycle shop, to the site are as follows:

Huntscross Cycles

Capital House Hunts Cross Shopping Park,

Speke Hall Rd, Liverpool L24 9GB

Tel: 0151 486 2326

Halfords

Unit 2A, New Mersey Retail Park Speke Rd,

Speke, Liverpool, Merseyside L24 8QB

New Mersey Retail Park

Tel: 0151 427 0504

Email: http://www.halfords.com/

4.19 In addition to this, regularly updated information will be made available to staff about pedal cycle

routes and other helpful contact details and local cycling events including details of free cycle

training and maintenance sessions provided by Liverpool City Council and BikeRight, will be

provided via the notice boards and within the travel packs.

Walking

4.20 Measures aimed at increasing the viability of accessing the site on foot will be based around

provision of the following facilities and benefits prior to full occupation of the site:

- Information on the 'off highway' pedestrian network routes to staff and include this
 information on maps made available through the notice boards at the site, and within travel
 packs.
- The showering changing facilities will also be available to those walking/running to the health centre.
- The TPC will initiate a walking buddy scheme, which will seek to match people interested in
 walking, but who do not feel comfortable walking on their own. Interested staff can register
 their interest with the TPC who will try and match them to other people living near to
 them/en route to the health centre.
- 4.21 Existing pedestrian routes and crossing facilities are very good providing safe links to public transport facilities and surrounding residential areas via the existing network.

Public Transport

- 4.22 Increased accessibility to, and use of, public transport is considered to be a key element of any travel plan. The site already benefits from very good public transport accessibility with bus stops located immediately adjacent to the site on Speke Boulevard. Hunts Cross rail station is situated 1.9km away and as such could be used as part of a multi-modal journey by train and bus, foot or cycle. The following measures to encourage public transport use will be incorporated into the final plan:
 - Staff will be encouraged to combine bus and rail services with walking and cycling as appropriate, for journeys to and from work.
 - Provide up-to-date public transport information including timetables and bus company contact information on transport notice-boards, and/or within travel packs.
- 4.23 A copy of the Liverpool area Public Transport map and guide is included at Appendix A3.

General Scheme Promotion

- 4.24 All initiatives and activities within the Travel Plan will be effectively communicated to staff. Team meetings will be used for generating support for the Travel Plan and the use of sustainable modes of transport for staff and all new staff members will be provided with a travel pack at the time of confirmation of employment.
- 4.25 Staff will be advised during the induction process on the range of sustainable travel options for travel to and from the site other than the private car and encourage them to travel by these modes.
- 4.26 All reference material such as public transport timetables and contact information will be made available to staff in a central location. This material will be regularly reviewed and refreshed. The same information will be available at reception to pass on to patients as required.

Monitoring and management

- 4.27 The TP will be managed by the TPC, who will work in conjunction with the Local Planning Authority, the local community and other interested parties for the continuing progression of the TP.
- 4.28 Their role will be as follows:
 - To promote and encourage the use of travel modes other than the car, including publicity.
 - To ensure that all relevant information is provided to all staff and students and that up to date information is clearly displayed on the travel plan notice boards or within travel packs.
 - To arrange for travel surveys to be undertaken, should they be required and the results sent as a report to the LCC Travel Plan Team.

Funding

- 4.29 Separate budgets will be set aside for each element of Travel Plan delivery including:
 - TPC post;
 - Measures (including marketing costs etc); and
 - Monitoring programme.
- 4.30 At present precise budgets have not been set, however, TJ Morris Ltd will ensure that appropriate funding is available for implementing the measures and monitoring the TP. The TPC role will be undertaken by the administration manager who will incorporate this into their daily work and as such no additional funding will be required for this. On this basis, funding for the TPC is already secured.

Travel Plan Targets

- 4.31 Travel Plans are evolving documents that need to remain adaptable to changing working practices and local conditions and, therefore, the plan will be reviewed following completion at a further survey where specific targets can be set. This Travel Plan has been prepared as a "first step" as a means of ensuring Travel Plan measures are in place from day one as far as possible so that travel by non-car modes is encouraged from the start.
- 4.32 However, it is important to note that targets must be set in relation to existing patterns of travel behaviour, local public transport and the availability of parking. The targets should most easily demonstrate the commitment to deliver the package of measures set out in the Plan.

Staff Travel Patterns

- 4.33 In order to establish the existing travel patterns of staff at the time of introducing the Plan, a comprehensive staff questionnaire survey will be carried out 6 months after opening. A sample questionnaire sheet has been attached as Appendix A4 to this report.
- 4.34 In the interim, an aspirational target could be to reduce single occupancy car trips by 10% over 5 years, which, given the proportion of staff driving to the site, is considered a reasonable target. On this basis, an indicative target for each mode has been shown in Table 4.1 on the assumption that the proportion of car drivers will reduce by 20% within 5 years. The remaining mode shares have been apportioned based on the surveyed proportions and the potential to increase the proportion travelling by each mode.

Table 4.1 Existing Modal Splits for Staff

Mode of Travel	Target %
Car driver	-20%
Walk	+5%
Bus	+5%
Cycle	+5%
Other	+5%

Notes: 'Other' includes train, motorcycle and car sharing

4.35 The targets in Table 4.1 are provided as a guide to the possible targets that will be set, however, this survey will be repeated within 6 months of occupation of the new development to set targets appropriate for all staff working at the site. Full analysis of the questionnaires will be undertaken by the Travel Plan Co-ordinator after the survey has been completed and the results will be submitted to LCC. This data will represent the base data for the Travel Plan upon which the future targets will be assessed. The targets, to be met within 5 years of the first occupancy of the development, will be set in agreement with LCC.

5. CONCLUSION

- 5.1 The measures and initiatives recommended within this TP are considered to be sufficient to encourage staff of the proposed development to travel in a sustainable manner by promoting and securing initiatives and incentives which would minimise the need to travel by private car given the proposed development will have reduced staff car parking and a high amount of bus services from stops within close proximity to the site.
- 5.2 The monitoring and review process will ensure the Plan remains a live document and will sustain the necessary efforts for it to reach its objectives.
- 5.3 This framework identifies that the site has excellent opportunities for potential staff to use existing modes of transport other than the car. The TPC will undertake the following to ensure the Travel Plan meets its objectives:
 - To provide regularly updated bus and train timetable information and a cycle route information.
 - To ensure the management company is responsible for delivering a final Travel Plan.
 - Secure cycle parking will be provided.
 - Showering/changing facilities and lockers will be provided for staff walking and cycling to work.
 - Travel information and initiatives will be provided to all staff via a travel pack as well as being posted on a communal notice board in reception and waiting areas.
- Taking all of the above into account, it is considered that this proposed development not only has good access to the existing walking, cycling and public transport networks, but will also ensure that with the additional measures incorporated as part of the development, staff will be encouraged to use modes of transport other than the car.

Table 5.1 Summary of Measures Proposed in the TP

Issue		Measures Proposed	Timescale
		Appointment of a Travel Plan Coordinator to be approved in writing by the Liverpool City Council and such approval shall not be unreasonably withheld.	Prior to occupation
		Provide information and encourage the use of sustainable alternative modes of transport	On occupation
Meas	ures to reduce car use	A copy of the Travel Plan made available to staff	On occupation
		Establish a car share database	On occupation
		Restrained parking will be provided on site	Prior to occupation
es	General	Information via notice boards to include bus and train route plans and timetables, along with contact numbers of relevance (e.g. taxi firms)	On occupation
ernativ	Public Transport	Provide detailed public transport information on site	On occupation
Measures to promote alternatives		Cycle and pedestrian route information and plans to be provided on notice boards and available at reception for staff and customers.	On occupation
to pro	Walking/Cycling	Staff changing and locker facilities to be provided	Prior to occupation
asures	waiking/Cycling	Walking and cycling buddy schemes will be established	On occupation
Ä		Details of free cycle training and bike maintenance sessions to be provided	On occupation
Monit	oring and Management	General monitoring to be undertaken by TPC surveys	On occupation surveys after 6 months

Notes: TPC – Travel Plan Co-ordinator

Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to. |Ô[}cæāj•ÁU¦åājæj&^ÁÚ'¦ç^^ÁsæææÁ ÁÔ¦[, }Á&[]^¦āt@ÁsejåÁsæææàæe^Áāt@ÁGEFHÆ Hunt's Cross Bridge Ind Est GASKILL ROAD A561 Estuary Banks TARBOCK ROAD TAPLETON AVENUE Speke Industrial Estate Site Location Car Park Stockton's Wood Project No. Drawing No. TJ Morris Ltd. 12-T088 03 Iceni Projects Limited Flitcroft House 114-116 Charing Cross Road London, WC2H 0JR Project Scale @ A4 Redevelopment of Former Rayware Site, 1:10,000 03/06/13 Speke Boulevard, Liverpool T +44 (0)20 3640 8508 [iceniprojects] F +44 (0)20 3435 4228 mail@iceniprojects.com RJ Approved By Title SP Site Location Plan SS

08/04/2016

08/04/2016

CYCLE ROUTE PLAN	

A2.

Broad Green, Rice Lane, Walton, Orrell Park the route at Hunts Cross, Halewood, path, more information is available from the There are many bus routes running near the after by Sustrans for everyone. Traveline. There are local rail stations near to



Cycling Story

or 5 days a week using the Loop Line. Shop Direct Group in Speke. He cycles to work 4 John Donnelly is an assistant accountant at

and the surroundings are pretty nice too!" get fit and it was one of the easiest methods. John said "The route was appealing to help me The Loop Line is fast convenient, hassle free

2 or 3 hours a week in the gym." saving time and money by not having to spend using his moped but he says "In real terms I'm says it only takes him 15 minutes longer than His journey is a round trip of 21 miles and John



different but valuable habitats. Look out for Along the Loop Line trail there are many Nature along the Loop Line

coniferous trees of all sizes and ages. They also for many flowering plants and fungi. provide both food sources and potential homes Woodlands: a mix of broad leaved and for mammals (including bats), birds, insects and

that skim across the water surface as snails, water beetles, and water boatmen, you can find amphibian species such as toads, Wetland habitats: streams and ponds, where frogs and newts. With many invertebrates such



red campion, growing in profusion below along the wet vertical walls, together with shade tolerant plants, such as wild garlic and liverworts', green flowerless ribbons growing Along the **sandstone cuttings** you can discover

place for many species of birds, mammals and the trail are an important home and feeding insects which depend on the mix of grasses, The open **grasslands** and **grass verges** along

The National Wildflower Centre

on the NWC visit www.nwc.org.uk stays open Monday to Friday between September and February. For more information the environment charity Landlife, it is based in The National Wildflower Centre is a family Visitor Centre is open March to August, daily installed new cycle parking for your bike. The the 35 acre Victorian Court Hey Park, which is conference and function venue. Founded by from 10am to 5pm (last entry 4pm). The Cafe The National Wildflower Centre has recently friendly visitor attraction, education facility, located off the Liverpool Loop Line cycle route.



Merseyside Cycle Campaign

cyclists, better cycling facilities and for the organisation that campaigns for safe roads for community organisations who are working to money. We have representation on public and exist with voluntary donations of both time and Merseyside Cycle Campaign is a voluntary promote cycling both locally, regionally and promotion of cycling as a natural part of city life on Merseyside. Membership is free and we

affect us all.

dealing with the transport challenges that

are wor

transpo

text/phone to **07963 432 568** website on www.merseycycle.org.uk/ or Why not find out more? Contact us from our

Cycling around Merseyside

call 0151 yours by Liverpool, Sefton, St.Helens and Wirral. Order Free cycl emailing info@letstravelwise.org or e maps are available for Knowsley,

Merseys Trave ide, for details call • traveline

Information

Bikes go

free on trains and ferries in

Cycle tra aining and bike maintenance sessions

The National Cycle Network

Sustrans is the co-ordinator of the hugely countryside and coast throughout the UK. traffic-free paths, quiet lanes and traffic-calmed popular National Cycle Network. Offering over is well signed. It connects towns and villages, living within two miles of a route! The Network roads, there is now 75% of the UK population 12,000 miles of walking and cycle routes on

OPEN 8AM TILL 8PM 7 DAYS A WEEK www.merseytravel.gov.uk → 0871 200 22 33 Trans Pennine Trail

are often available for free, to give you confidence and new skills. Check the website for deta

many sections having easy access for people

with disabilities and particularly suitable for

families. Many miles are available tor horse

<u>/.LetsTravelWise.org</u>

the Merseyside Transport Partnership -St Helens and Wirral Councils. people r Travelw ise is a Merseyside campaign to help make smarter travel choices. It is run by ravel, Knowsley, Liverpool, Sefton,

> and cities across the North of England from coast to coast facility linking the major towns The whole trail is for walkers and cyclists with Southport to Hornsea and Leeds to Chesterfield The Trans Pennine Trail is a 350 mile national route for recreation and transport. It provides a

Cycle Liverpool Loop Line (The Ralla)

Part of the National Cycle Network and Trans Pennine Trail



Useful Contacts

Sustrans is the UK's leading sustainable people choose to travel in ways that benefit their health and the environment. Every day we king on practical, innovative ways of rt charity. Our vision is a world in which www.LetsTravelWise.org/cycling www.merseytravel.gov.uk TravelWise 0151 330 1253 Traveline 0871 200 22 33

Liverpool City Council cycling officer 0151 233 3000 www.liverpool.gov.uk/cycling

Trans Pennine Trail National Office 01226 772 574 www.transpenninetrail.org.uk

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supporters, and the support of charitable trusts,

ies, the National Lottery and local

nthly standing orders of nearly 40,000

Sustrans' work relies on the generous donations

authority programmes.

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and mo

Although every effort has been made to ensure the accuracy of these maps, Liverpool Sefton and Knowsley Council and Merseytravel cannot be held responsible for any

volunteering

on the Fancy

Loop Line?

www.LetsTravelWise.org

Sustrans Information Line

sustra

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more

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Contact







Knowsl@y Council

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helps save the planet. to door, when you want to go. It's healthy and

Cycling is fun! It's also a fast, reliable and

affordable way to get around. It takes you door

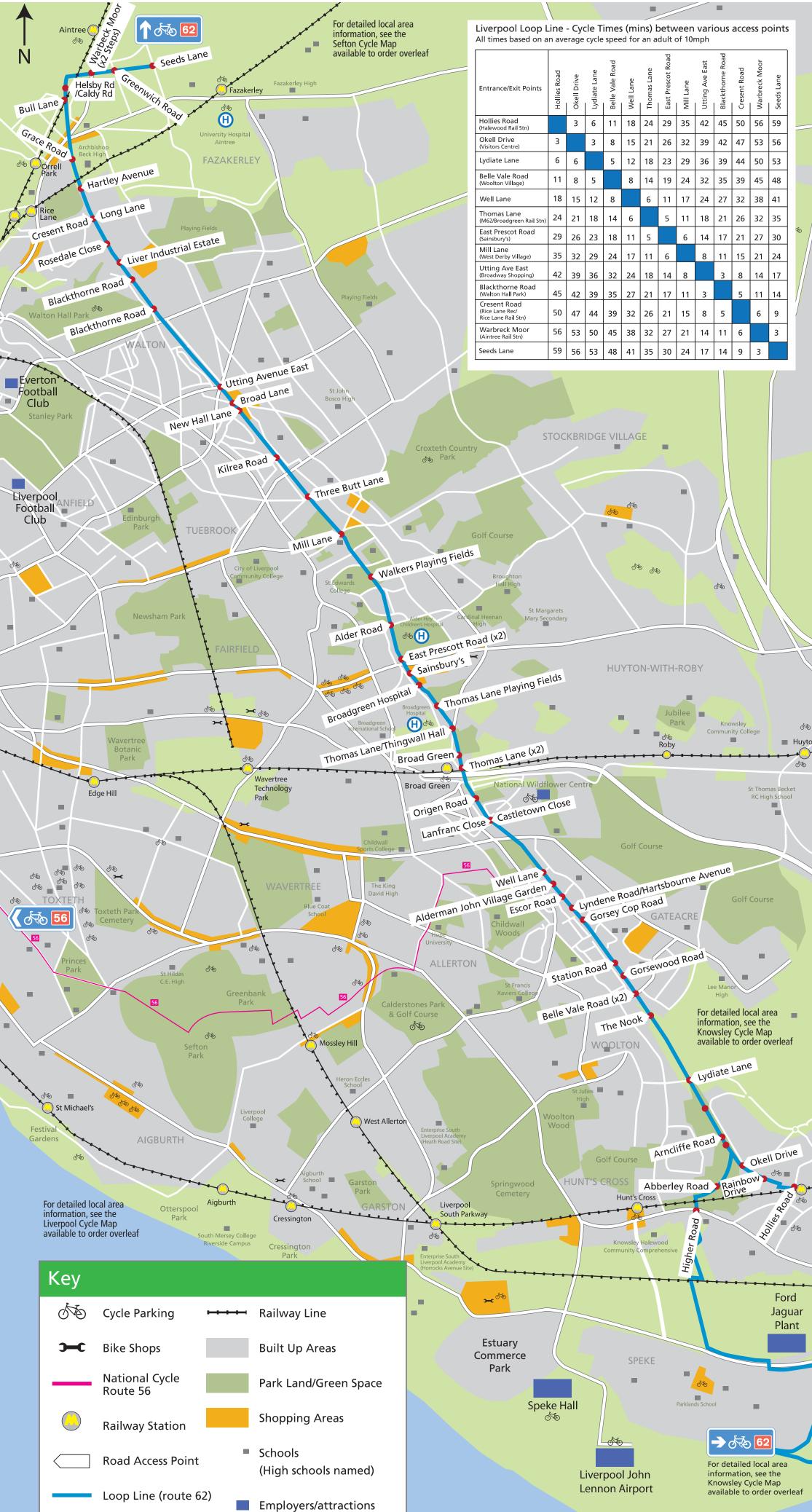
Cycling is great because it's-

- *⁵* Fun and relaxing
- Door to door
- When you want it
- For the whole family Easy exercise
- Cheap travel

Cycling Cycling Malking

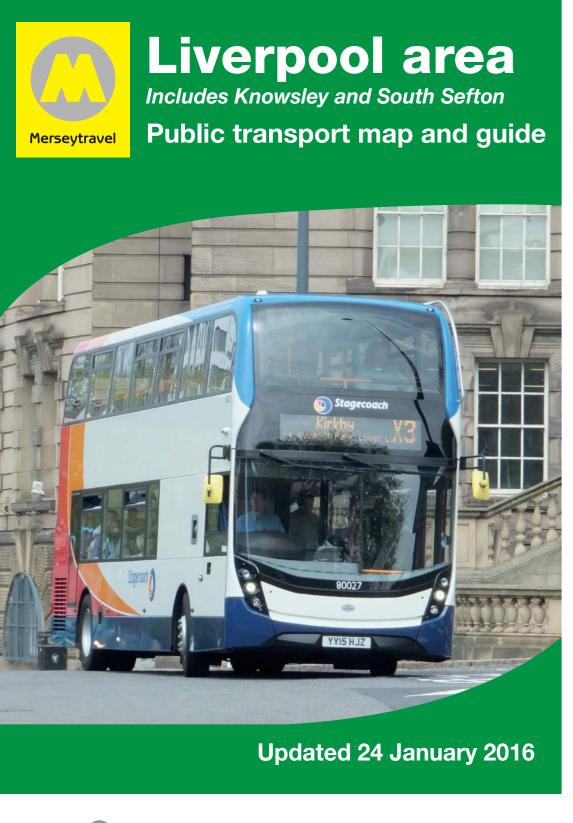
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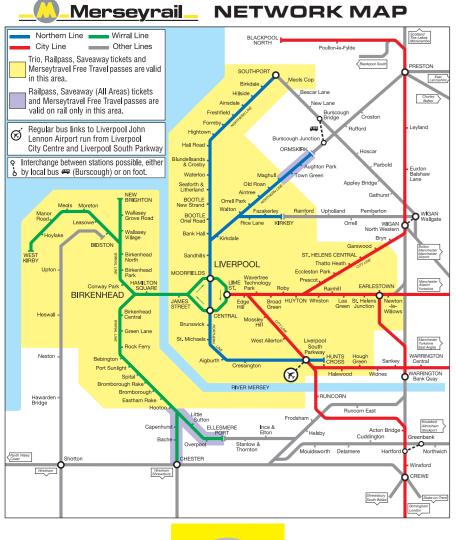
Loop Line Cycle Route Access Points For more detailed information on the surrounding area you can order free copies of our maps covering Knowsley, Liverpool and Sefton (see overleaf) For detailed local area Liverpool Loop Line - Cycle Times (mins) between various access points information, see the All times based on an average cycle speed for an adult of 10mph Sefton Cycle Map Seeds Lane available to order overleaf Fazakerley High Helsby Rd Entrance/Exit Points Fazakerley /Caldý Rd



BUS ROUTE PLAN	

A3.





We've done our best to make sure that all the information shown in this guide was correct when it was printed. Please remember though, bus companies can change their services at short notice, so please check your journey is still possible before you travel by calling Traveline on 0871 200 22 33 or visiting our online journey planner at merseytravel.gov.uk

Merseytravel

Merseytravel, P.O. Box 1976, Liverpool L69 3HN www.merseytravel.gov.uk

Produced by Pindar Creative 30.09.15 www.pindarcreative.co.uk

Merseyrail Northern Line Trains to Liverpool Central and Moorfields stations until further notice Monday to Saturday **Monday to Saturday** daytime evening minutes past each hour Aigburth 14 29 44 59 14 29 44 59 14 44 Aintree 05 20 35 50 05 35 05 35 **Aughton Park** 08 23 38 53 23 53 23 53 Bank Hall 🛦 03 18 33 48 Blundellsands & Crosby 🛦 07 22 37 52 Bootle New Strand ▲ 00 15 30 45 Bootle Oriel Road 12 42 Cressington 12 27 42 57 21 51 Fazakerley 01 16 31 46 21 51 Hall Road ▲ **05 20 35 50** 05 20 35 50 05 20 35 50 **Hunts Cross** 06 21 36 51 06 21 36 51 06 36 Kirkby 13 28 43 58 18 48 Kirkdale 8 trains per hour 12 27 42 57 12 27 42 57 Liverpool South Parkway ● 09 24 39 54 09 39 Maghull 00 15 30 45 00 30 Old Roan 03 18 33 48 03 33 03 33 **Ormskirk** 20 50 05 20 35 50 20 50 Orrell Park 07 22 37 52 07 37 07 37 Rice Lane 24 54 24 54 St. Michaels 01 16 31 46 01 16 31 46 16 46 Sandhills 🛦 🏵 8 trains per hour 6 trains per hour 12 trains per hour Seaforth & Litherland ▲ 12 27 42 57 12 27 42 57 12 27 42 57 Town Green 10 25 40 55 25 55 25 55 Walton 09 24 39 54 09 39 10 25 40 55 10 25 40 55

Waterloo ▲ 10 25 40 55 10 25 40 55 10 25 40 55

During the Summer months, the Sunday frequency is increased to every 15 minutes, these times are shown in red.

The Northern Line continues from Hall Road via Hightown, Formby, Freshfield, Ainsdale, Hillside and

Birkdale to Southport

Connection at Sandhills station for SOCCERBUS service to Liverpool FC and Everton FC.

▲ Additional morning peak journeys operate on Mondays to Fridays from Southport.

Bus connections to Liverpool John Lennon Airport.

Merseyrail Wirral Line

Merseyrail services operate from New Brighton, West Kirby and Chester/Ellesmere Port to the Liverpool stations: James Street, Moorfields, Lime Street and Liverpool Central.

Pick up a Wirral Line rail timetable booklet for full details.

Merseyrail City Line

Liverpool Lime Street to Manchester

via Edge Hill, Mossley Hill, West Allerton, Liverpool South Parkway, Hunts Cross, Halewood, Hough Green, Widnes, Sankey, Warrington Central, Padgate, Birchwood, Irlam, Urmston, Manchester Deansgate, Oxford Road, Piccadilly.

Liverpool Lime Street to Manchester Victoria/Piccadilly/Manchester Airport via Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, Lea Green,

St. Helens Junction, Earlestown, Warrington Bank Quay, Newton-le-Willows, Patricroft, Eccles, Manchester Victoria, Oxford Road, Piccadilly, Manchester Airport.

Liverpool Lime Street to Preston

Thatto Heath, St. Helens Central, Garswood, Bryn, Wigan North Western, Euxton Balshaw Lane, Leyland, Preston, Blackpool North.

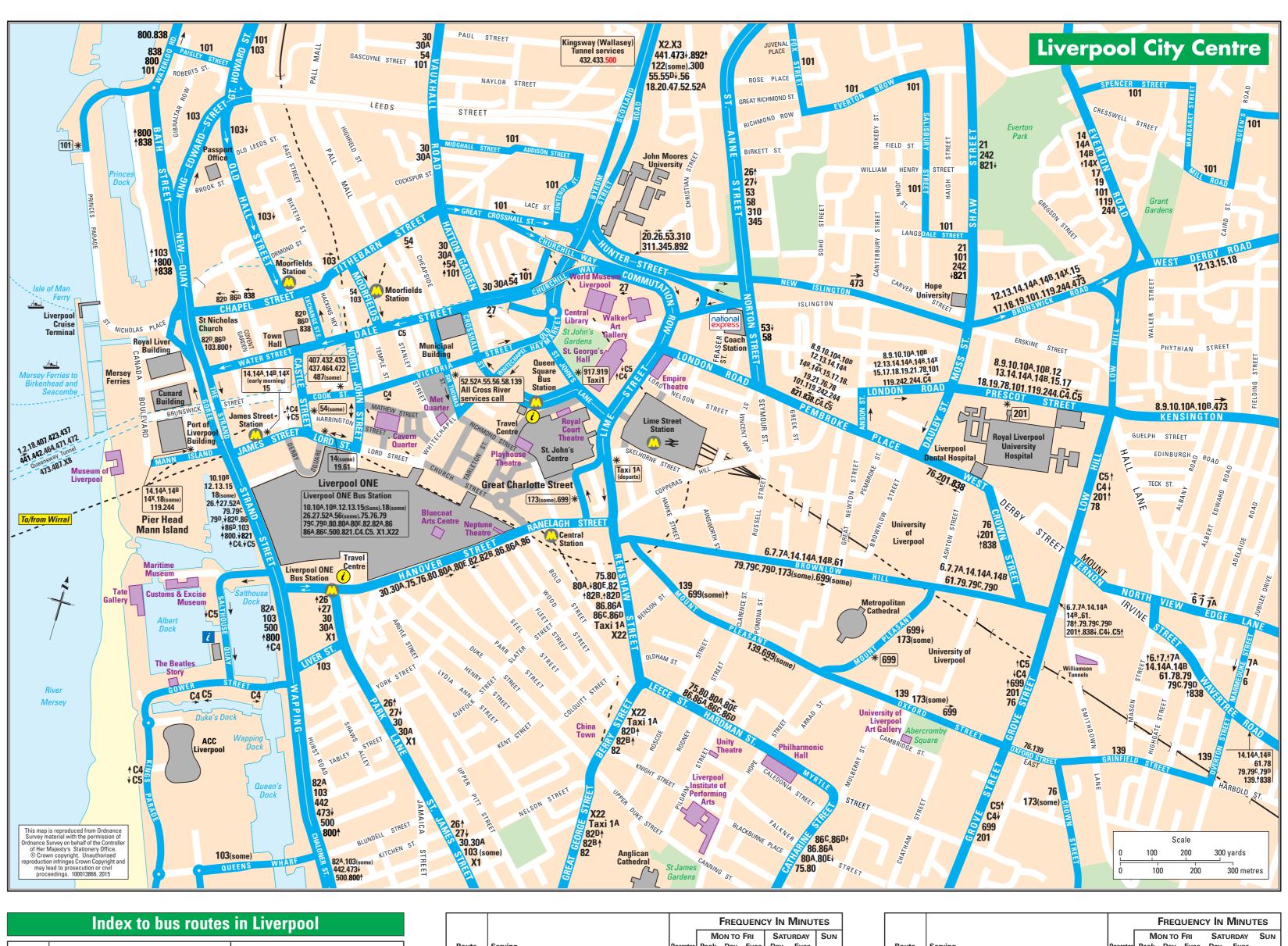
via Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Prescot, Eccleston Park,

For full details see the 4 Merseyrail City Line rail timetable books.

Trains connect at Lime Street Station with Merseyrail Wirral Line services.

Trains connect at Liverpool Central and Moorfields with Merseyrail Northern Line services.





	ludou to buo nonto o	: 1	:		ا د			
	Index to bus routes	ın ı	.ive	rpo	01			
				FREO			MINUT	SUN
Route	Serving	Operator			Eves	Day	Eves	JON
1.2	These services are part of the Quality Bus Network City Centre – Queensway Tunnel – Birkenhead Bus Station –	ARR	10	10	30	10	30	20
	Bromborough – Hooton – Ellesmere Port – Cheshire Oaks (1) – Great Sutton (2) – Chester Zoo (1) – Chester	SC						(1)
6	City Centre – Edge Lane – Broadgreen Hospital – Roby – Huyton	ARR 🔘	30	30	_	30	_	_
7	City Centre – Edge Lane – Broadgreen – Page Moss – Huyton – Cronton – Penketh – Warrington	ARR	30	30	60	30	60	60
7A	City Centre – Edge Lane – Broadgreen – Page Moss – Huyton † Daytime and early evening	ARR	_	_	60	_	60	20†
8.9	City Centre - Old Swan - Page Moss - Huyton - Pilch Lane -	ARR	20	20	_	20	_	_
	Old Swan – City Centre (9 runs in opposite direction) These services are part of the Quality Bus Network	_						
10	City Centre – Kensington – Old Swan – Page Moss – Prescot – Grange Park – St. Helens	ARR	12	12	30	12	30	30
10A	City Centre – Kensington – Old Swan – Page Moss – Whiston Hospital – Grange Park – St. Helens	SC	6	6 (com	15 bined	freqυ	15 ency)	12/15
10B	This service is part of the Quality Bus Network	Q ARR	10	10	30◆	12	30◆	15/30 ▼
12.13	Huyton – Page Moss – Old Swan – City Centre (Circular Service) City Centre – Tuebrook – West Derby – Deysbrook Lane –	ARR	5	5	15	6	15	15/30 🔻
 	Page Moss – Stockbridge Village (13 runs in opposite direction) These services are part of the Quality Bus Network	(a)		(c o m .	bined	frequ	rency)	
14.14A Ö	City Centre – Breck Road – Broadway – Croxteth –		3/4	3/4	15 bined	5 freau	15 (ency)	7/8◊
14B.14X	Kirkby Civic Centre – Tower Hill (14.14A) (14B peak journeys to/from Knowsley Village)	ARR SC	30	30	60	30	60	60▼
	(14X peak journeys to Kirkby Admin)							
14.14A 14B	City Centre – Edge Hill – Wavertree – Childwall – Belle Vale – Netherley – Hough Green – Widnes	НТ	15	15	15/30	15	15/30	30
15	Murdishaw City Centre – Tuebrook – West Derby – Alder Hey Hospital – Huyton	ARR	1 jny 7-8	30 7-8	30	30 10	30 30	30 ● 15/30
17	City Centre – Everton Road – Broadway –	SC	7-8	7-8	30	7-8	30	15
	Aintree University Hospital – Gillmoss Park & Ride extending to Kirkby Civic Centre / Kirkby Admin		30	30	30	30	30	30
18 18	City Centre – Tuebrook – Muirhead Avenue – Croxteth Park Town Meadow – Moreton Cross – Sandbrook – Claughton –	ARR AB	7-8 2 rtn	7-8	30	7-8 2 rtn	30 2 rtn	15/30
	Birkenhead – Liverpool City Centre – Bootle or Aintree		jnys			jnys	jnys	45/00
19.119 244	City Centre – Robson Street – Walton Hall Ave – Gillmoss – Kirkby Civic Centre/Tower Hill	SC O	10	10	30	10	30	15/60
	or Walton Hall Avenue – Croxteth (119 early Sat a.m./244 early Sun a.m. to Kirkby Ind. Estate)		_	_	60	_	60	_
20	City Centre – Scotland Road – Walton – Black Bull – Fazakerley – Kirkby Civic Centre – Tower Hill	SC	10	10	30	10-15	30	20/60
04.040	Early morning journeys Kirkby to Tower Hill only					40.45		00/00
21.242	City Centre – Netherfield Road – Walton – Black Bull – Fazakerley – Kirkby Civic Centre – Northwood	SC O	10	10	30	10-15	30	20/60
23	Fazakerley – Kirkby – Kirkby Admin (Circular Service) City Centre – Great Homer Street – Liverpool FC – Sheil Road –	O ARR	60 10	60 10	30	60 10	30	60 ♥ 20/30
	Lodge Lane – Toxteth – City Centre (27 runs in opposite direction)		10					
30.30A. 30E	Maghull - Old Roan - Netherton (30) - Aintree - Walton - Vauxhall - City Centre - Dingle	<u> </u>	_	_	30	_	30	30
47	City Centre – Bootle – Crosby – Ince Blundell – Formby – Ainsdale – Birkdale – Southport – Crossens	ARR	20	20	60	20	60	30/60
52.52A	City Centre - Stanley Road - Bootle - Hawthorne Road (52) -	ARR	7/8	7/8	20	10	20	15/20
	Orrell Road (52A) – Litherland – Ford – Netherton			(c o m	(52A) bined		(52A) (ency)	(52A)
53	These services are part of the Quality Bus Network City Centre – Stanley Road – Bootle – Seaforth – Waterloo –	Q	5	5	5	5	15	15
÷	Crosby	ARR SC		(c o m	bined 	frequ	iency) 	I
54	City Centre - Vauxhall - Bootle - Seaforth - Waterloo -	ARR	30	30	_	30	_	30▼
55.55D	Crosby – Thornton City Centre – Stanley Road – Bootle – Litherland – Ford –	ARR	20	20	30	20	30	30
	Old Roan Statiom Some early morning journeys to City Centre are numbered 55D	٥						
56	City Centre – Scotland Road – Kirkdale – Walton – Litherland – Ford – Netherton	ARR	30	30	30	30	30	30
58	City Centre – Great Homer St – Walton – Bootle – Netherton	ARR	30	30	_	30	_	_
60 ∯	Aigburth Vale – Dingle – Ullet Road – Wavertree – Old Swan – Queens Drive – Breeze Hill – Bootle	ARR	10	10	30	15	30	30
61 *	Aigburth Vale – Allerton – Childwall – Old Swan –	ARR	12	12	30	15	30	30
61.61A	West Derby – Broadway – Black Bull – Orrell Park – Bootle City Centre (61) – Wavertree (61) – Huyton – Whiston –	нт	30*	30*	_	30*	_	60▼
	Prescot – Rainhill – Farnworth – Widnes – Runcorn (61A) – Murdishaw (61A)	٥						
62.162	* 15 minute combined service between Huyton and Widnes Penny Lane – Old Swan – Green Lane – Lower Lane –	ARR	15	15	30	30	30	30*
UZ. 10Z	Aintree University Hospital – Bootle – North Park	ARR	15	15	30 (162)	30	30 (162)	30"
63	* Early morning Sunday buses (162) serve Waterloo and Crosby Bootle – Seaforth – Crosby – Netherton – Aintree Station –	ARR	30	30	30	30	30	30
68.68A	Aintree University Hospital – Fazakerley Aigburth Vale – Penny Lane – Wavertree – Queens Drive (68) –	ARR	15	15	60	20	60	30/60
68E	Broadgreen Hospital (68A) – Old Swan – Walton – Bootle				(68A)		(68A)	(68A)
75	Early evening journeys (68E) Bootle to Green Lane City Centre – Toxteth – Penny Lane – Woolton – Hunts Cross –	ARR						
	Halewood Shopping Centre – Okell Drive		10 10/20◆	10	30	15 —	30	20/30
76	City Centre – Womens Hospital – Ullet Road – Penny Lane – Menlove Avenue – Woolton – Okell Drive – Halewood	ARR	30	30	30	30	30	30
70	Shopping Centre	APP						
78	City Centre – London Road – Wavertree – Woolton – Gateacre – Halewood Shopping Centre –	ARR	30	30	30	30	30	30▼
79.79D	Okell Drive (peak time buses from Okell Drive to City Centre only) City Centre – Brownlow Hill – Wavertree – Childwall –	ARR	30	-	30◆	_	30◆	_
	Belle Vale Shopping Centre (Childwall Valley Road) – Netherley Halewood Shopping Centre (79)		5 10	5 10	20 20	6 12	20 20	15/20 15/20
	(79 and 79D stop at both Queen Square and Liverpool ONE Bus Stations except 79 on journeys into the City Centre which							
	all run via Hanover Street instead of Queen Square)							
79C	City Centre – Wavertree – Childwall – Belle Vale – Netherley – Hough Green – Widnes – Runcorn – Halton Hospital – Murdishaw	ARR	15	15	30	15	30	30
80.80E	City Centre – Toxteth – Penny Lane – Garston – Speke † Two early evening journeys (80E) City Centre to Speke	ARR	20	20	t	30	_	_
	Boulevard							
80A	City Centre – Toxteth – Penny Lane – Garston – Liverpool John Lennon Airport	ARR	20	20	30	30	30	20/30
81.81A 881	Bootle – Breeze Hill – Queens Drive – Broadgreen – Childwall – Woolton – Hunts Cross – Speke, Western Avenue	ARR	10 (c o m	10 bined	30 81/8	15 1 A ser	35-45 vices)	30
⇔	Liverpool John Lennon Airport (81A) Speke, Morrisons (81) or Jaguar Factory (881)		20	20 20	35-45	30	35-45	30^
	^ Sunday evenings 35-45 minutes		20	20	აუ-45	30	აძ-45	3U ^A
82.82D	These services are part of the Quality Bus Network City Centre – Toxteth – Dingle – Aigburth Vale – Garston –	•	5/10	3	7/8	5	7/8	7/8
*	Liverpool South Parkway	ARR SC					ency) 15	15

82A.82B | City Centre - Dingle - Aigburth Vale - Garston -

Mon-Fri 1 early morning journey only)

Runcorn - Halton Hospital

Liverpool John Lennon Airport - Speke - Widnes (82A) -

(82B runs in the opposite direction only and does not serve Widnes

Route						Y IN I		
Koute	C		ı	ON TO			JRDAY	SUN
	Serving	Operator	Peak	Day	Eves	Day	Eves	
00.004	These services are part of the Quality Bus Network	0			7/0	0/4	7/0	7/0
86.86A 86C.86D	City Centre – Penny Lane – Childwall (Hope University)		3 12	3 12	7/8	3/4 12	7/8	7/8
©.80D	Liverpool South Parkway –	ARR SC	6 ph	10 ph	7/8	10 ph	7/8	7/8
	Garston –	30	6	6	15	6	15	15
	Liverpool John Lennon Airport		12	12	15	12	15	15
89.89A	Liverpool John Lennon Airport – Speke – Hunts Cross –	ARR	20	20	30	20	30	30
00.0071	Halewood (89A) – Woolton – Belle Vale – Huyton – Prescot –	/	20	20		20		
	Whiston Hospital – St. Helens (89A runs in opposite direction							
	and extends to Liverpool South Parkway)							
97	Prescot – Eccleston Park – Grange Park – St. Helens	на	_	_	_	60	_	_
99	Whiston Station – Cumber Lane – Whiston –	нт	60	60		60		
33	Whiston Hospital – Prescot – Prescot (South Avenue)	"'	(pm)	00		00		_
101	·	٥	-1 -	20		20		
101	Princes Parade – Vauxhall – City Centre – Everton –	"	30	30	-	30	-	-
	Breck Road – Royal Liverpool Hospital							
102	Aintree University Hospital – Croxteth –	0	60	60	60	60	60	60
	Croxteth Park – Alder Hey – Broadgreen Hospital/Page Moss							
103	Aigburth Vale - Dingle Mount - Albert Dock - City Centre -	٥	30	_	_	_	_	—
	Derby Road – Seaforth – Waterloo		am/pm					
121	Walton Park - Orrell Park - Black Bull - Fazakerley Hospital -	٥	_	60	_	60	_	—
	Croxteth (Park) – Broadway – Walton Park							
121	Aintree Station – Black Bull – Fazakerley Hospital –	٥	_	_	30▼	_	30▼	30□
	Croxteth (Park) – Broadway							
122	Aintree University Hospital – Black Bull – Netherton – Crosby	AB	30	30	_	_	_	_
133		CF	60	60		60		
	Waterloo – Crosby – Lunt – Maghull – Kirkby – Kirkby Admin							
135.235	Aintree Station – Black Bull – Bootle Cemetery – Bootle Circular		30	30	30	30	30	30
137.138	St. Helens – Eccleston – Prescot – Whiston Hospital –	0	60	60	_	60	_	-
	Rainhill Stoops – Lea Green – Marshalls Cross – St. Helens							
	(138 runs in opposite direction)							
139	City Centre – Edge Hill – Wavertree Tech Park – Old Swan –	CF						
	Broadgreen Hospital – Page Moss – Dinas Lane – Huyton –							
	Whiston – Whiston Hospital – Prescot –		30	30	_	30	_	_
	Rainhill – Nutgrove – Thatto Heath – St. Helens		_	60	_	60	_	_
144	Bootle – Seaforth – Litherland	AB 🔘	60	60	_	60	_	_
146	Huyton – Hurst Park Drive – Longview – Huyton	٥	60(pm)	60	_	60	_	_
157.158	Bootle – Seaforth – Litherland – Netherton – Old Roan –	0			60		60	60
137.136				_	00	_	00	00
450	Aintree University Hospital – Bootle (158 runs in opp direction)		-	0.0		0.5		
159	Walton Park - Walton - Kirkdale - Bootle - Seaforth -	HTL	30	30		30	_	_
100 11	Old Roan Station – Aintree – Fazakerley Hospital							
163.263	Belle Vale – Arncliffe Road – Hunts Cross –	0	_	60	_	60	_	_
	Halewood Shopping Centre – Hunts Cross – Arncliffe Road –							
	Belle Vale							
	(263 runs in opposite direction)		_	60	_	60	_	_
165	Belle Vale - Chelwood Avenue - Belle Vale - Lee Park -	0	30	30	_	30	_	-
	Netherley – Belle Vale (runs in this direction only)							
166.266	Belle Vale – Netherley – Halewood Shopping Centre	HTL	30	30	60	30	30	60
188.288	Halewood Shopping Centre - Woolton -	0			circular	circular	circular	circula
	Liverpool South Parkway – Garston – Belle Vale				(166)			(166)
	(188.288 operates on these routes in opposite direction)				(168)			(168)
	These services also operate as ${\bf circular\ services}$ over the same							
	combined routes with start/finish at Liverpool South Parkway							
167	Garston – Window Lane – Grassendale – Garston	0	_	40	_	40	_	–
173	Belle Vale - Woolton - Childwall Park Avenue	٥	30	30	_	30	_	_
	Penny Lane – Mossley Hill – Greenbank Lane (Sefton Park) –							
	City Centre		60	60	_	60	_	_
174	Belle Vale – Lee Park – Grange Lane –	٥	30	30	300	30	300	300
.,.	Childwall Five Ways – Penny Lane / Allerton Library			00				
192	Kirkby Station/Kirkby Civic Centre – Knowsley Village –	٥	2 jnys		30	3 jnys	30	30
132	Page Moss – Huyton – Belle Vale – Halewood Shopping Centre		2 jiiya		30	3 Juys	30	30
193	Huyton – Belle Vale – Halewood Shopping Centre	CF	30	30		30		_
	, , , , , , , , , , , , , , , , , , , ,	_	30	30		30		_
194.195	St. Helens – Eccleston – Prescot – Whiston Hospital –	0	_	_	60	_	60	60
	Rainhill Stoops – Sutton Manor – Marshalls Cross –							
	St. Helens (195 runs in opposite direction)							
196	Prescot (Thomas Drive) – Prescot – Grange Park –	0	_	_	60	_	60	60
	Thatto Heath – Peasley Cross – St. Helens							
197	Kirkby - Southdene - Norwood - Kirby Admin - Kirkby	sc	30	30	_	30	_	_
198	Kirkby – Norwood – Kirkby Admin – Southdene – Kirkby	sc	30	30	_	30	_	_
201	Speke – Garston – Liverpool South Parkway – Penny Lane –	٥	_	3 jnys	_	3 jnys	_	3 jnys
	Womens / Royal Liverpool Hospitals							
202.204	Dingle Mount - Womens Hospital - Wavertree - Mill Lane -	AB	30	30	30▼	30	30▼	30▼
	Broadgreen Hospital – Alder Hey Hospital		33	50	J. 7	- 55	"	~ *
	Journeys to Dingle are numbered 204.							
	Hightown – Crosby – Blundellsands – Crosby – Hightown	٥		60		60		
206		. –		UU				
			00	20	_	30		
211	Speke Circular via Morrisons	0	30	30				-
	Speke Circular via Morrisons Walton Park – Orrell Park – Black Bull – Fazakerley Hospital –	0	30 30	30 60	_	60	_	
211	Speke Circular via Morrisons Walton Park – Orrell Park – Black Bull – Fazakerley Hospital – Croxteth (Park) – Norris Green – Broadway – Walton Park	٥	30	60	_		_	00
211	Speke Circular via Morrisons Walton Park – Orrell Park – Black Bull – Fazakerley Hospital – Croxteth (Park) – Norris Green – Broadway – Walton Park Huyton – Page Moss – Knowsley Village –	_			-	60 30	_	30
211	Speke Circular via Morrisons Walton Park – Orrell Park – Black Bull – Fazakerley Hospital – Croxteth (Park) – Norris Green – Broadway – Walton Park Huyton – Page Moss – Knowsley Village – Kirkby Admin – Kirkby Civic Centre	٥	30	60	_	30	_	
211 215 217.227	Speke Circular via Morrisons Walton Park – Orrell Park – Black Bull – Fazakerley Hospital – Croxteth (Park) – Norris Green – Broadway – Walton Park Huyton – Page Moss – Knowsley Village – Kirkby Admin – Kirkby Civic Centre extending to Kirkby Station	SC	30 15	60		30 am peak		30
211	Speke Circular via Morrisons Walton Park – Orrell Park – Black Bull – Fazakerley Hospital – Croxteth (Park) – Norris Green – Broadway – Walton Park Huyton – Page Moss – Knowsley Village – Kirkby Admin – Kirkby Civic Centre extending to Kirkby Station Maghull Station – Deyes Lane – Westway –	SC	30	60		30		
211 215 217.227 231	Speke Circular via Morrisons Walton Park – Orrell Park – Black Bull – Fazakerley Hospital – Croxteth (Park) – Norris Green – Broadway – Walton Park Huyton – Page Moss – Knowsley Village – Kirkby Admin – Kirkby Civic Centre extending to Kirkby Station Maghull Station – Deyes Lane – Westway – Southport Road – Lydiate (returns via Lambshear Lane)	sc o	30 15	60 15 30		30 am peak 30		30
211 215 217.227	Speke Circular via Morrisons Walton Park – Orrell Park – Black Bull – Fazakerley Hospital – Croxteth (Park) – Norris Green – Broadway – Walton Park Huyton – Page Moss – Knowsley Village – Kirkby Admin – Kirkby Civic Centre extending to Kirkby Station Maghull Station – Deyes Lane – Westway – Southport Road – Lydiate (returns via Lambshear Lane) Maghull Station – Northway – Liverpool Road – Westway –	SC	30 15	60		30 am peak		30
211 215 217.227 231	Speke Circular via Morrisons Walton Park — Orrell Park — Black Bull — Fazakerley Hospital — Croxteth (Park) — Norris Green — Broadway — Walton Park Huyton — Page Moss — Knowsley Village — Kirkby Admin — Kirkby Civic Centre extending to Kirkby Station Maghull Station — Deyes Lane — Westway — Southport Road — Lydiate (returns via Lambshear Lane) Maghull Station — Northway — Liverpool Road — Westway — Dodds Lane — Highfield Park — Fox House Lane —	sc o	30 15	60 15 30		30 am peak 30		30
211 215 217.227 231 232.233	Speke Circular via Morrisons Walton Park — Orrell Park — Black Bull — Fazakerley Hospital — Croxteth (Park) — Norris Green — Broadway — Walton Park Huyton — Page Moss — Knowsley Village — Kirkby Admin — Kirkby Civic Centre extending to Kirkby Station Maghull Station — Deyes Lane — Westway — Southport Road — Lydiate (returns via Lambshear Lane) Maghull Station — Northway — Liverpool Road — Westway — Dodds Lane — Highfield Park — Fox House Lane — Maghull Station (233 runs in opposite direction)	SC O	30 15 — 15	60 15 30	_	30 am peak 30		30
211 215 217.227 231	Speke Circular via Morrisons Walton Park — Orrell Park — Black Bull — Fazakerley Hospital — Croxteth (Park) — Norris Green — Broadway — Walton Park Huyton — Page Moss — Knowsley Village — Kirkby Admin — Kirkby Civic Centre extending to Kirkby Station Maghull Station — Deyes Lane — Westway — Southport Road — Lydiate (returns via Lambshear Lane) Maghull Station — Northway — Liverpool Road — Westway — Dodds Lane — Highfield Park — Fox House Lane — Maghull Station (233 runs in opposite direction) Maghull Station — Deyes Lane — Dodds Lane (Circular)	sc o	30 15	60 15 30		30 am peak 30		30
211 215 217.227 231 232.233	Speke Circular via Morrisons Walton Park — Orrell Park — Black Bull — Fazakerley Hospital — Croxteth (Park) — Norris Green — Broadway — Walton Park Huyton — Page Moss — Knowsley Village — Kirkby Admin — Kirkby Civic Centre extending to Kirkby Station Maghull Station — Deyes Lane — Westway — Southport Road — Lydiate (returns via Lambshear Lane) Maghull Station — Northway — Liverpool Road — Westway — Dodds Lane — Highfield Park — Fox House Lane — Maghull Station (233 runs in opposite direction) Maghull Station — Deyes Lane — Dodds Lane (Circular) (Peak journey only)	SC O	30 15 — 15	60 15 30 60	_	30 am peak 30 60		30
211 215 217.227 231 232.233 234 236	Speke Circular via Morrisons Walton Park – Orrell Park – Black Bull – Fazakerley Hospital – Croxteth (Park) – Norris Green – Broadway – Walton Park Huyton – Page Moss – Knowsley Village – Kirkby Admin – Kirkby Civic Centre extending to Kirkby Station Maghull Station – Deyes Lane – Westway – Southport Road – Lydiate (returns via Lambshear Lane) Maghull Station – Northway – Liverpool Road – Westway – Dodds Lane – Highfield Park – Fox House Lane – Maghull Station (233 runs in opposite direction) Maghull Station – Deyes Lane – Dodds Lane (Circular) (Peak journey only) Aintree University Hospital – Waddicar – Melling – Maghull	SC	30 15 — 15 —	60 15 — 30 60 —		30 am peak 30 60		30
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Route	Serving	Operator	1	ON TO Day	FRI Eves	Day	JRDAY Eves	S
407	City Centre – Queensway Tunnel – Birkenhead Bus Station –	ARR	20	20	_	20	_	
423	Laird Street - Moreton Cross - Town Meadow	ADD			20		20	<u></u>
423	City Centre — Queensway Tunnel — Birkenhead Bus Station — Arrowe Park — Moreton — Sandbrook — Leasowe —	ARR	_	_	30	_	30	3
	Wallasey Village – Liscard – Seacombe Ferry –							
	Wirral Met College (Tower Road) – Birkenhead Bus Station							
432	City Centre — Kingsway Tunnel — Torrington Road — Liscard — Seaview Road — New Brighton	ARR	20	20	20	20	20	3
433	City Centre – Kingsway Tunnel – Poulton Road –	ARR	20	20		20	_	3
	Seacombe – Liscard – Rake Lane – New Brighton							
437	City Centre – Queensway Tunnel – Birkenhead Bus Station –	ARR	10	10	20	10	20	1
	Claughton – Upton – Greasby – West Kirby	L						-
441.442 473	Barnston (473) — Arrowe Park (473) — Woodchurch — Birkenhead — City Centre — Bootle (441.473*) —	AB	5-6 jnys	_	5-6 jnys	5-6 jnys	5-6 jnys	
	Litherland (441) – Dingle (442.473) or Alder Hey Hospital (473)		,,0		1,0	,,0	1,0	
	Operates early morning and evening peak only							l
464	*473 to City Centre starts from Netherton	400		- 00		00		H
464	City Centre – Queensway Tunnel – Birkenhead Bus Station – Tranmere Rovers FC – Bebington – New Ferry	ARR	30	30	_	30	_	;
	These services are part of the Quality Bus Network	0						t
471.472	City Centre – Queensway Tunnel – Birkenhead Bus Station –	ARR	10	10	30	10	30	1
	Arrowe Park – Pensby (471) – Irby (472) – Heswall	SC		(com	bined	freq	u e n c y ,)
487	City Centre – Queensway Tunnel – Birkenhead –	ARR	30	30	60	30	30	ı
	Bebington – Clatterbridge Hospital – Ness Gardens/ Parkgate							ı
	*Evenings and Sundays only	1						
500	Liverpool ONE Bus Station – Aigburth Vale –	ARR	30	30	_	30	_	1
	Estuary Business Park – Liverpool John Lennon Airport							
	Limited stop service							
699	City Centre* - University of Liverpool Halls of Residence -	ARR	10	10	20-30	20	20-30	2
	University of Liverpool – Derby Halls – Carnatic Halls * Evenings only							
	Operates University of Liverpool term times only	L						
786	Halewood Academy – Halewood Shopping Centre – Jaguar Factory-		1 rtn	-	_	_	_	Γ
	Speke – Liverpool John Lennon Airport – Estuary Business Park –		jny					
707	Liverpool South Parkway (Schooldays only)	0	4 :					╀
787	Liverpool South Parkway – Menlove Avenue (Saint Francis Xavier's College) – Hope University		1 rtn jny	_	_	_	_	
	Operates Hope University term times and SFX term times		J.··y					
	including half terms but not Easter Holidays							
800	Speke – Garston – Aigburth – Liverpool Freeport	0	1 am jny	_	_	_	_	
821	Netherton – Walton – Everton – City Centre	٥	1 am jny	_	_	_	_	
827	Old Swan – Page Moss – Kirkby Admin	٥	1 am jny	_		_	_	L
835	Northwood – Black Bull – Liverpool Freeport	0	1 am jny	_	_	_	_	L
838	Hunts Cross - Childwall - City Centre - Liverpool Freeport	0	1 am jny	_	_	_	_	L
839	Longview – Page Moss – Everton – Liverpool Freeport	0	1 am jny	_	_	_	_	L
870	Old Swan – Page Moss – Huyton Industrial Estate	0	2 am jnys		_	_	_	ŀ
883	Liverpool John Lennon Airport – Estuary Park – Jaguar Factory – Hunts Cross – Halewood Shopping Centre – Netherley –	0	60	60	60	_	_	
	Belle Vale – Huyton							
892	Liverpool ONE/Bootle – Walton – Fazakerley – Kirkby	٥	2 am jnys	_	_	_	_	T
897	Huyton – Longview – Knowsley Lane – Kirkby Admin	0	60	60	60	60	60	
898	Page Moss - Croxteth - Kirkby Admin - Knowsley - Croxteth	٥	60	60	60	60	60	Γ
	Page Moss (runs in this direction only)							L
899	Page Moss - Croxteth - Knowsley - Kirkby Admin -	0	60	60	60	_	_	ı
917	Kirkby Ind Estate – Kirkby Admin – Croxteth – Page Moss Civic Centre (St John's Lane) non-stop to	SC			table)	4h - II Oh		L
017	Liverpool Football Club	30	I '			ootball Clu Sun) or 90		,
			before	kick-of	f, approx	c 10 mins a	after final	wh
919	Civic Centre (St John's Lane) non-stop to	SC	Operat			otball Clu		ays
	Everton Football Club					urs before s after fina		
990	Kirkhu Civia Cantra Northwood Kirkhu Civia Cantra	0			10111111		I WIIISUC	T
330	Kirkby Civic Centre – Northwood – Kirkby Civic Centre (runs in this direction only)			60		60		
991	Kirkby Civic Centre – Southdene – Kirkby Civic Centre	٥	_	60	_	60	_	T
	(runs in this direction only)							
992	Kirkby Civic Centre - Kirkby Station - Kirkby Park - Tower Hill	٥	_	60	_	60	_	Ĺ
993	Kirkby Civic Centre – Melling Mount – Kirkby Civic Centre	٥	_	60	_	60	_	
C4.C5	Dingle Mount – Brunswick Station – Kings Parade –	0	15-30	30	30◆	30	30◆	
	Liverpool ONE – Queen Square – Royal Hospital – Women's Hospital – Toxteth – Dingle Mount							
	City Centre circular (C5 runs in opposite direction)							
Taxi One	City Centre (St John's Lane) non-stop to Liverpool Football	A&J				ootball Clu		,
	Club – (No return service back to Liverpool city centre)	Taxis	To begin	3 hour	s before	kick-off of	f each hor	me
Taxi 1A	City Centre – Aigburth Vale – Garston –	A&J	_	3 rtn	_	3 rtn	_	l
V4	Liverpool South Parkway – John Lennon Airport	Taxis		jnys		jnys		-
X 1	City Centre — Aigburth Vale — Garston — Speke — Runcorn — Halton Lea — Murdishaw — Windmill Hill	ARR	30	30	_	30	_	
	Limited stop service							
X2	City Centre - Bootle - Crosby - Formby - Ainsdale -	sc	30	30	60▼	30	60▼	t
	Birkdale – Southport – Crossens – Preston							
	City Centre – Everton Valley – Walton Hall Avenue –	sc	30	30	_	30	_	
Х3	Fazakerley – Aintree University Hospital – Kirkby Civic Centre							
Х3		SC	30	30	_	30	_	
X8	City Centre – Bromborough – Ellesmere Port –	30						
	Cheshire Oaks – Chester							
Х8								
	Cheshire Oaks – Chester	ccc	_	_	_	1 rtn	_	

	eet, Lord Street or Victoria S	•	ervices will not pick up passe	engers at the	t will be re-routed. usual bus stops on
Route t	0	Route	to	Route	to
10/10A S	St Helens	18	Croxteth Park	52A	Netherton
10B ⊢	Huyton	19	Croxteth/Kirkby Civic	56	Netherton
12/13 S	Stockbridge Village		Centre	79	Netherley
14/14A C	Croxteth/Tower Hill	20	Tower Hill (Kirkby)	79C	Runcom/Murdishaw
15 ⊦	Huyton	21	Northwood (Kirkby)		
17 K	(nowsley Ind Park (Kirkby)	26	Sheil Road Circular		
	ails pick up a leaflet from yo 0151 236 7676	ur local Tra	vel Centre, visit our website	www.merse	eytravel.gov.uk or call

Early evening service only

♦ Evening every 15 minutes

Afternoon and evening only

☐ Between 1300 and 2100 only

♥ Between 0930 and 1730 only

(am) Morning peak hours only

(pm) Evening peak hours only

Evenings only

AB Avon Buses

Cumfybus

Halton Transport

Peoplesbus

ARR Arriva

HA Hattons

HTL HTL Buses

SC Stagecoach

Merseytravel bus service

Quality Bus Network

These services are part of the

These services operate to a

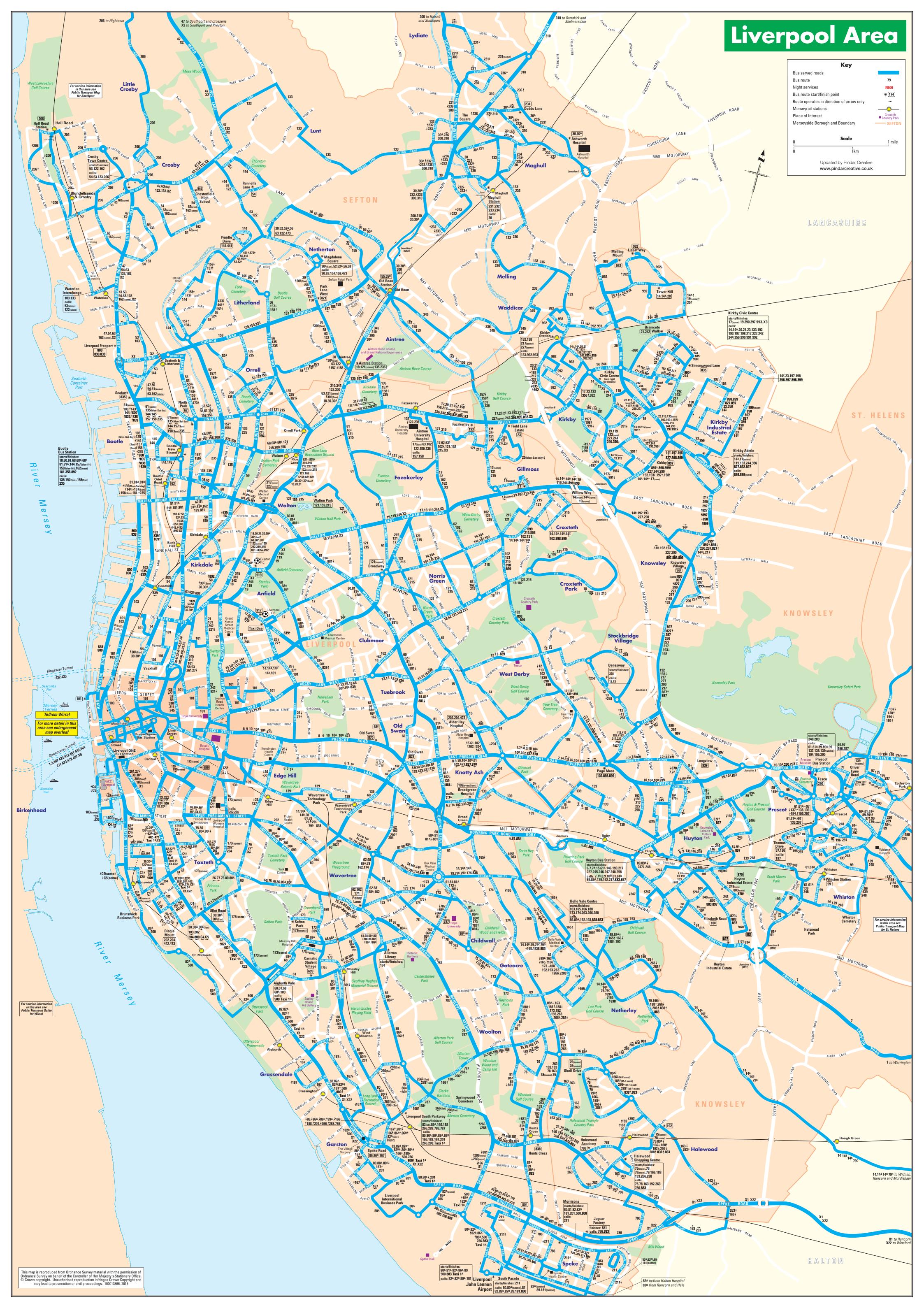
CCC Contracted service for Cheshire

West & Chester Council

To Allerton Library

reduced weekday frequency

during the summer months



EXAMPLE STAFF QUESTIONNAIRE						

A4.

Staff Travel Questionnaire

We are undertaking this survey in order to understand the travel behaviour to and from the site. We would be grateful if you could complete the following questionnaire in order that we can ascertain how people travel to the site. Your answers will be treated in confidence and will not be disclosed to third parties. The purpose of this survey is to assist in future planning and as such, your answers are very important to us.

1.	Your h	Your home postcode											
2.	Your I	our Employer/Company name											
3.	Do yo	u work full or part time?			Full-time		Part-time						
4.	Which days do you travel to your p				ace of e	e of employment? (Tick all that apply)							
		☐ Monday ☐ ☐		Tueso	Tuesday		Wedn	Vednesday		Thursday			
		Friday		Satur	day		Sunda	ay					
5.	Do yo	u have access	to a ca	r?		Yes			No				
6.	Do yo	u have a full dr	iving lic	ence?		Yes			No				
7.	Do yo	Do you have a disability that affects your choice of travel?											
8.	How o	How do you normally travel to the site? (Tick one box only)											
		Car driver (where do you park?)											
		Car passenger (where do they park?)											
		Dropped off b		Bus (which route(s))									
		Walk				Bicycle Underground							
		Train											
		Motorcycle				Other	er ()						
9.	Do you use different modes on different days?												
		Yes		No									
10.	Do you work from home/have the opportunity to work from home?												
		Yes		No									

If you do not drive to the site, please ignore the remaining questions.

	urrently drive to the site all that apply)	te, coul	d you ii	n theory	use any o	f the fo	ollowing	g options		
	Walk		Cycle			Bu	S			
	Train		Car-sh	nare						
	None (if this is the	case, p	lease d	o not a	nswer any	more c	uestio	ns)		
12. Would you be prepared to travel using any of the options that are potentially available.										
	☐ Yes ☐ No (Please give reasons - tick all that apply)									
	Distance from the site	е		Cost		Inc	onveni	ence		
	Personal security			Lack o	of pedestrian routes					
	Lack of cycle routes		Freque	requency of public transport						
	☐ Medical			Other						
13. What would encourage you to use other modes of transport to get to the site? appropriate)								(Tick all		
	Improved cycle route			Improveme	ents to	bus	services			
	☐ Improved cycle storage☐ Walking buddy scheme				Improved pedestrian routes					
					Improved facilities at the site (showers/lockers)			site		
	Other									

Thank you for completing this questionnaire.

Please return the completed form to [insert name of relevant person]