

PPI Liverpool Cancer Centre

Framework Travel Plan

D/I/D/118180/06



FAIRHURST

Project No: 118180
April 2017

CONTROL SHEET




CLIENT: Proton Partners International

PROJECT TITLE: PPI Liverpool Cancer Centre

REPORT TITLE: Framework Travel Plan

PROJECT REFERENCE: 118180

DOCUMENT NUMBER: D/I/D/118180/06

Issue & Approval Schedule			Name	Signature	Date
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Revision Record	Rev.	Date	Status	Description	Signature	
	1				By	
					Checked	
					Approved	
	2				By	
					Checked	
					Approved	

This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

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1.0 INTRODUCTION

- 1.1. Fairhurst has been commissioned by Proton Partners International to prepare a Framework Travel Plan (FTP) to accompany a planning application for a new cancer care centre on land formerly occupied by the former Archbishop Blanch Secondary School, in Liverpool. The site lies around 2km east of Liverpool City Centre to the south of the A5047 and east of the A5048, as shown on the location plan in **Figure 1.1**.

Figure 1.1 Site Location



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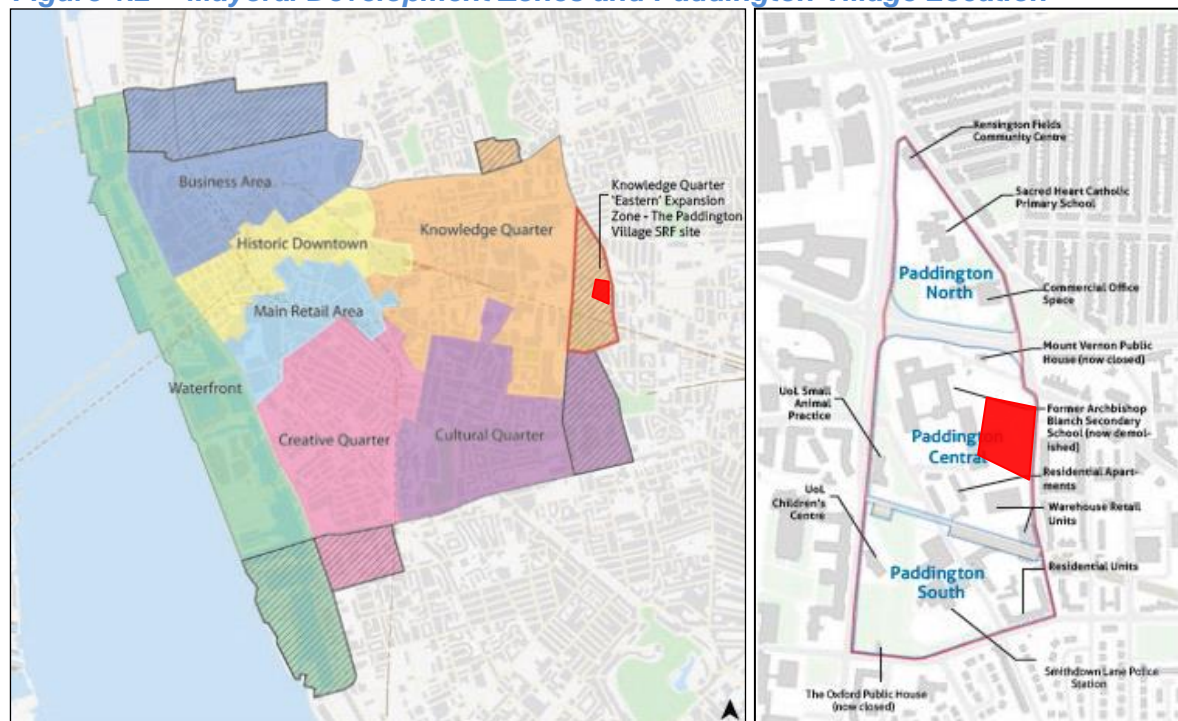
- 1.2. The site lies in the 'Eastern Expansion Zone' of Liverpool City Centre's 'Knowledge Quarter', as highlighted in **Figure 1.2**. The Knowledge Quarter is described in the Liverpool Strategic Investment Framework as:

"..... an area of higher education, science and medical expertise, knowledge and wealth creating potential, within the City Centre."

- 1.3. The Eastern Expansion Zone comprises a flagship expansion area known as Paddington Village. An overarching masterplan of the Paddington Village 'Central' area has been prepared by Morgan Sindall and is shown in **Figure 1.3**. The site is identified in the masterplan as Site 6 – Healthcare (Proton), which reflects the proposed development. The site is located on the eastern side of 'Paddington Central' on the south side of a

proposed pedestrian boulevard known as St Mary's Walk that will run east-west through the development.

Figure 1.2 *Mayoral Development Zones and Paddington Village Location*



Source: Paddington Village Strategic Regeneration Framework

- 1.4. Other planned developments within the Paddington Central masterplan area include education, Royal College of Physicians, laboratories, commercial offices, residential and a multi storey car park. Planning permission has recently been granted for the International College (Site 1), an education development including a college facility (4,359sqm) and a 259 bed student accommodation block.
- 1.5. The proposed development site comprises an area of cleared land, which is bounded to the east by Mason Street. It is understood that the Developer will be provided with a pre-prepared development platform to facilitate construction and it is assumed that this would include the essential transport infrastructure to serve the development, including the St Mary's Walk pedestrian boulevard on the north side of the site and the adjoining pedestrian path that runs down the west side of the site.

Figure 1.3 Paddington Central Masterplan



Plots:

Note - heights and areas given indicatively to be confirmed through detailed design.

1. Residential / Education (Kaplan) -	GIA 12,300sqm 12 Storeys 48m High	7. Residential -	GIA 6,600sqm 4-5 Storey 20M High
2. Multi Storey Car Park -		8. Commercial Offices -	GIA 8,700sqm 6-8 Storeys 32m High
3. Royal College of Physicians (RCP) -	GIA 15,000sqm 12-15 Storeys 60m High	9a. Commercial Offices -	GIA 16,900sqm 7-12 Storeys 48m High
4. Sub-station -	GIA 600sqm Single Storey 4m High	9b. Commercial Offices -	GIA 15,000sqm 7-12 Storeys 48m High
5. Laboratories -	GIA 10,100sqm 4-6 Storeys 24m High	10. Commercial -	GIA 19,200sqm 15 Storeys 60m High
6. Healthcare (Proton) -	GIA 2,400sqm 2-3 Storeys 12m High		
		Total GIA 106,200sqm	

Source: Morgan Sindall/ Ryder

1.6. The proposed Cancer Centre will be laid out in accordance with the proposed masterplan and will include:

- Cyclotron and linear accelerator treatment suites;
- Oncology suite;

- MRI scanning facility;
 - CT scanning facility;
 - Patient areas to include; consultation facilities, treatment rooms, patient rooms and waiting areas;
 - Staff areas to include: male/ female changing rooms and shower facilities, lounge with kitchen facilities;
 - Administration areas to include; offices, work stations and meeting rooms; and
 - Infrastructure to include; maintenance / plant / boiler / utility / servicing.
- 1.7. Access and parking arrangements will be in accordance with the masterplan, comprising:
- A main access to the building at its southwest corner, reached via the new pedestrian infrastructure within the masterplan area;
 - A drop off area and 26 space car park to the south of the building, accessed from Mason Street and with access to the Centre's main entrance;
 - A service access to the east (rear) of the building accessed from Paddington/ Mason Street.
- 1.8. The objective of this Framework Travel Plan is to encourage sustainable travel by staff, patients and visitors by promoting a range of travel choices.
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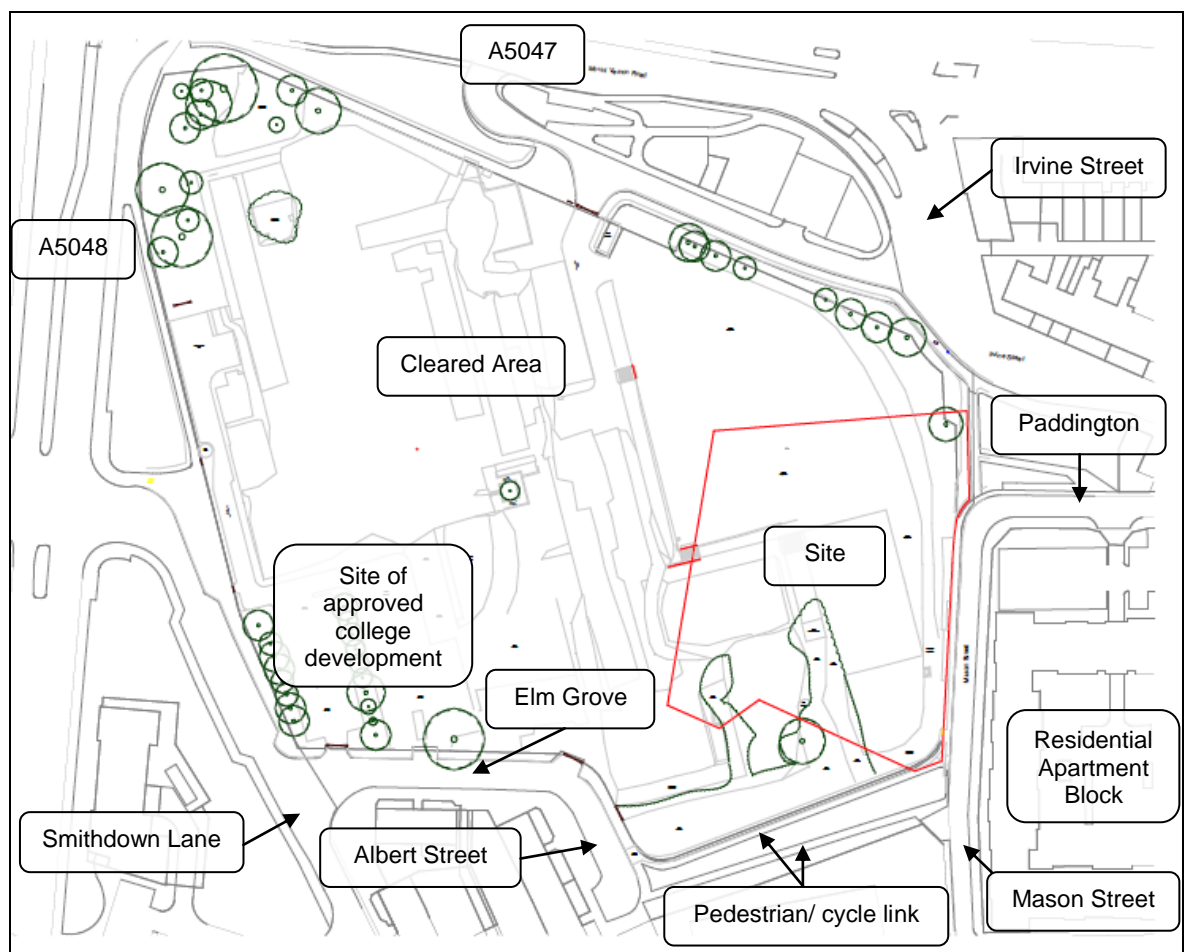
2.0 A TRAVEL PLAN

- 2.1. A Travel Plan is a package of measures implemented to reduce the number and length of car trips generated by a development. Travel Plans also support and promote sustainable forms of travel by offering realistic transport choices and reducing the overall need to travel by car.
 - 2.2. The keys to the success of a Travel Plan are;
 - A commitment to achieve the objectives by all involved;
 - Involving a range of people in implementing measures;
 - Keeping staff, patients and visitors informed; and
 - Reviewing and amending the Travel Plan on a regular basis.
 - 2.3. The development operator (Proton Partners International) will be responsible for the Travel Plan and will allocate reasonable resources for implementation, on-going monitoring and review of the Travel Plan.
 - 2.4. This framework Travel Plan defines a starting point against which the final Travel Plan can be developed and effectively delivered.
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3.0 LOCAL CONTEXT

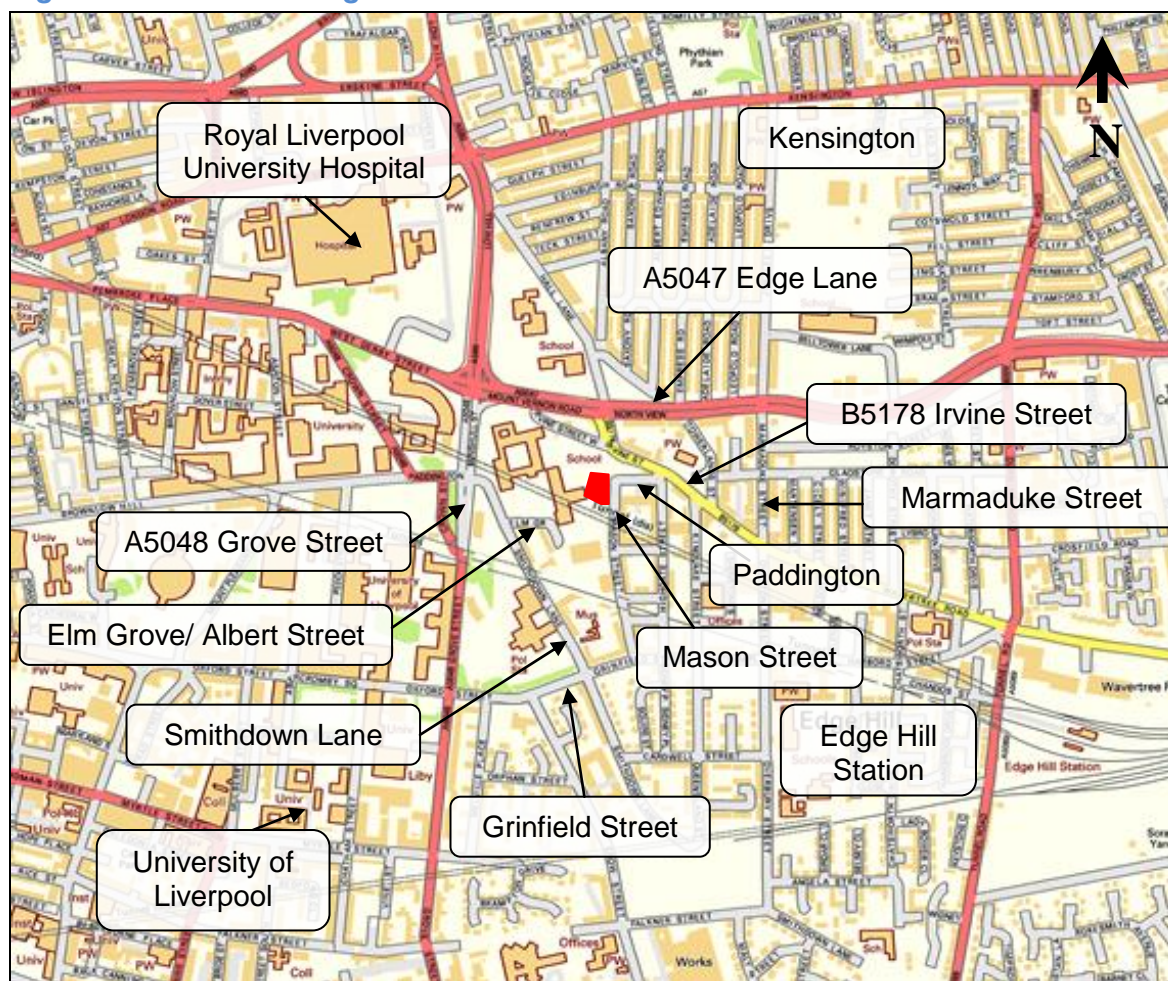
- 3.1. The site is shown in **Figure 3.1** and is a cleared area of the former Archbishop Blanch Secondary School, which is part of the Paddington Central masterplan area within the wider Knowledge Quarter.
- 3.2. The site is bounded to the east by Mason Street and on other sides by the cleared wider masterplan area. Mason Street is fronted on its east side by a residential apartment block opposite the site and houses to the south.

Figure 3.1 Site Boundary Plan



- 3.3. The site lies within a transitional area between the City Centre to the west and residential suburbs to the east. The local area is shown in **Figure 3.2**.

Figure 3.2 Surrounding Area Plan



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- 3.4. The surrounding area has a mix of land uses with the residential areas of Kensington and Edge Hill to the east/ south, and the University of Liverpool and Royal Liverpool University Hospital to the west.
- 3.5. The site has good strategic transport access as it lies at the eastern gateway to the City Centre. The A5047 Edge Lane is a dual carriageway subject to a 30 speed limit and runs east to west approximately 120m north of the site. This main strategic route in the area provides access to the M62 to the east and links the site to the City Centre and the A5048 Grove Street to the west, which then connects to the wider area via the A59 to the north and M56 to the south. The A5048 is a mix of dual and single carriageway in the vicinity of the site.
- 3.6. Smithdown Lane forms the western boundary of the Paddington Central masterplan area and runs southeast from a signal controlled junction with the A5048 Grove Street. Smithdown Lane is a local distributor road that links to the residential area south of the

site. The western side of the masterplan area is accessed from Smithdown Road, via Elm Grove which was the main access point for the former school on the site and also served the residential properties to the south via Albert Street, which terminates at a railway line that runs in a tunnel to the south of the site on a northwest-southeast alignment.

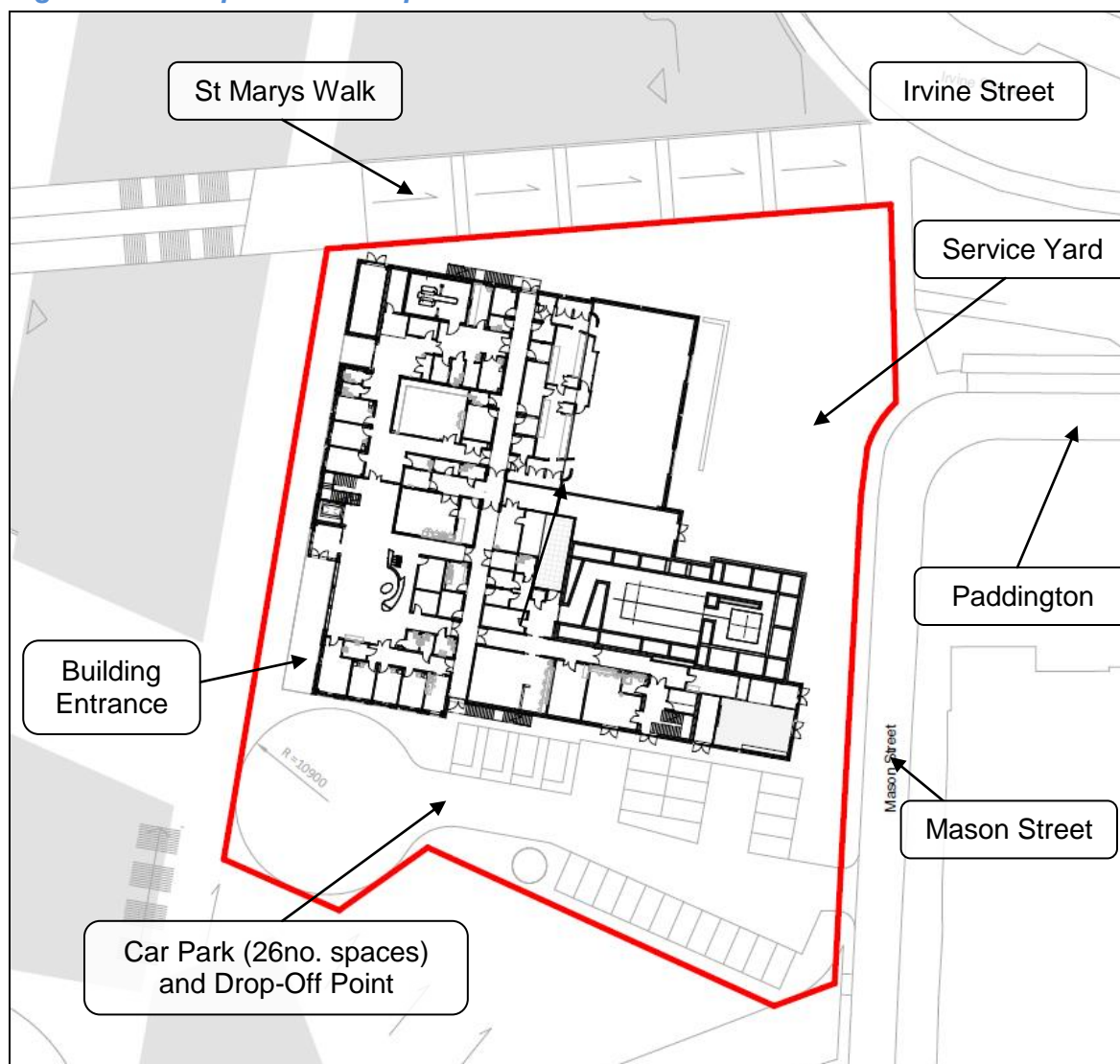
- 3.7. Albert Street is linked to Mason Street via a pedestrian/ cycle path.
 - 3.8. A further disused tunnel runs below the masterplan site and passes below the car park of the proposed development.
 - 3.9. To the northeast of the site, the B5178 Irvine Street is a wide single carriageway road accessed via a right turn at signal controlled crossroads for eastbound traffic on the A5047 Edge Lane. There is no left turn at the crossroads for westbound traffic; therefore westbound traffic would take a left turn onto Marmaduke Street 250m east of the crossroads before linking to the B5178 Wavertree Road. This local distributor road is subject to a 30mph speed limit and serves the local residential area of Edge Hill and leads to further residential areas to the east towards Widnes.
 - 3.10. Mason Street is the proposed vehicular access point to the development which is accessed from Irvine Street via Paddington. Mason Street and Paddington are both typical access roads (circa 5.5m wide) serving the predominantly residential area surrounding the site. Mason Street narrows to the south of the site, where it extends to Grinfield Street. There is no vehicular access to Mason Street from Grinfield Street except for access.
 - 3.11. Mason Street and Paddington are both subject to yellow line waiting restrictions that prevent waiting in the vicinity of the bend between the two streets as well as on sections of Paddington (both sides) and on the east side of Mason Street.
 - 3.12. The surrounding highway network is well-lit with good standard footways and pedestrian crossing facilities at all main junctions, which is as expected for a site close to the City Centre.
 - 3.13. There are numerous bus stops in the vicinity of the site with the nearest being eastbound and westbound stops on the B5178 Irvine Street approximately 140m and 210m away respectively. All bus stops in the vicinity of the site are of a high quality, with the majority having seating, shelter and timetable provision. Details of local bus services are discussed further in Section 5.
-

4.0 PROPOSED DEVELOPMENT

The Development

- 4.1. The proposed PPI Liverpool Cancer Centre is shown on **Figure 4.1** and on the drawing in **Appendix A**. The Centre will provide diagnosis and treatment for patients from both the local and wider area – potentially regionally and nationally.

Figure 4.1 *Proposed Development*



Source: Courtesy of JDDK Architects

- 4.2. The development includes:
- Cancer centre with proton/photon therapy suite, MRI and CT scanning facilities, oncology suite, consultation facilities, treatment rooms, patient rooms and waiting areas, administration areas, meeting rooms and maintenance/ servicing space;
 - 26 car parking spaces, including 4 disabled spaces;
 - Drop off and turning facility in the car park; and

- Service yard area.
- 4.3. There are also numerous facilities on site for staff to encourage sustainable travel, including:
- Changing rooms;
 - Shower facilities;
 - Staff lounge with kitchen facilities;
 - Cycle parking.
- 4.4. It is understood that the main pedestrian links across the masterplan area that serve the development will be in place prior to opening of the Centre, including the St Mary's Walk pedestrian boulevard on the north side of the site and the adjoining pedestrian path that runs down the west side of the site.
- 4.5. Access and parking arrangements will be in accordance with the masterplan, comprising:
- A main access to the building at its southwest corner, reached via the new pedestrian infrastructure within the masterplan area;
 - A drop off area and 26 space car park to the south of the building, accessed from a new priority access on Mason Street and with access to the Centre's main entrance;
 - A service access to the east (rear) of the building accessed from a new priority access on Paddington/ Mason Street.
- 4.6. There will be 3 'Sheffield' style cycle stands (6 spaces) for staff as per the Liverpool City Councils cycle standards, which state 1 stand per 8 staff. It is not envisaged that patients will cycle to the Centre, therefore no on-site cycle parking provision has been included. As part of the wider 'Paddington Village' masterplan there may be off-site cycle parking provision available.
- 4.7. It is intended that the immediate surroundings of the site will be developed in the future as part of the 'Paddington Central' regeneration scheme. Planned schemes include commercial premises and could offer opportunities for shared travel initiatives.
- 4.8. The expected typical day to day activity levels at the Centre are set out below:
- Proton Therapy: 40 patients per day
 - Photon Therapy: 41 patents per day
 - Medical Oncology: 20 patients
 - Diagnostic CT: 8 patients per day
 - MRI Scanning: 8 patients per day
-

- 4.9. In summary, the Centre could treat approximately 117 patients per day.
- 4.10. The hours of operation may be up to 06:00 to 22:00, however, it is intended that patient treatments will generally occur during the normal working day 08:00 to 18:00. As can be seen from the operational information above, the majority of treatments are short duration and patients would not therefore be in the Centre for long periods. Overall, patient activity across the 10 hour operational day would be low, around 12 patients per hour on average, and time on site is generally short.
- 4.11. The Centre would employ around 22 personnel, working across the following shifts:
- Proton Therapy: 2 x 8hr shifts per day (16hrs in total).
 - Photon Therapy/ Oncology/ administrative: a single 8hr shift per day.
-

5.0 ACCESSIBILITY BY SUSTAINABLE TRANSPORT

- 5.1. The PPI Liverpool Cancer Centre will be a regional/national facility that will draw patients from both the local and wider area. Due to the nature of treatment, which requires daily attendance at the Centre, patients from out of the region are likely to reside locally during the course of their treatment and most day to day trips are therefore likely to be within a local catchment.
- 5.2. The Cancer Centre employees are likely to be locally based and would therefore have opportunities to travel by sustainable transport from surrounding areas.
- 5.3. The Centre includes a range of facilities to encourage sustainable travel including kitchen facilities, a staff lounge, showers/ changing areas for staff and cycle parking.
- 5.4. The purpose of this Section is to consider the accessibility of the site by sustainable transport, both from the local and wider area, in the context of the main areas of travel that could be influenced by the Travel Plan, namely:
- Trips to/from main transport hubs likely to be used by patients travelling to/from the wider area at the start and end of their treatment or during breaks in treatment.
 - Trips to/from the local area for day to day travel by patients and staff.
- 5.5. Measures to promote sustainable travel are a key focus of this framework Travel Plan.

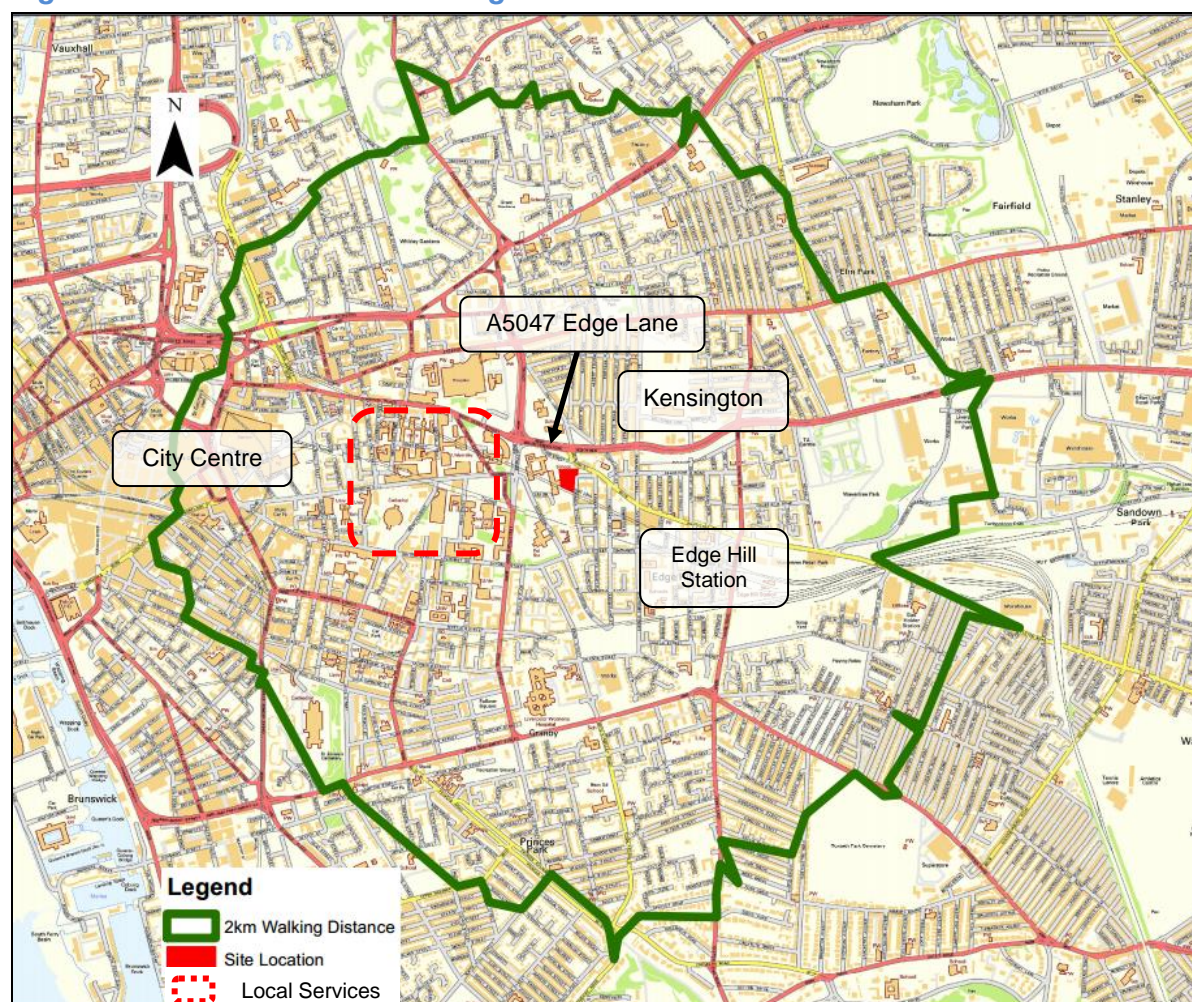
Pedestrians & Cyclists

- 5.6. Up to 2km is generally considered a reasonable distance for day to day walking trips, with up to 5km being considered reasonable for day to day cycling trips.
- 5.7. The approximate walking catchment based on a 2km travel distance is shown on **Figure 5.1**. The 5km cycling catchment would effectively cover all areas of Wavertree, Sefton Park, Central Liverpool, and Anfield, shown on **Figure 5.4**.
- 5.8. The 2km walking catchment takes in a wide area of residential suburbs east of the City Centre. The cycling catchment is more extensive, covering the City Centre and wide urban and suburban areas to the north, east and south.
- 5.9. There is a range of local facilities to the west of the site in the vicinity of the University, including a Tesco Express, local bakery and places to eat for employees and patients of the Cancer Centre including a Subway, Costa and Starbucks. All are within a 5 minute walk. Hotels are within Comfortable walking distance including Manor Hotel 300m to the east of the site and other services are available including a Santander bank within the

Liverpool University campus. The general location of the majority of services is indicated on **Figure 5.1**.

- 5.10. The highway network within Kensington and surrounding the study site is of urban character, with most local roads in the built up area being subject to a 30mph speed limit and having adequate lighting and footways. The surrounding residential area to the south, north and east of the site is subjected to a 20mph speed limit; this includes Mason Street leading to the proposed site of access. The dual carriageway A5048 (Grove Street) runs past the east of the site, intersected by the similar dual lane A5047 (Edge Lane) both displaying a 30mph speed limit. There is a continuous footway on all roads within 2 km of the Study site.

Figure 5.1 Indicative 2km Walking Distance

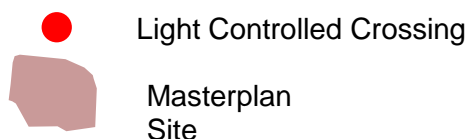
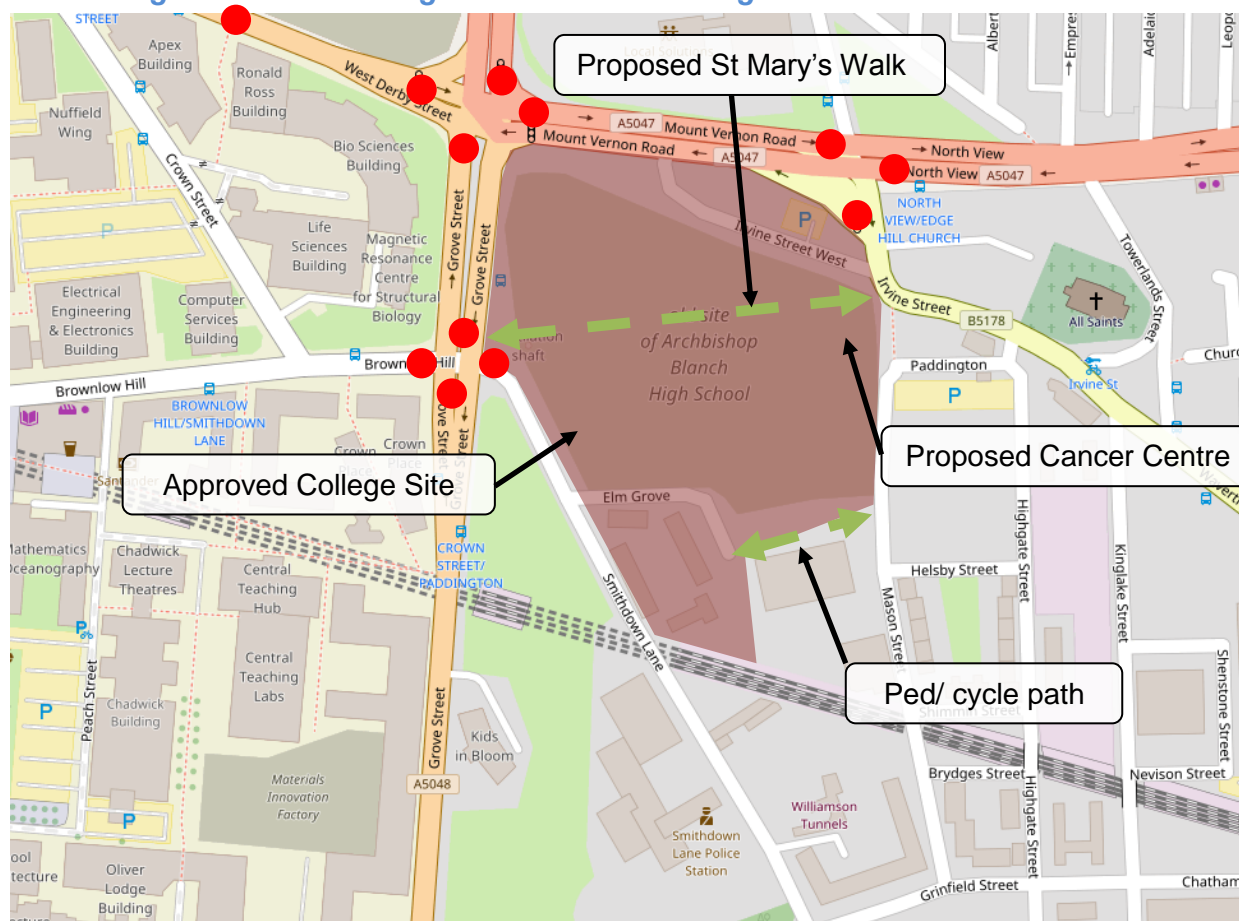


Source: Ordnance Survey © Crown Copyright 2015. All rights reserved. Licence number 100022432

- 5.11. The A5048 (Grove Street) and the A5047 (Edge Lane) contain multiple opportunities for pedestrians to cross using Pelican Light Controlled Crossings. A more in depth analysis of pedestrian crossing locations is displayed in **Figure 5.2**.

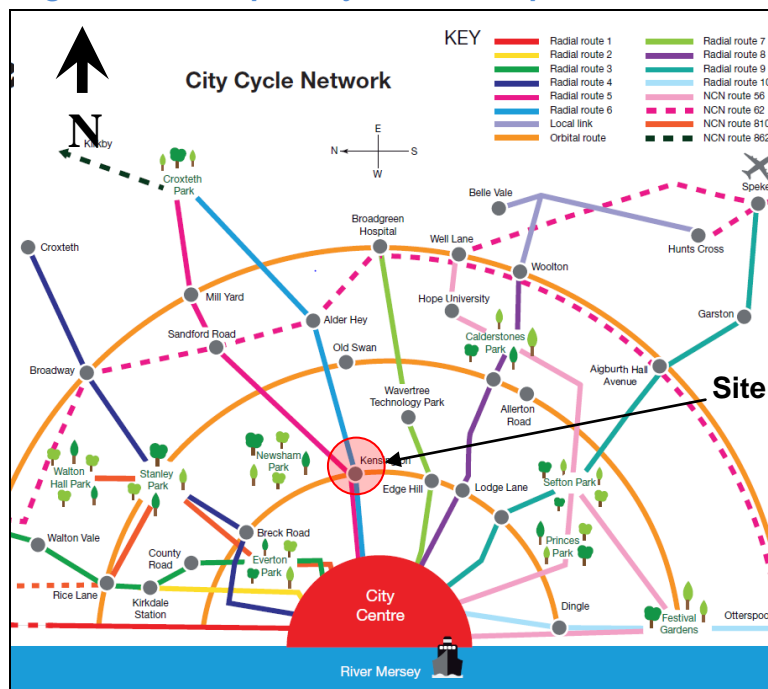
- 5.12. Smaller access roads (5m wide) within a network of predominantly residential streets surrounding the study site display speed restrictions (20mph). This is sufficient to allow safe pedestrian crossing.
- 5.13. The development will include 6 secure cycle parking spaces to encourage cycling. The local cycle network is shown on the extract of the Liverpool Cycle route Map in **Figure 5.3** and local cycle map data in **Figure 5.5**. There are roads including cycle paths to the south and east of the site which connect the site to Liverpool City Centre, and also provide links to wider areas including Edge Hill, Newsham Park and Alder Hey. There is also a local cycle path to the immediate south of the site that links Smithdown Lane to Irvine Street.

Figure 5.2 Traffic Light Controlled Crossing Locations



30m

Figure 5.3 Liverpool Cycle route Map



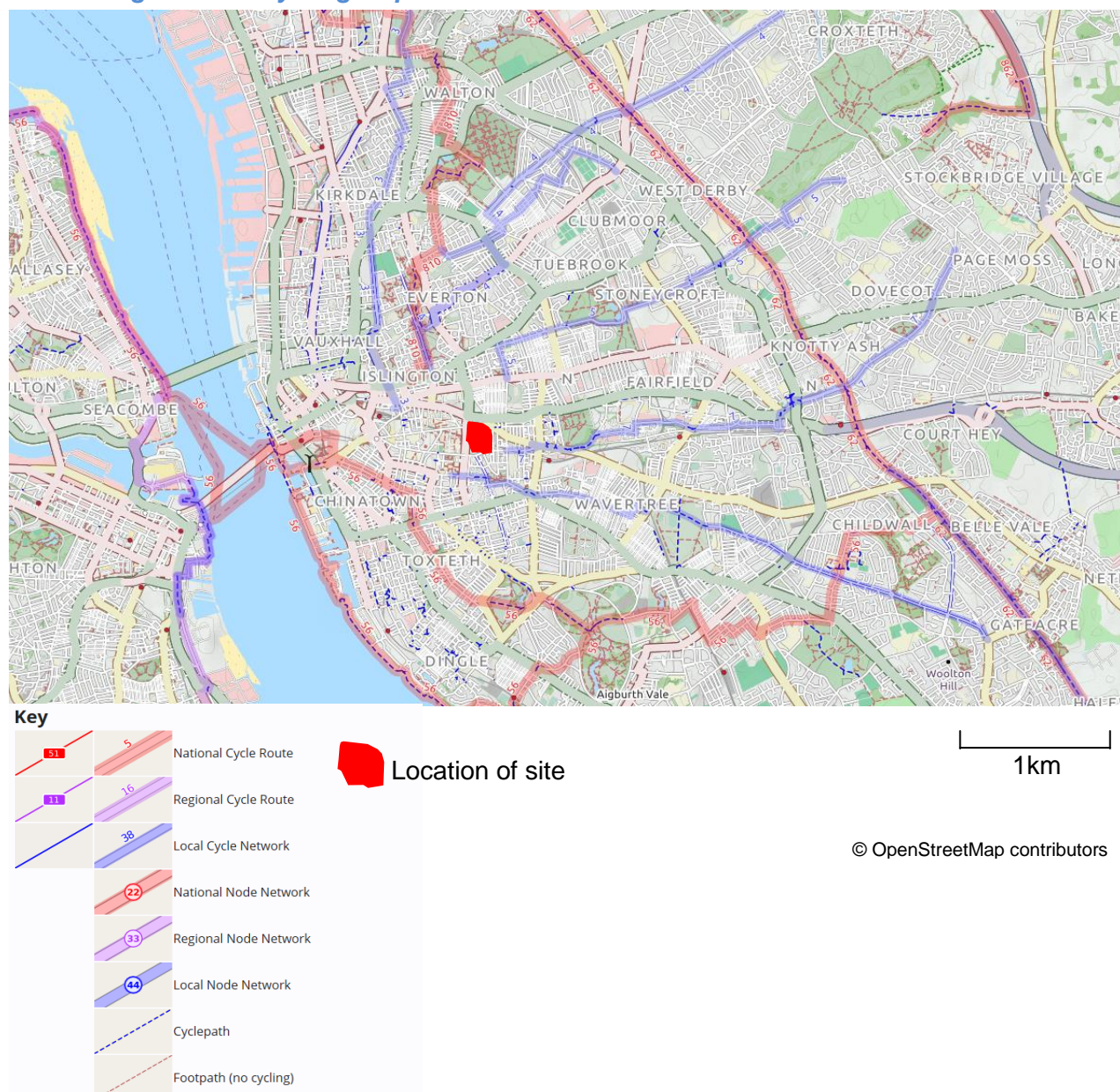
Source: liverpool.gov.uk cycling strategy

Figure 5.4 Indicative 5km Cycling Distance



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Figure 5.5 Cycling Map of the Area

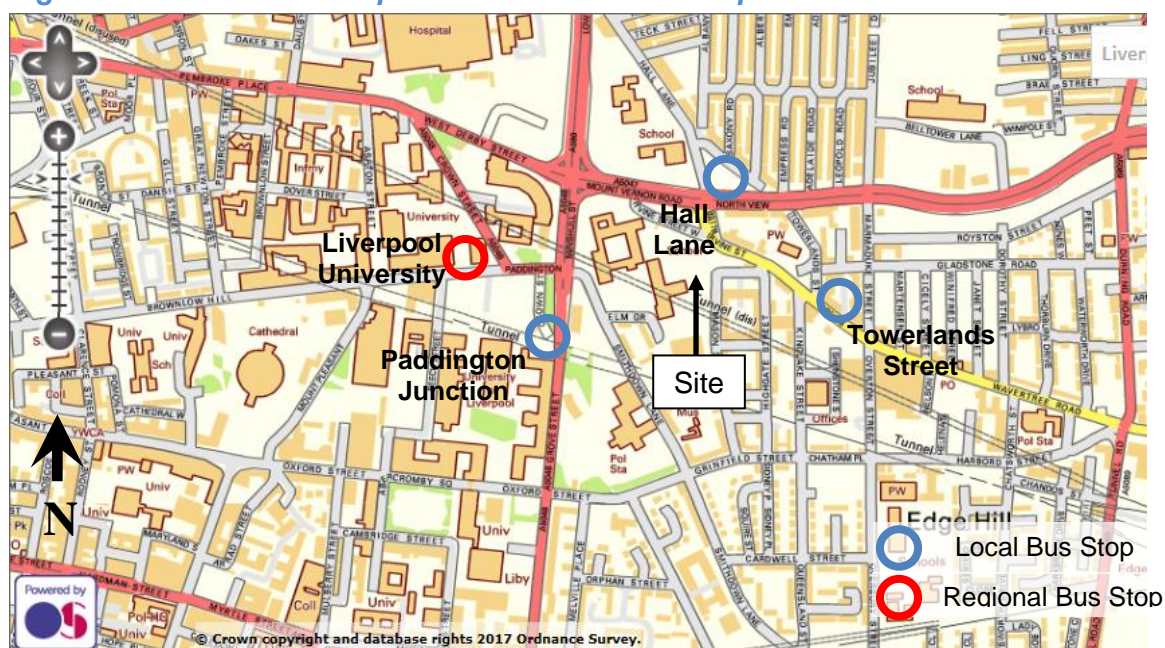


- 5.14. Overall, the site has good walking and cycling links to the surrounding area and the inclusion of 3 'Sheffield' style cycle stands (6 spaces) would promote cycling by employees.

Public Transport

- 5.15. Bus stops are conveniently located and distributed within short distances from the site. The nearest existing stops are located close to the proposed access, as shown on **Figure 5.6**. Although multiple other services exist within the area, the most frequent services are summarised in **Table 5.1** and route details are shown in **Figure 5.7**.

Figure 5.6 – Local Bus Stops Within 400m of the Proposed Site Entrance



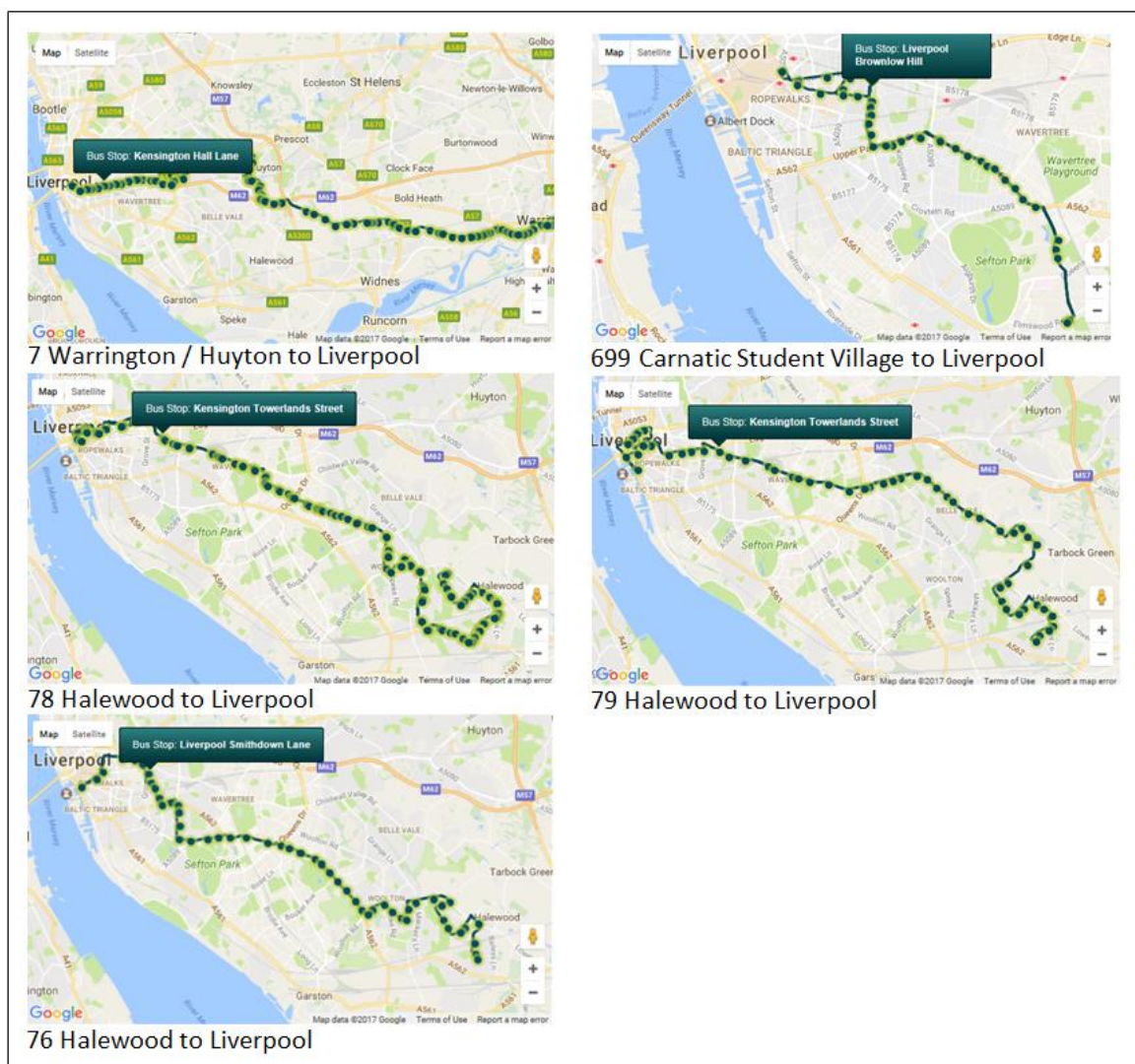
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Table 5.1 –Site Bus Timetable

Service Number	Destinations	Mon - Sat		Sunday	
		D	E	D	E
7	Warrington to Liverpool	Every 30min	Every 30min	Every 30min	Every 30min
76	Halewood to Liverpool	Every 30min	Every 30min	Every 30min	Every 30min
699	Carnatic Student Village to The University of Liverpool and City Centre	Every 10min	Every 10min	Every 20min	Every 20min
78	Halewood to Liverpool	Every 30min	Every 30min	Every 30min	No service
79	Kensington Towerlands Street	Every 4-15min	Every 15-20min	Every 15-20min	Every 20min
D = Daytime / E = Evening. Service frequency given is for each direction.					

Source: www.arrivabus.co.uk/north-west/services

Figure 5.7 – Local Bus Service Routes



Source: www.arrivabus.co.uk/north-west/services

- 5.16. This area is highly connected containing multiple local bus routes and a regional National Express route providing regular services on all days which provide good connections to Liverpool City Centre, Halewood, Belle Vale, Huyton, Warrington and Leeds. The main local bus routes that are within 400m walking distance are displayed in **Figure 5.7**.
- 5.17. In terms of connections to main transport hubs, there is a National Express service available from Liverpool University running between Leeds and Central Liverpool.
- 5.18. There are 3 railway stations within 3.2 kilometres of the site, all accessible via taxi, cycle or bus with the nearest being Edge Hill (3 minute taxi ride from the site) as displayed in **Figure 5.8**. Liverpool Lime Street Railway station is an 18 minute walk from the site and runs frequent services to all major UK cities including Manchester (7 services per hour),

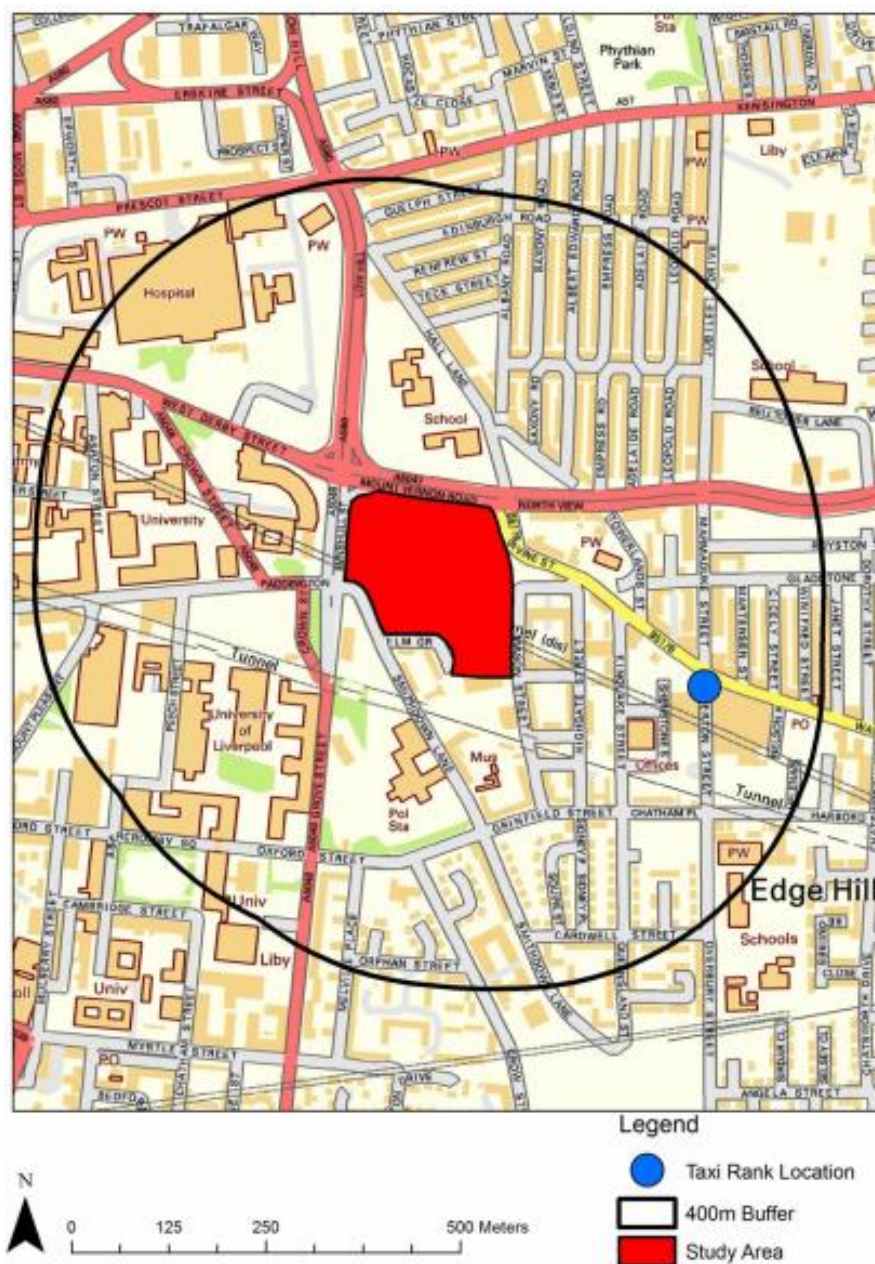
London Euston (1 service per hour), Birmingham (2 services per hour), Sheffield (1 service per hour) and Newcastle (1 services per hour).

Figure 5.8 – Local Train Station Locations



- 5.19. There is a taxi firm in the area that could potentially transport patients to the Centre from the local area as displayed in **Figure 5.9**. In addition, the North West Ambulance Service operates the Patient Transport Service, which provides pre-planned non-emergency transport to treatment centres.

Figure 5.9 – Local Taxi Rank



Source: Ordnance Survey © Crown Copyright 2015. All rights reserved. Licence number 100022432

Accessibility Summary

- 5.20. The site has good pedestrian and cycle links to the local area and multiple frequent daytime bus and rail links to key surrounding local and regional areas, including main transport hubs in Liverpool and Leeds. Overall, the development is very well located for sustainable travel.

6.0 TRAVEL PLAN ROLES AND RESPONSIBILITIES

- 6.1. A Travel Plan Co-ordinator (the 'Co-ordinator') will be appointed by Proton Partners International for the development. The Co-ordinator will be appointed before occupation and will be responsible for managing and delivering the measures outlined in this document.
- 6.2. The Co-ordinator will be responsible for:
- Acting as a single point of contact for travel information at the site;
 - Implementation and maintenance of the plan;
 - Managing the provision and content of the Travel Plan notice board;
 - Expansion of objectives;
 - Providing information to staff, patients and visitors about travel options;
 - Monitoring progress of the Plan through use of Travel Surveys, and using the results of these to develop new measures to support sustainable modes of travel;
 - Liaising with public transport operators;
 - Liaising with local taxi and community transport operators;
 - Liaising with the North West Ambulance Service regarding the Patient Transport Service;
 - Liaising with the Council regarding any local travel schemes or initiatives; and
 - Production of monitoring reports for the Planning/Highway Authorities.
- 6.3. An initial staff Travel Survey will be undertaken by the Co-ordinator within 6 months of occupation in order to establish the initial modal split of staff travel. This will allow sufficient time for the initial business establishment (without peripheral distractions) and also allow for a period of initial staff turnover, after which a greater level of long term staff stability is established.
- 6.4. A site audit would also be completed alongside the initial Travel Surveys to consider the measures provided within the development and assist in identifying strategies to achieve the objective of the Travel Plan.
-

7.0 TRAVEL PLAN MEASURES / ACTION PLAN

- 7.1. The following Action Plan contains a range of measures that could assist in meeting the Travel Plan objective. The operator will allocate reasonable resources to ensure that the identified measures can be implemented.
- 7.2. At this point, the cancer centre is still some time from opening (subject to planning) and the full details of travel measures that could be implemented are still to be fully investigated and developed. To some extent the final sustainable travel strategy will also depend on the strategy adopted for accommodation for out of area patients. As a result some of the potential travel measures are not set out in detail at this point and would be clarified, in agreement with the Council Travel Plan officer, closer to the time of opening.
- 7.3. Similarly, it is considered premature to set detailed travel targets and funding commitments for the Centre until proposals for the surrounding area are clarified.

Notice Board

- 7.4. The Notice Board is a key measure to encourage sustainable travel. The Notice Board will be provided at a location where it can be seen by all staff, patients and visitors. The notice board will provide information on sustainable travel e.g. walking, cycling, buses, taxis and community transport/ambulance services. The Notice Board would contain information about the local area, the most recently published cycle map and bus timetables.
- 7.5. The Notice Board would also direct users of the centre to websites or points of contact for;
- Public Transport - Links to websites where staff could obtain the most up to date timetable information, e.g. www.traveline.org.uk which would direct staff to the most up to date bus timetables, and <http://www.nationalrail.co.uk/>, which would enable residents to obtain the latest rail information.
 - Taxis – contact details for local taxi companies.
 - Community transport – contact and booking information.
 - Car sharing – Information on local initiatives such as ShareSmarter (www.sharesmarter.co.uk).
 - Cycling – Links to websites contains information about cycle clubs and groups, cycle training and advice for safe cycling. This will enable those who currently do not cycle to develop the skills and confidence to do so.
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- 7.6. The information provided on the Notice Board would also be made available on the Centre's website and visitors would also be provided with this information when appointment information is issued.

Action Plan

- 7.7. The following Action Plan contains a range of measures that could assist in meeting the Travel Plan objective. Proton Partners International will allocate reasonable resources to ensure that the identified measures can be implemented.
- 7.8. As noted in previous sections, the development is reasonably located for trips by walking, cycling and public transport and the Travel Plan measures will seek to promote and encourage travel by these modes.
- 7.9. The measures are set out in two categories:
- **IMPLEMENT** – These measures will be implemented by a specified time from opening.
 - **CONSIDER** – These measures will be considered for implementation if justified/ appropriate when full details are known of the complimentary development proposals for adjacent land and the staff Travel Survey has been undertaken.
- 7.10. The measures are also given suggested timescales for action.
- 7.11. Following occupation, the final measures to be 'implemented' would be agreed and set out in a final version of the Action Plan that would form the basis of the final Travel Plan.
- 7.12. Proton Partners International would provide appropriate funding to implement, market and continually monitor and review the Travel Plan.
- 7.13. Potential measures to achieve the objective of the plan are set out in the tables below.
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7.14. **Management of the Plan**

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Appointment of Transport Co-ordinator	To be appointed by Proton Partners International.	Before opening
Implement	Senior manager support for the Plan	This is vital to the success of the Plan	Before opening
Implement	Clearly identify role/position of Co-ordinator within management hierarchy	Identify person responsible for allocating funding and staff time for implementation of the Plan.	Short - 1 month
Implement	Staff Travel Survey	First within 6 months then repeated every year	On-going
Implement	Agree TP Targets with Council	Based on Travel Survey Results	Medium – 9 months

7.15. **Actions to Reduce the Need to Travel**

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Job vacancies to be advertised locally	This may reduce the number of staff travelling long distances to work.	Short – Before opening
Implement	Advise staff of facilities available within the surrounding area	This will reduce the need to travel by car within the working day	At opening
Consider	Provide Wi-Fi within parts of the building available to staff, patients and visitors	This reduces the need to travel by allowing the completion of some day to day activities (e.g. banking) on-line	At opening
Consider	Introduction of more flexible working hours where appropriate so that staff do not have to start and finish at set times (thus making it easier to travel by alternative modes)	This would have to meet the needs of the Centre and is unlikely to apply to all staff. Consideration of shift start/finish times should, where possible, be synchronised with local transport provision	Medium – 12 months

7.16. ***Actions to Promote Walking and Cycling***

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Provide changing area for staff that walk or cycle to work.	An area to hang wet clothes to dry could also be made available if possible	Short – Before opening
Implement	Display up to date information on local walking and cycling routes	Information to be displayed where it can be viewed by staff, patients and visitors.	Short – 1 month
Implement	Provide secure cycle parking.	6 cycle parking spaces are proposed within the scheme	Short – before opening
Implement	The Co-ordinator will liaise with the highway authority to ensure that pedestrian and cycle routes are properly maintained.	Poor pedestrian/cycle routes may deter those wishing to walk/cycle to work.	On-going
Implement	On-going promotion of cycling and walking as part of healthy living. Promote cycling on special days e.g. bike2work day, TravelWise week, Car Free Day.	Distribute 'Travel to Work' leaflets to all staff.	On-going
Implement	Participation in wider measures organised by the Council.	Measures may typically include participation in a local bicycle user group, provision of advice/training on safe cycling, arranging discount with local cycle retailer etc. To be coordinated in conjunction with the Council.	Medium – 12 months
Consider	A guaranteed lift home in an emergency to staff that walk or cycle to work.	This will present an added incentive for staff to walk or cycle by providing peace of mind	Short – At opening
Consider	Take part in Government Cycle to Work Initiative for tax efficient purchase of bicycles	A number of schemes are available such as cyclescheme.co.uk	Medium – 12 months

7.17. **Actions to Promote Public Transport & Community Transport**

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Publicity of public transport routes, timetables, travel information lines for staff, patients and visitors. This information will be displayed on the Notice Board.	Add links on website to the appropriate public transport information to enable the organisation of travel prior to the arrival on site. Promote Traveline or other journey planner websites to help with personal travel requirements.	Ongoing
Implement	Display information on community transport and taxi services.	Minibuses can utilise the dedicated drop-off space in the car park.	At opening
Implement	Provide transport, where necessary, for out of area patients arriving/leaving via main transport hubs to transport them to their accommodation.	Could be arrangements for a taxi or minibus service to meet patients (and luggage) at Liverpool Lime Street railway station and Edge Hill railway station.	At opening
Implement	Liaise with the North West Ambulance Service regarding the Patient Transport Service		At opening
Consider	A guaranteed lift home in an emergency to staff that use public transport to get to work.	This will present an added incentive for staff to use public transport by providing peace of mind.	Short – at opening
Consider	Arranging taxis, community transport services, etc to transport patients from the local area for daily treatments.	Will depend on the extent of accommodation provided on site. Will also depend on need as locally based patients may have suitable access to community/ ambulance transport.	At opening
Consider	Provide Wi-Fi or internet connection for patients and visitors	To allow users of the building to check public transport timetables/taxi directories directly on phones, tablet	At opening
Consider	Providing interest free loans/negotiated discounts for staff e.g. for season ticket purchase.	Will be dependent on company policies.	Short – 6 months

7.18. ***Car Sharing & Motorcycle Travel***

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	Promote car sharing to all staff or sign up to appropriate wider scheme.	Consider a lift home in emergencies for car sharers.	Medium – 12 months
Consider	Provide facilities for those that travel to the site by motorcycle	Motorcycles are generally more efficient than other motor vehicles in their use of fuel and the road-space they require. Emissions are also generally lower than those of private cars.	Medium – 12 months
Consider	Providing a car club space on site	Liaise with car club operators regarding feasibility. Could be popular for patients from the wider area, who could use a car as and when necessary, rather than bringing a car from home.	

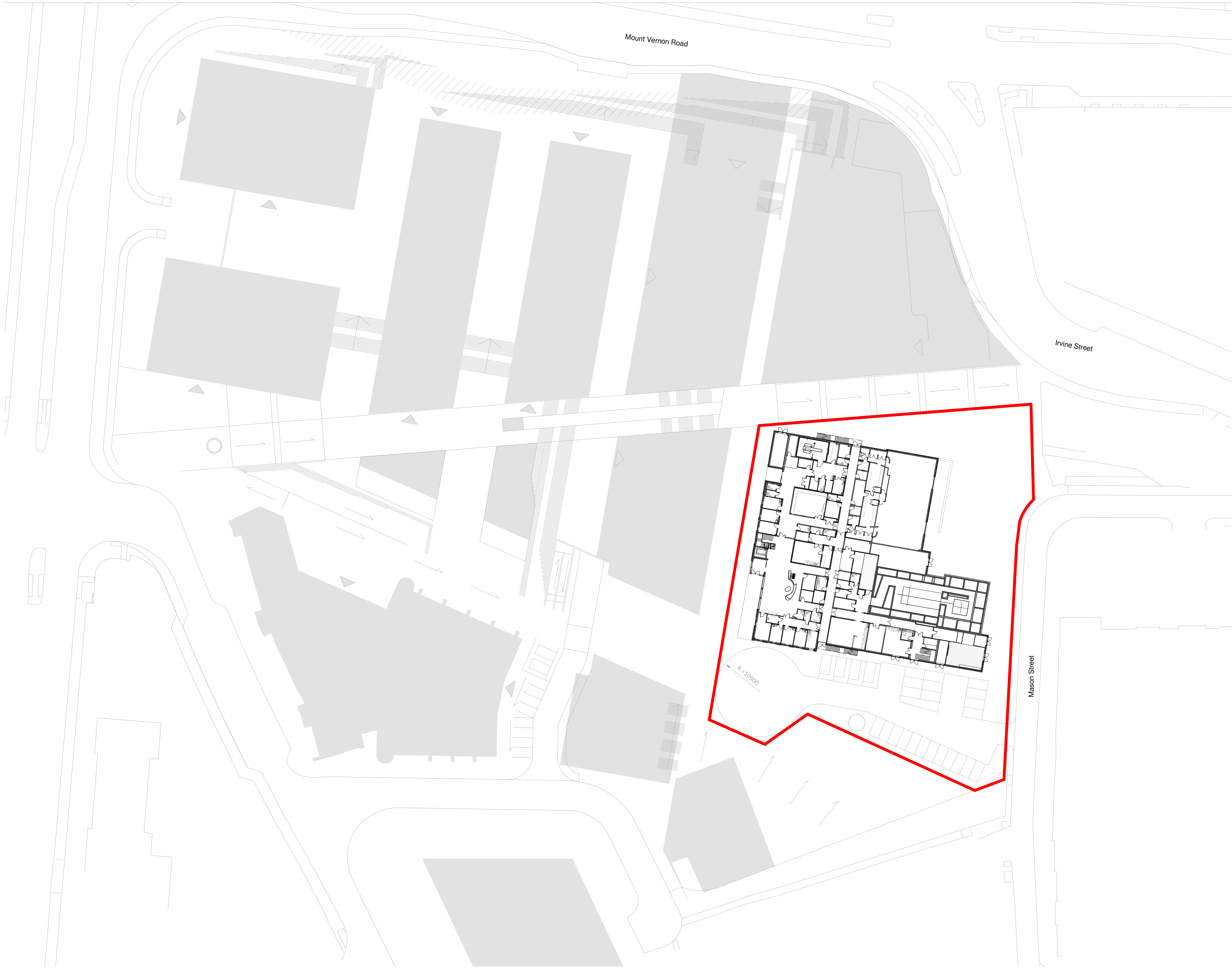
7.19. ***Actions For Raising Awareness And Marketing The Travel Plan***

STATUS	ACTION	COMMENTS	TIMESCALE
Implement	All staff will be made aware of the contents of the TP and will be encouraged to travel by sustainable transport.	The TP should be actively marketed to seek staff co-operation and encourage 'ownership' of the TP. Progress should be discussed at meetings and through regular 'hands up' surveys.	Medium – 9 months
Implement	Transport Co-ordinator to operate an open door policy to encourage participation.		Ongoing
Implement	Promotional events.	Consider dovetailing with national events such as national bike week.	Medium – 12 months
Implement	Travel information will be included within inductions to inform new staff of the TP	To contain details of public transport, timetables, cycle and walking links, how and where to buy tickets.	Medium – 12 months
Implement	Travel awareness to be targeted at all staff on site. Suitable communications media to be identified.	Important to publicise success and keep staff, patients and visitors informed.	Ongoing

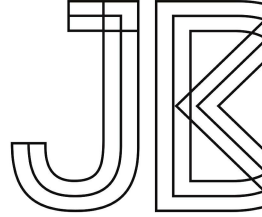
8.0 ON-GOING MONITORING & REVIEW

- 8.1. The ongoing monitoring and review of the Plan will be the responsibility of the Co-ordinator, who will establish the process on occupation of the development.
 - 8.2. The staff Travel Survey will be undertaken within 6 months of occupation in order to establish the initial modal split of travel by staff.
 - 8.3. Travel targets for staff will be agreed with the Council following completion of the initial Travel Survey. Targets for each measure can be developed to understand what effect the Travel Plan is having on travel patterns.
 - 8.4. From the data supplied about travel patterns in the baseline surveys, discussions should be undertaken to set a list of realistic targets.
 - 8.5. The operator will produce an annual monitoring report which will be submitted to the planning/highway authority to assist with monitoring compliance with planning conditions and agreements. The monitoring report should include the Travel Survey results for that year, analysis of trends against previous years, brief details of marketing and promotional events held over the year, and details of any new measures adopted. It should also include details of relevant changes in personnel associated with the Travel Plan and outline proposed changes to the Travel Plan in the forthcoming year.
 - 8.6. The success of the Travel Plan will be assessed in terms of the progress towards the achievement of targets and evidence of continuing management support.
 - 8.7. The Travel Plan is an organic document that will require periodic revision, generally on the basis of Travel Survey results, staff feedback or to respond to changes in the local sustainable transport infrastructure.
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APPENDIX A



- NOTES:
1. DO NOT SCALE from the drawing
 2. Further dimensions required to be requested from the project technical team
 3. Report discrepancies to JDDK project team immediately.
 4. This model file contains the following consultants model files:-

REV	ISSUED BY	DATE	DESCRIPTION
REVISION LOG			
		<div>JDDK Architects</div> <div>Millmount Ponteland Road Newcastle upon Tyne NE5 3AL</div> <div>t. 0191 286 0811 f. 0191 286 3870 e. millmount@jddk.co.uk jddk.co.uk</div>	
CLIENT			
PPI			
PROJECT TITLE			
PPI Liverpool Cancer Centre			
TITLE			
Proposed Site Plan			
MAIN CONTRACTOR			
QUANTITY SURVEYOR		M&E CONSULTANT Desco	
STRUCTURAL CONSULTANT Fairhurst		OTHER CONSULTANT	
DRAWING No. 3746-JDDK-A-11102		REV	
JDDK INTERNAL REF: 3746		JDDK REF NO:	111.02
SCALE: 1 : 500 @ A1		ISSUE DATE:	03/30/17
DRAWN BY: OM		CHECKED BY:	KT
STATUS:	PURPOSE OF ISSUE:		