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**PROPOSED RESIDENTIAL DEVELOPMENT**

**ROSE PLACE, LIVERPOOL**

**CLIENT: IMPEL CONTRACTS LTD**

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Document Control		
<b>Job Number</b>	P17061	
<b>Document Version</b>	Final	
<b>File Reference</b>	N:\Projects 2017\P17061 - Proposed Residential Development, Rose Place, Liverpool\7.Reports\TP	
<b>Date</b>	October 2017	
<b>Client</b>	Impel Contracts Ltd	
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# 1 INTRODUCTION

## 1.1 Purpose of Report

- 1.1.1 This Travel Plan (TP) has been prepared to accompany a planning application for a residential development comprising 127 apartments, circa 1,830 sq/ft of commercial / retail use and 51 car parking spaces. The site is within the ward of Everton, north-east of Liverpool city centre. PRIME Transport Planning (“PRIME”) has produced this TP on behalf of the applicant Impel Contracts Ltd.
- 1.1.2 This report should not be seen as a definitive document but as the first stage of the TP process which will continue and evolve over time with input from the developer alongside Liverpool City Council. This TP represents a commitment to ensuring that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted.
- 1.1.3 The document has been prepared in accordance with the Government’s National Planning Policy Framework (2012) (NPPF) and Travel plans, transport assessments and statements in decision-taking (March 2014).
- 1.1.4 This document has been prepared alongside a Transport Statement (TS) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and where referenced these are contained within the TS.
- 1.1.5 The suggestions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.6 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, PRIME Transport Planning accepts no liability for the accuracy or otherwise of this data.
- 1.1.7 Third party rights are excluded for the use of information contained within this report.

## 1.2 Scope of Report

- 1.2.1 Following this introduction, the remainder of this report is structured as follows:
- **Section 2** describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
  - **Section 3** describes the existing situation in terms of the site and local highway network;
  - **Section 4** details the development proposal including the access strategy and the likely trip generation of the site;

- **Section 5** details access to the site by sustainable modes of transport which includes walking, cycling and public transport;
- **Section 6** discusses the targets of this TP;
- **Section 7** describes the measures to be employed to achieve the targets set; and
- **Section 8** discusses TP management and describes how TPs should be monitored and reviewed.

## 2 TRAVEL PLAN POLICY, GUIDANCE AND OBJECTIVES

### 2.1 Introduction

- 2.1.1 In recent years, national and local transport policy in relation to new developments has moved away from focusing on physical highway improvements to accommodate vehicular traffic towards measures aimed at encouraging the use of more sustainable modes, particularly walking, cycling and public transport. One of the key tools to achieving this is by the adoption of TPs. This section details those TP policies and objectives that are relevant to this development.

### 2.2 National Planning Policy Framework

- 2.2.1 The *National Planning Policy Framework* (NPPF) was published in March 2012 and sets out the Government's current planning policies for England.

- 2.2.2 Section 4 of the NPPF, *Promoting Sustainable Transport*, outlines the important role that transport policies have to play in facilitating sustainable development. It states that:

*'The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.'*

- 2.2.3 The document emphasises the need for developments to offer a choice of sustainable modes of transport which '*support reductions in greenhouse gas emissions and reduce congestion*' and provide '*safe and suitable*' access for all.

- 2.2.4 Paragraph 35 of the NPPF states that plans for new development 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:*

- 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; and*
- consider the needs of people with disabilities by all modes of transport.'*

- 2.2.5 Paragraph 36 continues stating that a '*key tool*' to facilitate the above will be a Travel Plan, and that '*all developments which generate significant amounts of movement should be required to provide a Travel Plan*'.

2.2.6 The NPPF calls for a *'balance of land uses'* which will encourage people to minimise their journey lengths for employment, shopping, leisure, education and other activities.

2.2.7 With regards to making decisions related to new development, Paragraph 32 of the NPPF states that such decisions should consider whether:

- *'the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

## **2.3 Improving Local Transport (2012)**

2.3.1 This Government policy attempts to address the issue of making walking, cycling and public transport more attractive, acknowledging that as 55% of car journeys are under 5 miles which could be made by more sustainable modes of transport.

2.3.2 The Government provides funding to local transport authorities to help them to develop their transport services. For bus services it aims to make them more punctual, inter-connected, green and accessible and for cycling it aims to encourage more people to cycle more safely and more often.

## **2.4 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)**

2.4.1 This Transport White Paper, prepared by the Department for Transport (DfT), states its vision for a *'transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities'*.

2.4.2 It believes that *'we can build the balanced, dynamic low carbon economy that is essential for our future prosperity'* by improving sustainable transport links and investing in new projects that *'promote green growth'* but importantly states that *'investment on its own is not enough – we also need to help people to make transport choices that are good for society as a whole'*.

2.4.3 The paper makes the pertinent point that *'two thirds of journeys are under five miles – many of these could be easily cycled, walked or undertaken by public transport'* but practical alternatives to private car use must be made more attractive. Their research suggests that a: *'substantial proportion of car drivers would be willing to drive less, particularly for shorter trips'*.



2.4.4 It recognises that sustainable modes of travel are not viable alternatives to private car travel for all journeys, particularly those in rural areas or long distance trips. Greener car technologies will develop over the long term but *‘sustainable travel initiatives are available now, and will continue to have benefits for congestion and wealth’*. It states that short, local journeys are where the greatest opportunities for encouraging sustainable travel lie.

2.4.5 In terms of how sustainable transport choices can be encouraged, the White Paper believes that *‘it is at the local level that most can be done to enable people to make more sustainable transport choices’*. At this level it can be a mix of smaller-scale transport schemes and citizens acting together which can facilitate the effective delivery of local transport solutions that are *‘developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities’*.

## **2.5 Door to Door: A strategy for improving sustainable transport integration (2013)**

2.5.1 This document, prepared by the DfT, is part of the Improving Local Transport Policy and outlines the Government’s goal for more journeys to be made by sustainable transport which it sees as being essential for reducing transport related carbon emissions.

2.5.2 It goes one step further than the afore mentioned *Creating Growth, Cutting Carbon* by stating that sustainable transport modes must be made more attractive not just for part of the journey, but for the entire door-to-door journey. It then states that it *‘must be as convenient or straightforward to make a door-to-door journey by public transport, by bike or on foot, or by combining these different means, as by private transport’*, so the focus needs to be on the whole journey.

2.5.3 This strategy focuses on four core areas which need to be addressed *‘so that people can be confident in choosing sustainable transport’* as follows:

- *‘accurate, accessible and reliable information about the different transport options for their journeys;*
- *convenient and affordable tickets, for an entire journey;*
- *regular straightforward connections at all stages of the journey and between different modes of transport; and*
- *safe, comfortable transport facilities’.*

## **2.6 DfT ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’**

2.6.1 This is the most up-to-date (April 2009) national guidance setting out *‘good practice actions that can be taken to produce high quality, robust travel plans.’* The guidance states that TPs are an integral part of the planning process and should not be considered a ‘soft option’ to deal with the transport implications of development proposals.

- 2.6.2 At paragraph 7.39 the Guidelines state that *‘...speculative developments where the final occupier is not known, will usually require several different types of travel plans at different stages.’* The Guidelines go on to suggest that Interim or Framework TPs may be more appropriate *‘before development commences’* with final TPs perhaps being required *‘within six months of occupation.’*
- 2.6.3 In light of the above, this TP constitutes the starting point for the overall TP process, with the intention being that this will be continued by the developer/Travel Plan Co-ordinator following occupation of the site.

## 2.7 Liverpool Local Plan

- 2.7.1 Liverpool City Council (LCC) have been working on a number of documents including the Core Strategy and the Liverpool Unitary Development Plan over a number of years to enable individual guidance for Liverpool. However, the council have now decided to focus on the production of a framework for ‘one’ Local Plan for Liverpool.
- 2.7.2 LCC have stated that the proposed Local Plan for Liverpool will:
- *Set out a spatial vision, spatial objectives and strategic policies (based on those in the Core Strategy).*
  - *Detail the development management policies that will be used to determine planning applications in the City.*
  - *Set out site allocations for residential, employment, retail or other land uses across the City, to be shown on a policies map.*
  - *Show where land is proposed to be safeguarded or where specific policies apply such as District and Local Centres.*

## 2.8 Local Transport Plan and A Transport Plan for Growth

- 2.8.1 The Merseyside Local Transport Plan 3 (LTP3) was adopted in April 2011 and provides the statutory framework for transport strategy and plans across Merseyside.
- 2.8.2 The Merseyside LTP3 is set within the context of the vision of the Liverpool City Region (LCR): *‘To establish our status as a thriving international city region by 2030’*. The LCR vision for transport is, *‘A city region committed to a low carbon future, which has a transport network and mobility culture that positively contribute to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice’*.
- 2.8.3 In order to support the LCR and achieve the transport vision, LTP3 sets out six goals, as follows:

- *One - Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships;*
- *Two - Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability;*
- *Three - Ensure the transport system promotes and enables improved health and wellbeing and road safety;*
- *Four - Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities;*
- *Five - Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods; and*
- *Six - Maintain our assets to a high standard.*

2.8.4 Since LTP3 was published, there has been significant progress in formally bringing together local authorities across Merseyside and Halton to establish the LCR Combined Authority. Recognising the differences between the respective LTPs for Merseyside and Halton, and the government policy changes since the LTPs were published, 'A Transport Plan for Growth' (TPG) was published in March 2015.

2.8.5 TPG sets out three Transport Priorities, as follows:

- *'Growth' – supporting economic growth in the City Region, through increasing employment, levels of productivity and investment;*
- *'Low Carbon' – we want to live and work in a City Region that draws its energy from a range of sustainable energy sources, where travel is in vehicles powered by alternatives to fossil fuels, and with increased active travel opportunities; and*
- *'Access to Opportunity' – supporting those who wish to access employment, training, education and further learning opportunities, and the wider work in supporting the whole City Region in access to fresh food, leisure and healthcare.*

## **2.9 Ensuring a Choice of Travel SPD**

2.9.1 The 'Ensuring a Choice of Travel' Supplementary Planning Document (SPD) was originally developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new development across the wider Merseyside area. Its overall objectives are:

- *Ensure a reasonable choice of access by all modes of transport to new development;*
- *Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;*
- *Improving road safety;*
- *Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;*
- *Reduce the level of traffic growth and congestion on the strategic and local road network; and*
- *Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate.*

2.9.2 More specifically for Liverpool, the SPD also seeks to:

- *Enable the provision of a balanced transport infrastructure which provides access to employment, leisure, retail and other facilities for all the city's residents and visitors; and*
- *Provide a framework for future investment in the City's strategic road and rail network where new development would create additional travel demand.*
- The SPD's approach will bring benefits to developers, end users and the wider community. Depending on the nature of the development, benefits may include:
  - Increased choice of access for end users, thereby increasing the saleability of certain developments
  - Improved environmental image;
  - Opportunity to maximise the density of developments through (where appropriate) the provision of fewer car parking spaces;
  - Promoting sustainable communities through the creation of spaces which encourage social interaction, allow effective movement of traffic and integrate into the built environment; and
- Healthier work forces / residents where people choose to walk or cycle.

#### Transport Assessments and Transport Statements

2.9.3 Chapter 5 of the SPD details the requirement for Transport Assessments (TA) and Transport Statements (TS). The SPD states that a TA is required which examines in detail the demand for travel generated by a development, and how this can be met in a safe and sustainable way minimising any negative impacts on the surrounding community.

2.9.4 With regard to the content of the TS/TA, the SPD states that this will need to be agreed with LCC, but should focus on the following issues:

- *Assessment of current local conditions – in particular the capacity of all networks serving the site;*
- *Assessment of the travel demand generated by the development – both in construction and when completed;*
- *Assessment of the travel demand generated by committed development within the locality; and*
- *Assessment of how travel demand can be met in a manner which:*
  - *ensures access by all modes;*
  - *maximises access to the site by sustainable modes;*
  - *Protects the safety of all road users in the vicinity of the site; and*
  - *Protects the efficiency of all networks in the vicinity of the site sets out a programme of measures to achieve the above.*

2.9.5 The SPD also states that DfT's GTA document is of benefit to applicants in considering the contents of a TS/TA.

#### Travel Plans

2.9.6 Chapter 6 of the SPD outlines the benefits of and requirements for Travel Plans (TP). The SPD defines a TP as,

*'... a plan for managing transport effectively for a specific site, with the aim of improving access to the site by all modes of travel, thus improving choices for everyone. By implementing some Travel Plan applicants can address transport issues such as: commuting, business travel, fleet management, business deliveries and transport contracts.'*

2.9.7 The SPD summarises the benefits of a TP as, *'an effective and important means of controlling the traffic generation of new developments and establishing long-term sustainable travel patterns'.*

2.9.8 The SPD sets out thresholds for when a TP will need to be submitted as part of a planning application; for C3 Dwelling Houses, the threshold is 30 units.

2.9.9 In respect of the requirements for a TP, the SPD makes the following key points:

- *It is a requirement that all Travel Plans contain a modal share target based on the Transport Assessment or other supporting data; and*

- *Requirements for monitoring Travel Plans will include the submission of an annual modal share survey, biennial full staff travel surveys, and the submission to the Local Planning Authority and TravelWise Merseyside Team of Annual Progress Reports and an action plan for the following year.*

#### Minimum Accessibility Standards Assessment

- 2.9.10 Among the transport requirements set out in the SPD are a 'Minimum Accessibility Standards Assessment' (MASA), which is a scoring system for new developments based on their land use type, scale, location, and facilities provided. The MASA that has been undertaken for the proposed development is discussed in **Section 5** of this report.

#### Parking Standards

- 2.9.11 The SPD also sets out parking standards, these replacing the previous standards outlined in Supplementary Planning Guidance Note 8 – Parking Standards. For residential developments, the general car parking standards are 'guidelines' only, while cycle parking and disabled car parking standards are minimums. The SPD notes that LCC will encourage lower levels of parking where the development is in an accessible location or where there is good public transport access, especially in Liverpool city centre. The parking standards for C3 Dwelling Houses are set out in **Table 2.1**.

**Table 2.1: Merseyside Parking Standards, C3 Dwelling Houses**

Standard	Vehicle Type
Cycles (Minimum)	Flats – 1 secure space per flat, 1 visitor spaces per 10 units
People with Disabilities (Minimum)	6% of first 100 parking spaces
General Car Parking (Guideline)	Flats – 1 space per dwelling (outside the city centre)

## **2.10 Cycling and Walking Investment Strategy**

- 2.10.1 Published in 2017, this Strategy sets out the Government's ambitions towards encouraging cycling and walking and aims to make them 'the natural choices for shorter journeys, or as part of a longer journey'. The Strategy sets out a partnership approach, with the DfT working with local authorities and bodies to provide support for walking and cycling initiatives, via funding streams such as the Access Fund. Although not successful with the larger bid, Merseyside has received approx. £700,00 to assist in the promotion of walking and cycling across the region, over the next 5 years.

## **2.11 Summary**

- 2.11.1 This section has outlined national and local transport policies and guidance which are applicable to TPs and the development site. The objectives of the TP have also been stated. How the site aims to conform to and complement these policies and guidance and how all parties involved can achieve these objectives will be discussed in the following sections of this report, including the outcome of a MASA exercise, as detailed in **Section 5**.

## 3 EXISTING SITUATION

### 3.1 Site Description

- 3.1.1 The site is located in the ward of Everton, north-east of Liverpool city centre. The rectangular piece of land is bounded by commercial property to the north and east, St. Anne Street to the west and Rose Place to the south. The location of the site in the context of the local highway network is illustrated in **Figure 1** in **Appendix B of the TS**.

### 3.2 Local Highway Network

#### **St. Anne Street (B5186)**

- 3.2.1 St. Anne Street is a 'B' classified road that runs on a generally north to south alignment and provides a connection between Great Homer Street in the north and the signalised junction of Hunter Street/ New Islington/Norton Street to the south. Fronting the site, the road is a dual-carriageway with two lanes in either direction. Each carriageway is circa 6m to 7m in width, has circa 2m footways on both sides of the road, is subject to a 30mph speed limit and has street lighting. The frontage to St. Anne Street is generally commercial in nature.
- 3.2.2 A bus stop is located immediately adjacent to the proposed development which provides access to southbound services, facilities at this bus stop include a 'flag' type stop, timetable information and a full bus lay-by. Access to northbound services is facilitated via a bus stop located circa 500m to the north of the site, facilities include a bus shelter, timetable information and a full lay-by.
- 3.2.3 Pedestrian connections across St Anne Street are facilitated via a pelican crossing and a subway located some 100m to the north of the site, however the physical environment of the subway is probably not conducive to its safe use, especially during the hours of darkness. The pelican crossing provides for safe pedestrian access to the northbound bus stop.
- 3.2.4 Cycle lanes are provided in the vicinity of the proposed development, including along St Anne Street.

#### **Rose Place**

- 3.2.5 Rose Place runs on a generally east to west alignment and provides a connection between Fox street via a priority controlled junction in the east to St. Anne Street via a priority controlled junction in the west. It should be noted that due to St Anne Street being a dual carriageway, the St Anne Street/Fox Street junction only allows for left turns i.e. no right turns can be undertaken due to the presence of the central reservation.
- 3.2.6 The road is generally 5m to 6m in width, has circa 2m footways on both sides, is subject to a 30mph speed limit and has street lighting. The frontage to Rose Place is generally commercial in nature, these properties having a direct access to Rose Place.

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**Fox Street**

- 3.2.7 Fox Street runs on a generally north to south alignment, providing a connection between St Anne Street via a priority controlled junction in the north and Rose Place in the south. It should be noted that all turning movements can be accommodated at the St Anne Street/Fox Street junction. The road is approximately 10m wide, has circa 3m footways on both sides, is subject to a 30mph speed limit and has street lighting. The frontage to Fox Street is generally commercial in nature.

**3.3 Existing Traffic Conditions**

- 3.3.1 A site visit was carried out during the late afternoon of Monday 21st August 2017. Both Rose Place and Fox Street were relatively quiet with little in the way of vehicular or pedestrian activity being witnessed. Parliament Street was moderately trafficked with no significant queues or delays being observed at any of the junctions in the area.

**3.4 Cycle Facilities in the Area**

- 3.4.1 A section of National Cycle Route 810 runs adjacent to the proposed development, locally the route connects Everton Park to Liverpool city centre, further afield the route connects Ainsdale via Formby and Crosby to Liverpool city centre. This route supplements the cycle lane facilities that can be found on St Anne Street.



## 4 DEVELOPMENT PROPOSAL

### 4.1 Development Description

- 4.1.1 The planning application will be for full planning permission for the development of existing commercial buildings into 127 apartments, circa 1,830 sq/ft of commercial/retail use and 51 car parking spaces.
- 4.1.2 A site plan drawing has been produced by FCH Architects and forms part of the supporting documentation for the planning application. It is not included within this document as it has the potential to be revised up to the point of submission and therefore to avoid conflicting and superseded layouts being submitted within the various planning documents, it is omitted from this report. A copy of this document will however be available on LCC's planning portal.

### 4.2 Access Strategy

- 4.2.1 As mentioned above, the development will provide 51 car parking spaces. Access to these spaces will be via a priority controlled junction onto Rose Place. This will be a gated access utilising one of the existing access points onto the highway network. The site access and swept path analysis are shown in **Drawing P17061-001A** within **Appendix C** of the Transport Statement.
- 4.2.2 A separate pedestrian entrance will also be provided to the building for residents of the apartments via Rose Place, with a separate entrance to the commercial/retail element of the scheme being provided from St. Anne Street.

### 4.3 Parking Provision

- 4.3.1 As noted in Section 2, the 'Ensuring a Choice of Travel' SPD states that 'Reducing the amount of car parking available in new developments will contribute to the objective of reducing travel by car and encourage people to use passenger transport. For convenience, the parking standards are reproduced in **Table 4.1**.

**Table 4.1: Merseyside Parking Standards, C3 Dwelling Houses**

Standard	Vehicle Type
Cycles (Minimum)	Flats – 1 secure space per flat, 1 visitor spaces per 10 units
People with Disabilities (Minimum)	6% of first 100 parking spaces
General Car Parking (Guideline)	Flats – 1 space per dwelling

The SPD notes:

- 4.3.2 'The car parking standards for the City Centre aim to support its regeneration and the needs of economic development. The City Council does not want to stifle development by setting standards which are too restrictive. The standards therefore allow developers to provide a level of car parking to meet operational requirements up to a maximum level. Additionally, by only adopting a

maximum standard, developers will not be required to provide a high level of car parking on sites which because of their location can accommodate very little or no car parking.

- 4.3.3 More over given Liverpool Centre's high level of accessibility by both bus and train, the improvements being undertaken to passenger transport facilities and the good supply of public car parking it was considered appropriate to adopt maximum car parking standards for the City Centre. This will support the City Council's objective of reducing the amount of commuting by private car and encouraging a modal shift to passenger transport, which will in turn have benefits for the environment.
- 4.3.4 The document indeed goes further by, at page 33, discussing the concept of 'Car Free Housing', stating that, 'The Council aims to reduce dependency on the private car and is therefore promoting the development of car free housing where appropriate, particularly in City Centre, District and Local Centres'. The SPD goes on to state that, 'Car free housing can encourage people to pursue car-free lifestyles and, in association with other initiatives, contribute to traffic and pollution reductions. In contrast, the inclusion of on-site car parking space can increase development costs and reduce the potential for high quality urban design and layouts (i.e. less parking can mean more development in the same space OR lower densities OR more space for residents).
- 4.3.5 In accordance with the well-established principles outlined in the SPD, and in light of the 'developments highly accessible location' (outlined in Section 5), it is proposed that 51 car parking spaces will be provided for the total 127 proposed residential units, representing over 40% parking provision. Of the 51 bays proposed, 3 would be designed specifically for people with disabilities, in accordance with the standard contained within the SPD.
- 4.3.6 In addition to providing car parking provision, it is proposed that secure storage for 122 cycles will be provided, which is equivalent to approximately 1 secure space per flat. This level of cycle parking provision accords with the ethos of the SPD.
- 4.3.7 It should be noted that no formal parking provision is to be provided for the commercial/retail element of the scheme given most of the trips to/from this unit are likely to be made by local residents/visitors who will already be in the area.

## **4.4 Refuse Collection**

- 4.4.1 Refuse collections will take place from Rose Place in accordance with existing arrangements for surrounding residential developments in the area.

## **4.5 Summary**

- 4.5.1 The use of the existing well-developed highway and footway network, as proposed, will ensure that the site is highly permeable allowing good connectivity to existing pedestrian infrastructure, the highway network, local amenities and public transport. The above would suggest that there are opportunities to 'protect and exploit the use of sustainable transport modes', this being in line with NPPF (paragraph 35). The accessibility of the site by sustainable modes of transport complements the six goals outlined in LTP3 to help achieve the transport vision of the LCR and supports the main objective of the SPD is to 'ensure a reasonable choice of access by all modes to new development'.

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## 5 ACCESS BY SUSTAINABLE MODES

### 5.1 Introduction to Sustainable Modes of Transport

- 5.1.1 The theme of national and local transport planning policy is centred on the importance of sustainable development, meaning that new developments should be located where the need to travel will be minimised and where realistic alternatives to car travel exist or can be implemented. These alternatives are walking, cycling and public transport. This section of the TP considers opportunities for alternative modes of transport in the context of the proposed development.

### 5.2 Access on Foot

- 5.2.1 The site is located within a well-established urban area adjacent to Liverpool city centre, with an extensive footway network in place on the roads fronting the site and roads connecting the site with the wider area. The footways surrounding the development are generally 2m in width including St Anne Street (the western frontage) and Rose Place (the southern frontage).
- 5.2.2 As described in Section 3, a pelican crossing with dropped kerbs, tactile paving and guard railing is provided in the vicinity of the site, while dropped kerbs and tactile paving are also provided at uncontrolled crossings on minor junctions in the area. Roads on the local highway network also feature street lighting. The above would suggest that pedestrian infrastructure in the vicinity of the site is conducive to encouraging trips on foot.
- 5.2.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

**Table 5.1: Suggested Acceptable Walking Distances**

Criteria	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document *'Providing for Journeys on Foot'* (2000)

- 5.2.4 In order to highlight the site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC. **Figure 2 in Appendix B of the TS**, represents the site's walking catchment with the CIHT's *'Preferred Maximum'* distances of 1200m and 2000m for local service and commuting/school trips illustrated.

5.2.5 The accessibility distance is based on an origin/destination point in the approximate centre of the developed portion of the site.

5.2.6 Whilst **Table 5.1** provides useful guidance on walking distances, MfS provides a context for interpreting them. MfS states that:

*'The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a Town Centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.'*

5.2.7 It can be seen from **Figure 2** of **Appendix B** that some parts of Liverpool city centre are within a 1,200m walking distance from the site, while most of the city centre is within a 2,000m walking distance. As such, a comprehensive range of amenities, educational establishments, employment opportunities and settlements are located within a reasonable walking distance from the site. In addition, numerous bus stops and train stations can be reached by foot.

5.2.8 Using the TRACC software, walking times to the nearest bus stops were established, which are presented in **Table 5.2** below.

**Table 5.2: Walking Journey Times to Bus Stops in Proximity to the Site**

Bus Stop	Distance from Site (m)	Walk Time (mm:ss)
Adjacent Rose Place – Southbound services	162	02:03
Adjacent Virgil Street – Northbound services	575	07:13

5.2.9 **Table 5.2** above shows that there are multiple bus stops within an 8-minute walking journey of the site.

5.2.10 It should also be noted that Liverpool Lime Street rail station is circa 1,000m from the site, this being reached within a 13 minute walk from the site.

5.2.11 Given the evidence presented above and in **Figure 2** of **Appendix B**, walking can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.

### 5.3 Access by Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, and also as part of longer journeys by public transport.

5.3.2 The DfT's *Local Transport Note 2/08 Cycle Infrastructure Design* states that:

*'The road is the most basic (and important) cycling facility available, and the preferred way of providing for cyclists is to create conditions on the carriageway where cyclists are content to use it, particularly in urban areas.'*

5.3.3 A cycling isochrone showing the site's catchment has also been produced using TRACC and is shown as **Figure 3 in Appendix B of the TS**. The figure illustrates 2000m and 5000m catchment ranges which equate to 10-minute and 25-minute journey times respectively which are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists are generally thought to travel at speeds between 15-20kph so a greater catchment may be more realistic.

5.3.4 **Figure 3 in Appendix B** illustrates that all of the amenities, educational establishments, employment opportunities, settlements and bus/train stations mentioned in the 'Access by Foot' section are within a 10-minute cycle time. The settlements of Kirkdale, Vauxhall, Fairfield, Kensington, Tuebrook, Wavertree, Toxteth, amongst others are within the 5,000m cycle catchment, or a 25-minute cycle time. Further, additional employment areas, including Liverpool Innovation Park, are within a 25-minute cycle time.

5.3.5 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that 'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.' Furthermore, DfT's *Local Transport Note 2/08* states similar, that 'many utility cycle journeys are under three miles (5 kilometres), although for commuter journeys, a trip distance of five miles (8 kilometres) or more is not uncommon'.

5.3.6 Based on the 'comfortable' and 'common' cycle distances established by the CIHT and DfT guidance, the catchment plan suggests that cycling would be a viable mode of travel for access to a range of local amenities, educational establishments and a number of employment opportunities.

5.3.7 The proposed development is therefore considered to be highly accessible from existing cycle provision.

### 5.4 Access by Public Transport

5.4.1 The CIHT document *'Planning for Public Transport in Developments'* (1999) recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed. The nearest bus stop to the site

are located on St. Anne Street, which is circa 150m away, this providing access to southbound services.

5.4.2 The nearest bus stop providing access to northbound services is circa 500m to the north of the site. The walking distances to these bus stops are within the CIHT typical walking distance for access to southbound services and just over the typical walk distance for access to northbound services.

5.4.3 **Tables 5.4** below summarises the services that can be accessed at these bus stops. The information below has been obtained from Traveline North West (<http://www.traveline-northwest.co.uk/>), Arrivabus (<https://www.arrivabus.co.uk>) and PeoplesBus (<http://www.peoplesbus.com/>), and was correct at the time of drafting this report.

**Table 5.4: Summary of Bus Services**

Service	Route	Weekdays			Weekends	
		AM	Inter	PM	Sat	Sun
2A	Liverpool - Anfield	Match days only				
2E	Liverpool - Kirkdale	Match days only				
26/27	Sheil Road Circular to Liverpool city centre	5/ hour	5/ hour	5/ hour	5/ hour	2/hour
53	Crosby - Liverpool	4/ hour	4/ hour	4/ hour	5/ hour	3/hour
58	Netherton - Liverpool	2/ hour	2/ hour	2/ hour	2/ hour	1/hour
310	Skelmersdale - Liverpool	2/ hour	2/ hour	2/ hour	2/ hour	1/hour
345	Waddicar - Liverpool	2/ hour	2/ hour	2/ hour	2/ hour	1/hour
501	Anfield - Liverpool	Match days only				

5.4.4 The above table demonstrates that the bus services which run adjacent to the site provide convenient high frequency connections to a number of destinations. These include Liverpool city centre, Crosby, Anfield, Skelmersdale and Kirkdale. Bus travel is therefore a viable mode of transport and provides a reasonable choice for a number of residents of the site.

5.4.5 In respect of access to rail services 'Planning for Public Transport in Developments' recognises that people are often prepared to walk for longer to rail stops and stations compared to access to bus services, suggesting a typical upper distance threshold of 800m. This is equivalent to a ten-minute walk based on approximately 1.4m/s walking speed.

5.4.6 The nearest railway stations to the site is Liverpool Lime Street which is approximately a 1,000m walk distance from the development to the south-west, this being equivalent to a 13 minute walk, which is considered to be a reasonable walking distance for many people.

5.4.7 Lime Street Station is located on the Wirral Line of the Merseyrail network, providing connections to Chester, Ellesmere Port, West Kirby and New Brighton and the various station in between. Lime Street Station also provides access to the national rail network with the City Line connecting Liverpool to destinations such as Manchester, Wigan and Preston and the West Coast Mainline connecting Liverpool to destination further afield including London.



- 5.4.8 The NPPF, at paragraph 35, states that developments should be promoted in locations where they have access to high quality public transport facilities. The above would suggest that the existing public transport provision in the vicinity of the site is appropriate and reasonable for the size and location of the development proposed. The development, being located near to the above-mentioned bus stops and rail station, does '*exploit opportunities for the use of sustainable transport modes*' (paragraph 35 NPPF).

## 5.5 Minimum Accessibility Standards Assessment (MASA)

- 5.5.1 The Minimum Accessibility Standards Assessment (MASA) requires a score to be given for all developments, depending on the land use type, scale, location, and facilities provided.
- 5.5.2 Residential developments above 50 dwellings are classified in the standards as 'major'. Given the number of proposed dwellings and that fact the site is located on the edge of Liverpool city centre (other urban), the minimum required scores are provided in **Table 5.6**.

**Table 5.6: Minimum Required MASA Scoring**

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access & parking
C3 Dwelling Houses, 'Other Urban', 'Major'	4	5	5	1

- 5.5.3 The MASA undertaken for the site is included in full in **Appendix D of the TS**. However, a summary of the scoring awarded is provided in **Table 5.7**.

**Table 5.7: MASA Scoring Results**

Development Type, Location, Size	Score for walking	Score for cycling	Score for public transport	Score for vehicle access & parking
C3 Dwelling Houses, 'Other Urban', 'Major'	4	5	5	2

- 5.5.4 It can be seen from **Table 5.6** and **Table 5.7** that the development proposals would meet or exceed the minimum scoring requirements of the MASA exercise, reflecting the safe design of the proposals and the highly accessible location of the development site.

## 5.6 Summary

- 5.6.1 This section of the report has demonstrated that the site is in a sustainable location where a range of local amenities and centres of employment and education are within nationally recognised acceptable walking and cycling distances.

- 5.6.2 In respect of public transport, bus services 26/27, 53, 58, 310 and 345 operate seven days a week, providing a regular and frequent connections to employment, retail and leisure opportunities. Furthermore, Lime Street station is located on the Wirral Line of the Merseyrail network, which provides connections to Chester, Ellesmere Port, West Kirby and New Brighton. It also provides access to the national rail network with the City Line connecting Liverpool to destinations such as Manchester, Wigan and Preston and the West Coast Mainline connecting Liverpool to destination further afield including London. The site's highly accessible location has also been reflected within the scoring awarded as part of the MASA exercise.
- 5.6.3 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in **Section 2** of this report, the NPPF states that the *'transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel'* and developments should provide *'safe and suitable'* access for all.
- 5.6.4 It can be concluded that the proposed development accords with this NPPF guidance as well as the principles of Paragraph 35, in terms of exploiting opportunities for sustainable travel, as it is located and designed to give priority to pedestrian, cycle and public transport movements. It is therefore felt that, in relation to Paragraph 32 of the NPPF that, *'the opportunities for sustainable transport modes have been taken up'*.

## 6 TARGETS

### 6.1 Introduction

6.1.1 In order for TP measures to be successfully adopted, it is important to set achievable but still somewhat challenging targets that can be monitored and reviewed at regular intervals. It is difficult to set targets at this stage as they need to be based on the actual travel characteristics of the development, which will not be known until baseline travel surveys have been arranged, following an agreeable level of occupation with LCC.

6.1.2 Notwithstanding the above, in order to demonstrate a commitment to sustainable travel and the TP process, initial targets have been set, based upon the estimated trip generation of the site and existing transport modal split for the local area.

### 6.2 Trip Generation

6.2.1 In order to provide a starting point for modal shift targets, multi-modal trip generation exercises have been undertaken for all of the land uses proposed at the development. The methodology used to derive multimodal trip generation is described fully in Section 6 of the TS.

6.2.2 The calculated multimodal person trip numbers for the AM and PM weekday peak hours are summarised in **Table 6.1**.

**Table 6.1: Estimated Multimodal Person Trips**

User Class	AM Peak						
	Average Trip Rates			Average Trip Generation			% Modal Split
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	
Car Drivers	0.063	0.198	0.261	8	25	33	51.6%
Taxis	0.000	0.000	0.000	0	0	0	0.0%
Cyclists	0.001	0.000	0.001	0	0	0	0.0%
Car Passengers	0.005	0.057	0.062	1	7	8	12.5%
Pedestrians	0.027	0.101	0.128	3	13	16	25.0%
PT Users	0.003	0.052	0.055	0	7	7	10.9%
Total People	0.099	0.408	0.507	12	52	64	100%
User Class	PM Peak						
	Average Trip Rates			Average Trip Generation			% Modal Split
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	
Car Drivers	0.189	0.105	0.294	24	14	37	50.0%
Taxis	0.004	0.003	0.007	1	0	1	1.4%
Cyclists	0.004	0.001	0.005	1	0	1	1.4%
Car Passengers	0.060	0.036	0.096	7	4	12	16.2%
Pedestrians	0.096	0.046	0.142	12	6	18	24.3%
PT Users	0.040	0.000	0.040	5	0	5	6.8%
Total People	0.393	0.191	0.584	50	24	74	100%

## 6.3 Modal Shift Targets

6.3.1 It is considered reasonable that a reduction in car driver trips of between 5 to 10% is both realistic and challenging and this 5 to 10% has been split across the non-car driver modes of transport mentioned above based on their existing proportions. Car passenger trips are considered as a form of car sharing and therefore a more sustainable form of transport.

6.3.2 **Table 6.2** displays initial targets for the AM and PM peak hours for each of the proposed development uses; the forecast modal splits shown in **Tables 6.1** being used as the base situation. The green font represents a percentage increase with the red font representing a percentage decrease. It is considered that these initial targets should be achieved within five years of full occupation of the site.

**Table 6.2: Modal Split Targets for Five Years Post Full Occupation**

User Class	AM Peak			PM Peak		
	Mode %	5%	10%	Mode %	5%	10%
Car Drivers	51.6%	46.6%	41.6%	50.0%	45.0%	40.0%
Taxis	0.0%	0.0%	0.0%	1.4%	1.5%	1.6%
Cyclists	0.0%	0.0%	0.0%	1.4%	1.5%	1.6%
Car Passengers	12.5%	13.8%	15.1%	16.2%	17.8%	19.5%
Pedestrians	25.0%	27.6%	30.2%	24.3%	26.8%	29.2%
PT Users	10.9%	12.1%	13.2%	6.8%	7.4%	8.1%
<b>Total People</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

6.3.3 It is intended that the TP Co-ordinator/s, to be discussed in the next section, will arrange a repeat travel survey after this five-year timescale to assess whether the targets have been achieved, then new targets can be established. Timescales can also be set for further surveys and targets.

6.3.4 It is recommended that the initial targets are adjusted based on the baseline travel survey as this will provide more accurate, up-to-date and site specific travel patterns rather than using modal split derived from the TRICS database.

## 7 MEASURES

### 7.1 Introduction

- 7.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 7.1.2 Not only should measures be realistic but it is important that resources are made available to help deliver them. Therefore, the roles and responsibilities of all parties involved, particularly LCC Highways and the eventual Travel Plan Co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.
- 7.1.3 This section presents potential measures to help achieve the targets set in **Section 6**. Some of these measures are collective and apply to all modes of sustainable transport while others are specific to each mode.
- 7.1.4 **Section 4** and **Section 5** describe how the local highway network is conducive to walking and cycling trips, with established, well-lit footways and crossing facilities for pedestrians and the local road network being conducive to cycling. The location of the site also has great potential for multi-modal sustainable trips, i.e. walking to Lime Street Station and bus stops for further onwards travel. Liverpool city centre is also within a 1200m -2000m walking distance from the site.

### 7.2 Reducing the Need to Travel

- 7.2.1 **Section 5** of this TP has described how the site is well-located in terms of being within walking and cycling distance to local amenities. It also demonstrated how public transport services may provide viable and convenient modes of travel for a range of journey types. Furthermore, the site's access strategy maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along natural desire lines.
- 7.2.2 Development of the site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. Anecdotally, more employers, often through adoption of their own TPs, are allowing increasing numbers of staff to work from home. Increasing the number of people working from home has not been accounted for within the modal split targets described in **Section 6**, but increasing the ability to do so can help to reduce the number of car trips generated by the development.

### 7.3 Welcome Packs

- 7.3.1 Welcome Packs will be provided for each new residence upon first occupation of the development. These will be produced by the house builder/s with input from LCC and Merseytravel. Such packs

will be essential to educating and informing future residents of both the sustainable transport modes available to them and the benefits they can have for them and their families including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve.

7.3.2 Typically, the content a Welcome Pack would include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables; and
- Details of the appropriate TP Co-ordinator.

## 7.4 Other Methods of Awareness Raising and Marketing

7.4.1 Aside from Welcome Packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:

- Personalised travel planning for families and individuals, often arranged by a TP Co-ordinator;
- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with website such as *Twitter*, *Facebook* and *Streetlife* having mass appeal and membership, yet having localised content and discussion groups;
- Set-up of travel notice boards in communal areas displaying information such as lists of sustainable travel websites, local taxi services and car clubs; and
- Promotion of events such as *National Bike Week* and *Living Street's* series of walking events including *Walk to Work Week* and *Walk to School Week*.

## 7.5 Measures to Encourage Walking

7.5.1 Walking can be considered as the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes ([www.nhs.uk](http://www.nhs.uk)). The 150 minutes could be achieved by walking for 30 minutes per day, five days a week ([www.walkingforhealth.org.uk](http://www.walkingforhealth.org.uk)). Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20 minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (<http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity>).

## 7.5.2 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available (through Welcome Packs and notice boards) including off-road PROWs;
- Ensure the clear signage of pedestrian routes within and adjacent to the site;
- Provision of personal safety alarms to enhance safety; and
- Promotion of a 'walking buddy' scheme (through Welcome Packs, notice boards and social media).
- Promotion of the Liverpool wide Walk.It App – which is an urban walking route planner, including themed walks, city tours and events.

## 7.6 Measures to Promote Cycling

7.6.1 Like walking, cycling is sustainable and accessible, with significant health benefits and zero carbon emissions. The NHS website (<http://www.nhs.uk/Livewell/fitness/Pages/Cycling.aspx>) outlines the health benefits of cycling stating that 'the best way to build your cardiovascular fitness on the bike is to ride for at least 150 minutes every week' which, like walking could be broken down into 30 minutes five days a week. The website also states that cycling is the third most popular recreational activity in the UK and makes the pertinent point that it has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment. It is expected that the house builder will include provision for cycle storage for each dwelling.

## 7.6.2 Potential additional measures to encourage cycling include the following:

- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
- Promote the local cycling routes, cycle hire and training available, via Merseytravel's website (<https://www.merseytravel.gov.uk/travelling-around/cyclingandwalking/Pages/cycling%20on%20merseyside.aspx>)
- Include details of cycling routes and cycle storage facilities at key destinations such as in district centres (through Welcome Packs and notice boards);
- Promotion of events such as *National Bike Week* ([www.bikeweek.org.uk](http://www.bikeweek.org.uk));
- Raise awareness of CityBike city wide cycle rental schemes (<https://www.citybikeliverpool.co.uk/info.html>)
- Promotion of a Bicycle User Group (BUG) (through Welcome Packs, notice boards and social media) which could include cycle proficiency courses; and

- Promote free adult cycle training (currently available via Freewheeling Scheme from BikeRight (<https://www.bikeright.co.uk/merseyside/freewheeling/>)).

## 7.7 Measures to Encourage Public Transport

- 7.7.1 Public transport use and accessibility is an important element of TPs. Public transport can often be effective options for many trip types, particularly mid to long distance journeys, with multi-modal walking or cycling to stations. **Section 5** of this report has demonstrated that bus travel would be a suitable and convenient mode of transport for residents of the site.
- 7.7.2 The key measure to promote bus use will be through the provision of route and timetable information in Welcome Packs, on notice boards and at the stops themselves. Discount/ taster tickets or other fare incentives, as mentioned above, could be negotiated with operators and provided in Welcome Packs for a period of time.
- 7.7.3 Potential additional measures to encourage cycling include the following:
- Promotion and inclusion of Bus and Train Services Accessibility Guides, maps and timetable information to be included within Welcome Packs.
  - Raise awareness of Merseytravel's Journey Planner  
<http://www.merseytravel.gov.uk/travelling-around/pages/journey-planner.aspx>
  - Arrange an event/ drop in session on site/ led walks showing the route to the bus stops /stations by the TPC on occupation of the site.

## 7.8 Measures to Reduce Single Occupancy Car Trips

- 7.8.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites including the following:
- BlaBlaCar ([www.blablacar.com](http://www.blablacar.com));
  - Liftshare (<https://liftshare.com/uk>); and
  - GoCarShare (<http://gocarshare.com>).
- 7.8.2 The Liftshare websites enable users to register and search for lifts in their area. Users typically have to be over 18 years of age but do not always have to have driving licences (as passengers). Websites such as these can be promoted through Welcome Packs, notice boards and social media
- 7.8.3 In addition, Enterprise CarClub (Liverpool) offers hourly car rental from £4.95 per hour (daily rate of £39.95) for occasional rental of cars, reducing the need for car ownership, single occupancy journeys for residents by providing an alternative option, via the website:  
[www.enterpriseclub.co.uk/gb/en/programs/regions/north-west-england/liverpool](http://www.enterpriseclub.co.uk/gb/en/programs/regions/north-west-england/liverpool).



## **8 MANAGEMENT, MONITORING AND REVIEW**

### **8.1 Management**

- 8.1.1 The overall responsibility for TP implementation will initially lie with the developer, until a ‘trigger point’ to be agreed with LCC, e.g. first occupation, full occupation, or a specified period of time thereafter. Following this, TP implementation will become the responsibility of a TP Co-ordinator.

### **8.2 Appointment of a Travel Plan Co-ordinator**

- 8.2.1 It is envisaged that the developer will appoint a Travel Plan Co-ordinator (TPC) prior to occupation.
- 8.2.2 TPCs inherit the day-to-day responsibility for ensuring that each TP is regularly monitored, reviewed, updated and evolved. They will be tasked with implementing and marketing the TP measures, monitoring the uptake of the measures by arranging travel surveys at regular intervals to be agreed with LCC, assessing whether targets have been met, reviewing and updating the targets based on survey results and liaising with LCC and public transport operators.

### **8.3 Monitoring and Review**

- 8.3.1 It is important that TP implementation is monitored at regular intervals to assess success and help to evolve TP measures. It is envisaged that the TPC will commit to monitor each TP at regular intervals over a period of time and will most likely be post 100% occupation. Following the agreed ‘trigger point’ described above, this should be undertaken on an ongoing basis by the TPC.
- 8.3.2 TPs will need to be reviewed at regular intervals after monitoring is complete. The review should remove any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If a TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. Any changes to a TP will need to be made in agreement with LCC.

### **8.4 Interim Action Plan**

- 8.4.1 An interim action plan has been produced, outlining actions likely to be undertaken prior to and following the occupation of the site. It should however be noted that this is only indicative at this stage as the developer/the TPC should produce a Full Travel Plan following occupation, which should provide more detailed information on the TP actions and measures.

**Table 8.1: Interim Action Plan**

<b>Stage</b>	<b>Action</b>	<b>Responsibility</b>
Prior to construction	Provide a Full Travel Plan following consultation with LCC	Developer
Detailed Design	Site layout design to prioritise accessibility by sustainable modes and provide cycle storage	Developer
Completion of 1st phase of construction	Market the benefit of the site in terms of accessibility by non-car modes to potential buyers	Travel Plan Coordinator/ Sales Agent
3 months prior to occupation	Appoint Travel Plan Coordinator (TPC) and inform LCC of contact details	Developer
	Prepare Welcome Packs and arrange printing	Travel Plan Coordinator
Occupation of dwellings/units	Arrange for Welcome Packs to be presented to new owners with keys to dwellings/to all staff at site	Travel Plan Coordinator
	Provide sustainable travel vouchers on request and collate information on feedback forms	Travel Plan Coordinator
After 50% occupation	Undertake travel surveys and collate and report results to LCC	Travel Plan Coordinator
Annually for five years	Repeat travel surveys and if targets not met provide further sustainable travel vouchers and personal travel planning advice	Travel Plan Coordinator