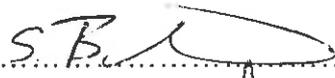


**PROPOSED MIXED USE
DEVELOPMENT,
EDGE LANE, LIVERPOOL**

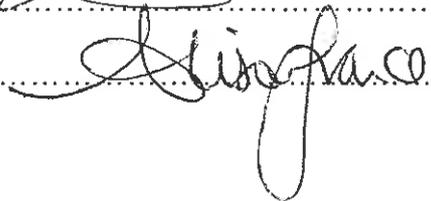
FRAMEWORK TRAVEL PLAN

Ref: 5796/KS/004/01

September 2010

Prepared by 

Date 30/09/10

Checked and approved by 

Date 30 September 2010

**PROPOSED MIXED USE
DEVELOPMENT,
EDGE LANE, LIVERPOOL**

FRAMEWORK TRAVEL PLAN

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1. INTRODUCTION

1.1 Derwent Holdings Ltd have appointed Sanderson Associates (Consulting Engineers) Ltd to produce a Framework Travel Plan in support of a detailed planning application for the redevelopment of the Edge Lane Retail Park and adjacent areas in Liverpool. The location of the development is shown in **Figure 1** at the rear of this report.

1.2 The proposed development consists of the following and is shown on the site layout plan attached at the rear of this report referenced M3458-P3-101 Rev B and prepared by AEW Architects:-

- 62,422² Retail Park excluding food (inc 6,494m² DIY Store)
- 18,911m² Leisure (9,394m² Cinema, 6304m² Gym and 3213m² Bowling)
- 1,402m² Restaurants

1.3 In accordance with Local and National Government Policies to protect and enhance the environment and to reduce reliance on the private car, this Framework Travel Plan assesses the current situation in the vicinity of the site, and proposes initiatives and measures to encourage accessibility via a variety of transport modes. This Travel Plan includes:

1. Clear & unambiguous objectives to influence a lifestyle less dependant upon the private car;
2. A package of measures to encourage and facilitate less car dependant living; and,
3. A time bound programme of implementation.

1.4 Prospective occupiers of the site will be made fully aware of the commitment of the development towards the use of sustainable transport and will at the earliest possible stage be provided with detailed information which sets out the intentions of the Travel Plan and its obligations on future occupiers by including a copy of the Travel Plan within the sales particulars and providing a Welcome Pack for each unit.

- 1.5 Derwent Holdings Ltd acknowledges the wider responsibilities to encourage a sustainable development which will contribute to reducing congestion and help the viability and attractiveness of the overall development. In a wider sense the Travel Plan will also aid in protecting the general environment and will encourage and engage staff in playing their part in addressing sustainability issues.
- 1.6 This Framework Travel Plan also sets out the facilities which will be incorporated into the development to encourage future occupiers to use sustainable transport along with the initiatives that should be adopted by staff.
- 1.7 This Travel Plan has been completed with reference to the documents 'Criteria for Framework/Interim Travel Plans' obtained from Liverpool City Council.
- 1.8 Further advice can be obtained from:
The TravelWise Team 0151 330 1253 / 1290 / 1855 and
www.letstravelwise.org

2. TRAVEL PLAN OBJECTIVES

2.1 The Travel Plan will include realistic and appropriate objectives and targets for the life of the plan's operation. Travel Plans exist to influence the behaviour towards more sustainable methods of travel using a mixture of increased transportation opportunity, providing information, persuasion and incentives.

2.2 The Travel Plan objectives are as follows:

- To minimise single occupancy vehicle trips created by the site; and
- To encourage staff to travel by sustainable modes.

2.3 In order to predict the likely mode of travel by staff of the development, travel patterns for the Old Swan ward have been identified within the England and Wales Census undertaken in 2001. The full Method of Travel to Work – Resident Population output can be found at **Appendix A** at the rear of this report.

2.4 Of the population that are 'in work' 43.4% travel to work by car or van (driver) and the remaining 56.6% travel to work by sustainable means. The percentage split of modes of travel are tabulated below:

Mode of Travel	Old Swan	Liverpool	England
Working mainly at or from home	5.8%	5.6%	9.2%
Underground, metro, light rail or tram	0.1%	0.4%	3.2%
Train	1.2%	3.0%	4.2%
Bus, Mini Bus or Coach	26.0%	21.2%	7.5%
Taxi or minicab	0.9%	1.3%	0.5%
Driving a car or van	43.4%	47.6%	54.9%
Passenger in a car or van	7.0%	7.5%	6.1%
Motorcycle, Scooter or Moped	0.8%	0.6%	1.1%
Bicycle	1.3%	1.7%	2.8%
On foot	13.2%	10.6%	10.0%
Other	0.3%	0.5%	0.5%

- 2.5 As can be seen from the above the use of the private car as a means of travelling to work are below the national average and below the district of Liverpool. Bus use and travelling on foot are also comparatively high.
- 2.6 The travel plan shall seek to reduce staff car use for the entire site by 10% over a 5 year period.
- 2.7 It is considered that the above interim target based on Census data will be refined once the site is occupied and the baseline surveys have been undertaken. In order to establish the 'base' situation, staff travel questionnaires and peak hour traffic surveys at the proposed access points will be undertaken when 33% of the development is occupied unless otherwise agreed in writing by the Local Planning Authority. It is considered that a time bound implementation of the surveys is not appropriate as there is no guarantee that with current market conditions a reasonable level of occupancy will be available to enable a baseline to be calculated. The results shall be collated by the Travel Plan Coordinator within 6 months and provided to the Liverpool City Council for information.
- 2.8 Monitoring of the effectiveness of the initial measures can identify examples of good practice. These can be refined over time to ensure that the targets set for modal shift are likely to be achieved.
- 2.9 The Travel Plan will be monitored annually. If the targets identified are met or are being exceeded the Travel Plan will be reviewed biannually. The Travel Plan Coordinator will review the Travel Plan with assistance from Liverpool City Council Travel Plan Advisors and an Action Plan will be prepared and agreed. The Action Plan will contain a program of measures designed to help achieve the Travel Plan targets. The measures will be funded by the developer. It will clearly set out the tasks involved, the persons responsible, and dates by which the measures will be achieved within identified timescales.

3. RETAIL TRAVEL PLAN

3.1 It is generally accepted that the success of a Travel Plan relies heavily on the appointment of a Travel Plan Coordinator whose duties normally include liaison with staff, Local Authority and Local Transport Operators.

3.2 The role of Travel Plan Coordinator is unlikely to require a full time equivalent position. The Travel Plan Coordinator will act as a point of contact and will oversee the implementation, operation and monitoring of the Travel Plan.

3.3 The duties of the Travel Plan Coordinator include:

- Leading on the delivery of the travel plan prior to first occupation;
- Representing the 'human face' of the travel plan – explaining its purpose and the opportunities on offer. The coordinator will also play a central role in liaison with staff, steering groups or management committees;
- Providing personalised travel planning tailored to staff needs (or procuring this service from others);
- Promoting the individual measures in the travel plan (e.g. a car club);
- Liaising with public transport operators – it is helpful if coordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the coordinator can also feed back staff opinions to the operators;
- Ensuring the approved travel plan and its component parts are being actioned;
- Monitoring the travel plan implementation;
- Responsible for reviewing the travel plan.

- 3.4 A site wide Travel Plan Coordinator will be appointed by the developer at the developer's expense 6 months prior to occupation of the development and will be retained for the life of the Travel Plan. The contact details of the site wide Travel Plan Coordinator will be forwarded to Liverpool City Council as soon as the appointment is made.
- 3.5 The site wide Travel Plan Coordinator will be provided with a budget of in the region of £1,000 for the first year to implement the Travel Plan measures and day to day promotions. The budget required will depend on how successful the Travel Plan is and whether targets are met. This will be reviewed annually and a suitable budget will be provided to implement the Travel Plan measures. The Travel Plan Coordinator will be allocated sufficient time to carry out all of their responsibilities which would equate to approximately 1 day per week initially as companies begin to move in to the development site. The time commitment will be flexible and it is expected that the time allocated to the role may reduce after the first few months of the site opening until the monitoring period when the role will require more time and involvement.
- 3.6 Each individual occupier will be required to adhere to the site wide Travel Plan. Each occupier will also appoint a suitable member of staff to act as Company Travel Plan coordinator who will liaise directly with the site wide Travel Plan coordinator. Each occupier must inform the site wide Travel Plan Coordinator of the appointment as soon as it is made.
- 3.7 A Welcome Pack will be provided for each occupier prior to occupation which sets out details of available sustainable travel alternatives. The welcome pack will include the following:
- Map showing bus facilities;
 - Public Transport timetables;
 - Details on how to use Journey Planner;
 - Map showing walking and cycle routes and facilities;
 - Outline the health benefits of walking and cycling;

- Include information on incentives such as bus passes and discounts, and Personalised Journey Planning services.

- 3.8 This Travel Plan contains specific measures designed to meet the needs of the occupants and to influence the travel modes of staff and visitors to reduce the numbers of car-borne trips to and from the development.
- 3.9 It is particularly important that staff and visitors are made aware of the sustainable transport alternatives that are available and of aspects of the site's infrastructure that have been designed to assist and encourage their use. Staff will be informed by providing each unit with a welcome pack. Release of this information in the sales particulars of each plot prior to occupation will ensure that all purchasers will be aware of the availability and benefits of sustainable transport prior to occupation. Where possible travel information will be included on company and developments websites to inform customers of the available travel alternatives. Regular reviews of the sustainable travel opportunities are therefore necessary and this will be achieved by consultation between the Travel Plan Coordinator and stakeholders such as Liverpool City Council.
- 3.10 The Travel Plan shall be monitored and reviewed annually after 33% occupation for the life of the Travel Plan. If the targets have been met or are being exceeded the Travel Plan will then be reviewed biannually. Each review will include a re-survey of staff travel patterns by use of a staff travel questionnaire and peak hour traffic surveys at the proposed access points. An example of a travel questionnaire is contained at **Appendix B** at the rear of this report.
- 3.11 A written analysis of each review by the site wide Travel Plan Co-ordinator shall be provided to Liverpool City Council within 6 months of the completion and collation of the review.

- 3.12 A key document is the Department for Transport's 2008 "The Essential Guide to Travel Planning". This can be downloaded from the DfT's website at www.dft.gov.uk/pgr/sustainable/travelplans/work/

4. ACCESSIBILITY AND TRAVEL PLAN MEASURES

4.1 Introduction

4.1.1 This Travel Plan includes measures which relate to the following categories:

- Public Passenger Transport, by bus or rail
- Walking
- Cycling
- Use of Motorcycles/Mopeds
- Car/taxi sharing
- Reducing the need to travel to work
- Visitors to the development

4.1.2 A key aspect of delivering successful change is the provision of adequate and up to date information. If private car drivers are to be encouraged to either change their mode of travel or to participate in a car sharing scheme it is obvious that they need to be aware of the availability of these alternatives and updated on any changes or improvements.

4.2 Current Bus accessibility

4.2.1 Edge Lane to Rathbone Road stretches for approximately 700m adjacent to the application site along which 9 bus stops can be found. Each individual stop is summarised below:

Bus stop facilities along Edge Lane

Bus stop reference: S41092B

Bus stop location: Edge Lane/Children's Playground

Direction of travel: Westbound

Buses towards: Liverpool

Bus stop facilities: Shelter, seating, road marking, raised kerb

Available service: 6, 7, 116

Bus stop reference: S41092B

Bus stop location: Edge Lane/Carwash

Direction of travel: Eastbound

Buses towards: Warrington, Huyton

Bus stop facilities: Road marking, timetable, raised kerb

Available service: 6, 7, 116

Bus stop reference: S41066A

Bus stop location: Edge Lane/Allied Centre

Direction of travel: Westbound

Buses towards: Liverpool

Bus stop facilities: Shelter, seating, road marking, raised kerb

Available service: 6, 7, 116

Bus stop reference: S41066B

Bus stop location: Edge Lane/Fruit & Veg Market

Direction of travel: Eastbound

Buses towards: Warrington, Huyton

Bus stop facilities: Shelter, seating, road marking, raised kerb

Available service: 6, 7, 116

Bus stop reference: S41216B

Bus stop location: Edge Lane/Fairfield

Direction of travel: Eastbound

Buses towards: Warrington, Huyton

Bus stop facilities: Timetable, shared road marking with S41216A,
raised kerb

Available service: 6, 7, 7A, 116

Bus stop reference: S41216A

Bus stop location: Edge Lane/Fairfield

Direction of travel: Eastbound

Buses towards: Warrington, Huyton

Bus stop facilities: Timetable, road marking with S41216B, raised kerb

Available service: 6, 7, 7A, 116

Bus stop reference: S41067A

Bus stop location: Edge Lane/Wavertree Technology Park

Direction of travel: Westbound

Buses towards: Liverpool

Bus stop facilities: Shelter, seating, road marking, raised kerb, timetable

Available service: 6, 7, 7A, 116

Bus stop reference: S41067B

Bus stop location: Edge Lane/Westbank Road

Direction of travel: Eastbound

Buses towards: Warrington, Huyton

Bus stop facilities: Shelter, seating, road marking, raised kerb, timetable

Available service: 6, 7, 7A, 116

Bus stop facilities along Rathbone Road

Bus stop reference: S41115A

Bus stop location: Rathbone Road/Binns Road

Direction of travel: Southbound

Buses towards: Aigburth, Liverpool

Bus stop facilities: Shelter, seating, road marking, raised kerb, timetable

Available services: 60, 139, 160

Bus stop reference: S41065C

Bus stop location: Rathbone Road/ opp Stephenson Road

Direction of travel: Northbound

Buses towards: Bootle, Broadgreen

Bus stop facilities: Shelter, timetable

Available services: 60, 139, 160

4.2.2 A bus stop location plan is illustrated in **Figure 2** at the rear of this report. A summary of the available services from the above stops can be found below;

6 – Warrington – Rainhill Stopps – Huyton - Liverpool

Monday – Friday	30 mins
First/last bus	05:51/18:29
Saturday	30 – 60 mins
First/last bus	05:51/18:28
Sunday	No service
Journey time:	20 mins
Operator	Arriva (North West)

7 – Liverpool – Huyton

Monday – Friday	30 mins
First/last bus	06:20/23:41
Saturday	30 mins
First/last bus	06:20/23:41
Sunday	30 mins
First/last bus	08:43/23:41
Journey time:	25 mins
Operator	Arriva (North West)

7A – Liverpool – Warrington

Monday – Friday	60 mins
Firs/.last bus	18:11/22:11
Saturday	60 mins
First/last bus	18:11/22:11
Sunday	60 mins
First/last bus	09:13/22:11
Journey time:	60 mins
Operator	Arriva

60 – Bootle – Aigburth Vale

Monday – Friday	10 – 30 mins
First/last bus	06:22/23:42
Saturday	10 – 30 mins
First /last bus	06:31/23:42
Sunday	30 mins
First/last bus	06:32/23:42
Journey time:	20 mins
Operator	Arriva (North West)

116 – Liverpool - Huyton

Monday – Saturday (1 service)	06:23
Sunday	No Service
Journey time:	12 mins
Operator:	Huyton Travel Ltd

139 – Prescot - Liverpool

Monday – Friday	30 mins
First/last bus	06:32/18:32
Saturday	30 mins
First/last bus	06:32/18:32
Sunday	No Service
Journey time:	18 mins
Operator	Cumfybus

160 – Bootle – Aigburth Vale

Monday – Saturday	No Service
Sunday	30 mins
First/last bus	06:32/23:42
Journey time:	15 mins
Operator:	Arriva (North West)

4.3 Measures in relation to bus facilities

4.3.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops and sources of other travel information shall be provided within the Welcome Pack which will be issued to each unit prior to occupation. It is the responsibility of the company Travel Plan Coordinator to ensure these are distributed to all members of staff. In addition the physical connections from the site to these facilities will be identified and made known to all staff upon occupation. It will be the responsibility of the Company Travel Plan Coordinators to ensure that this information is kept up-to-date.

4.3.2 The Company Travel Plan Coordinator will advise occupants within the Welcome Pack that information is available via the internet and up to date bus timetables can be found at www.merseytravel.gov.uk with a journey planner available at <http://nw.aimwebsites.co.uk>

4.3.3 Provisions have been made within the internal layout of the development site to accommodate bus penetration and bus stop / pick up location. The relevant bus operators will be approached to discuss the feasibility of bus penetration.

4.4 Current rail accessibility

4.4.1 Wavertree Technology Park Rail Station is located approximately 520m away which is within the desirable walking distance as detailed by the IHT publication 'Providing for Journeys on Foot'.

4.4.2 The station provides 2 railway platforms under the management of Northern Rail and offers direct services to Liverpool Lime Street, Manchester Airport and Wigan North Western.

4.4.3 A summary of the services are listed below:

Wavertree – Liverpool Lime Street

Operator: Northern Rail

Manchester – Liverpool (via Earlestown)

Monday to Saturday daytime	6 per hour
Late evening	3 per hour
Sundays	3 per hour
Journey time	10 minutes (Direct)

Wavertree – Manchester Airport

Operator: Northern Rail

Liverpool – Manchester (via Earlestown)

Monday to Saturday daytime	60 minutes
Late evening	1 – 2 hours
Sundays	60 minutes
Journey time	60 minutes

Wavertree – Wigan North Western

Operator: Northern Rail

Liverpool –Wigan and Preston

Monday to Saturday daytime	20 minutes
Late evening	30- 60 minutes
Sundays	60 minutes
Journey time	45 minutes

4.4.4 Wavertree Technology Park Rail Station has the benefit of cycle storage facilities for 6 cycles and a bus stop on Wavertree Avenue providing bus services towards Liverpool. The location of the Railway Station is illustrated in **Figure 3**.

4.5 Measures in relation to rail facilities

4.5.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops and sources of other travel information shall be provided within the Welcome Pack which will be provided to each unit prior to occupation. It is the responsibility of the company Travel Plan Coordinator to ensure these are distributed to all members of staff. In addition the physical connections from the site to these facilities will be identified and made known to all staff. It will be the responsibility of the Company Travel Plan Coordinator to ensure that this information is kept up-to-date and reported in each review.

4.5.2 The Travel Plan Coordinator will advise staff, within the Welcome Pack, that information is available via the internet and up to date rail timetables can be found at:

www.nationalrail.co.uk

www.merseytravel.gov.uk

4.6 Current walking facilities

4.6.1 The Institution of Highways and Transportation publication 'Providing for Journeys on Foot' contains a range of desirable, acceptable and preferred maximum walking distances for a variety of types of journeys.

4.6.2 For commuting journeys the walking distances vary between 500, 1000 and 2000m. These distances are shown on the plan attached at **Figure 4**. There are existing bus stops within the immediate vicinity of the site and are therefore easily accessible for staff travelling by bus. Pelican crossings are provided on Montrose Way junction with Edge Lane which allows the public safe access across the highway towards eastbound bus stops on Edge Lane and southbound bus stops on Rathbone Road. Adequate footways are provided on all surrounding roads, maintained to the Local Authorities standards

4.6.3 The IHT document ‘Providing for Journeys on foot’ states that a suggested maximum walking distance to Town Centres is 800m. Whilst the extensive amenities within Liverpool City Centre exceed this threshold, Edge Lane provides a mixture of amenities. A selection of facilities found along Edge Lane are summarised below:

Destination	Distance	Journey Time
Public House	200m	3 minutes
Café	210m	3 minutes
Barbers	215m	3 minutes
Cycle shop	250m	3 ½ minutes
Newsagents	290m	4 minutes
Fast Food	310m	4 minutes
DIY	330m	5 minutes
Golf superstore	460m	6 minutes
Electronics shop	455m	6 minutes
Mobile phone shop	530m	7 minutes

4.7 *Measures in relation to walking*

4.7.1 Pedestrian footways are to be provided within the site which will provide pedestrians safe and convenient access within the development. Dropped crossing facilities are to be provided within the development where pedestrians need to cross the internal access roads. The proposed on-site infrastructure will be to the correct standard of the Council to provide for safe and convenient journeys by foot.

4.7.2 The Travel Plan Coordinator will promote the benefits of walking in relation to general health and well being and will promote walking to work for staff identified as working “close by” within the Welcome Pack.

4.8 Current cycling facilities

4.8.1 As detailed within Planning Policy Guidance PPG 13 cycling has the potential to substitute short trips, particularly those under 5km. A list of nearby destinations within 5km by road, along with the corresponding cycle time based on 12 km per hour is summarised below

Destination	Distance	Time
Edge Hill	1.9km	9 ½ minutes
Wavertree	2.4km	12 minutes
Broadgreen	2.6km	13 minutes
Childwall	3.6km	18 minutes
Liverpool City Centre	4km	20 minutes
Anfield	4.1km	20 ½ minutes
Princes Park	4.1km	20 ½ minutes

4.8.2 **Figure 5** illustrates a 5km radius centred on the application site.

4.9 Measures in relation to cycling

4.9.1 106 secure cycle stands will be provided for staff and 158 cycle spaces will be accommodated on the development site for use by customers.

4.9.2 Information for cyclists including details of routes, cycle training and details of cycle facilities will be included within the Welcome Pack which will be available prior to occupation. Further information on cycling can be found at the following website:

www.sustrans.org.uk

4.9.3 The responsibility for obtaining and updating this information will fall to the Company Travel Plan Coordinator, who in addition will promote the benefits to health and well being from regular cycling.

4.9.4 The AEW Drawing found in the Appendices Drawing No. M3458-P3-101 Rev B illustrates the proposed pedestrian and cycle routes through the development site.

4.10 *Motor cycling and mopeds*

4.10.1 There are several benefits that may be derived from the use of this form of travel. Motor cycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle.

4.10.2 Concern is, however, often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle.

4.10.3 The Governments Motorcycling Strategy can be obtained from the Department of Transports website detailed below. The document includes useful information including equipment, testing and training.
www.dft.gov.uk/pgr/roads/vehicles/motorcycling

4.10.4 132 motorcycle spaces will be provided on site.

4.11 *Car sharing*

4.11.1 The site is accessible to the local and wider highway network and the initial Travel Questionnaire should identify the numbers of staff already travelling to work in a car driven by another party and those who may be willing to share their vehicle. It may be that subject to survey and analysis this figure can be increased with consequent benefits for the environment.

4.12 *Measures in relation to car sharing*

4.12.1 Existing Car Share schemes will be promoted within the Welcome Pack to further encourage car sharing which will be available prior to occupation. Further detail can be found at www.merseyshare.org.

4.12.2 Car Share schemes:

- Provide a cheap way to get around
- Reduce levels of traffic and congestion

- Reduce CO₂ emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community

4.12.3 If demand for taxis is established once the initial travel surveys have been completed, the Travel Plan Coordinator will contact local taxi firms to negotiate potential discounts for staff. Any such discounts will be advertised to staff in promotional material (welcome packs and mail shots).

4.12.4 The Travel Plan Coordinator will include details of local licensed taxi companies within the welcome packs prior to occupation. Taxi journeys can prove useful for people needing flexibility to travel but do not wish to own a car.

4.13 *Reducing the need to travel to work*

4.13.1 It may be possible for staff to encourage their employers to permit some degree of "home working". This of course will be dependant on the particular circumstances of both the employee and the employer and realistically may not be appropriate in many cases. However if "home working" were possible on only a regular single day of the week this could possibly produce a 20% reduction in single car use for an individual employee.

4.14 *Marketing and Communication Strategy*

4.14.1 All staff will be made aware of both the opportunities that will be available for alternative sustainable travel and of the likely measures to be included within this Framework Travel Plan by providing each unit with a Welcome Pack prior to occupation. Release of this information in the sales particulars of each plot prior to occupation will ensure that all occupiers/purchasers will be aware of the availability and benefits of sustainable transport at the point of occupation.

4.14.2 An annual "mail shot" will be produced by the Travel Plan Coordinator at the time of each review which will include the latest information on bus, rail, walking, cycling, car sharing arrangements and staff will be encouraged to make this information available to their visitors.

4.14.3 The site wide Travel Plan Coordinators contact information including a telephone number and email address will be included within the Welcome Pack to allow the Company Travel Plan Coordinators to contact the site wide Travel Plan Coordinator.

4.14.4 Where possible travel information will be included on company and developments websites to inform customers of the available travel alternatives.

4.15 Deliveries

4.15.1 The following measures should be considered:

- Rationalisation of deliveries – could fewer trips be made by better co-ordination of deliveries?
- Encourage the use of local suppliers
- Consider use of a site visit notice board. Staff with non urgent deliveries to make could advertise via the notice board, providing a contact name and telephone number. If another employee is travelling in that direction it could be undertaken at the same time, reducing travel costs, saving time and reducing unnecessary trips.
- Encourage use of email and faxing.

4.16 Other measures

4.16.1 All staff will be made aware of travel information and local facilities in their welcome pack prior to occupation.

4.16.2 Each unit will accommodate a phone line which, if the network permits, will allow occupants to access the internet and utilise the above mentioned websites to access bus timetable information etc.

4.16.3 Prior to occupation, staff will be made aware of the Travel Plan and provide them with a copy of the Welcome Pack and personalised travel planning service upon appointment.

4.16.4 The site wide Travel Plan Coordinator will provide personalised travel planning tailored to staff needs which will be promoted within the Welcome Pack.

4.16.5 A table summarising how the travel plan will be delivered with actions, timescales and who is responsible can be found below:

Action	Timescales	Who is responsible
Appoint a site wide Travel Plan Coordinator (TPC)	6 months prior to occupation	The Developer
Produce Welcome Pack	Prior to occupation	Site wide TPC
Include Welcome Pack within sales particulars	During sales negotiation	The Developer
Distribute Welcome Pack to staff	Prior to occupation	Company TPC
Appoint company Travel Plan Coordinator	Prior to occupation	The occupier
Undertake baseline staff questionnaire	33% occupation	Site wide TPC
Supply results of questionnaire to LPA	Within 6 months of undertaking questionnaire	Site wide TPC
Review	Annually after 33% occupation – biannually after 5 years if targets are being met or exceeded	Site wide TPC
Supply results of review to LPA	Within 6 months of undertaking review	Site wide TPC
Mail shot to occupiers	Annually	Site wide TPC

4.17 **Minimum Accessibility Standard Assessment**

4.17.1 The Minimum Accessibility Standard Assessment has been completed to determine whether the development is accessible by all modes.

4.17.2 The Minimum Accessibility Standard Assessment has been completed to determine whether the development is accessible by all modes. For this assessment the site is in an “Other Urban” location being outside an Urban Centre as defined by the Council. Therefore, the minimum scores required for a development within the use classes of A1 Retail and D2 Leisure are as follows:-

- Walking 4
- Cycling 5
- Public Transport 6
- Vehicle Access & Parking 2

4.17.3 The completed document is contained at **Appendix C** and the scores achieved are provided below:-

- Walking 2
- Cycling 2
- Public Transport 5
- Vehicle Access & Parking 2

4.17.4 Although not all the target scores were achieved it is considered that the site is situated in a sustainable location. Many of the target scores were influenced by the density of the surrounding housing. The housing nearest to the site is within the 50+/-hectare bracket but further east this reduces to the other two levels specified. However, it is still considered that the proposed development and the opportunities it will provide are accessible at an appropriate level.

5. ENFORCEMENT AND MONITORING

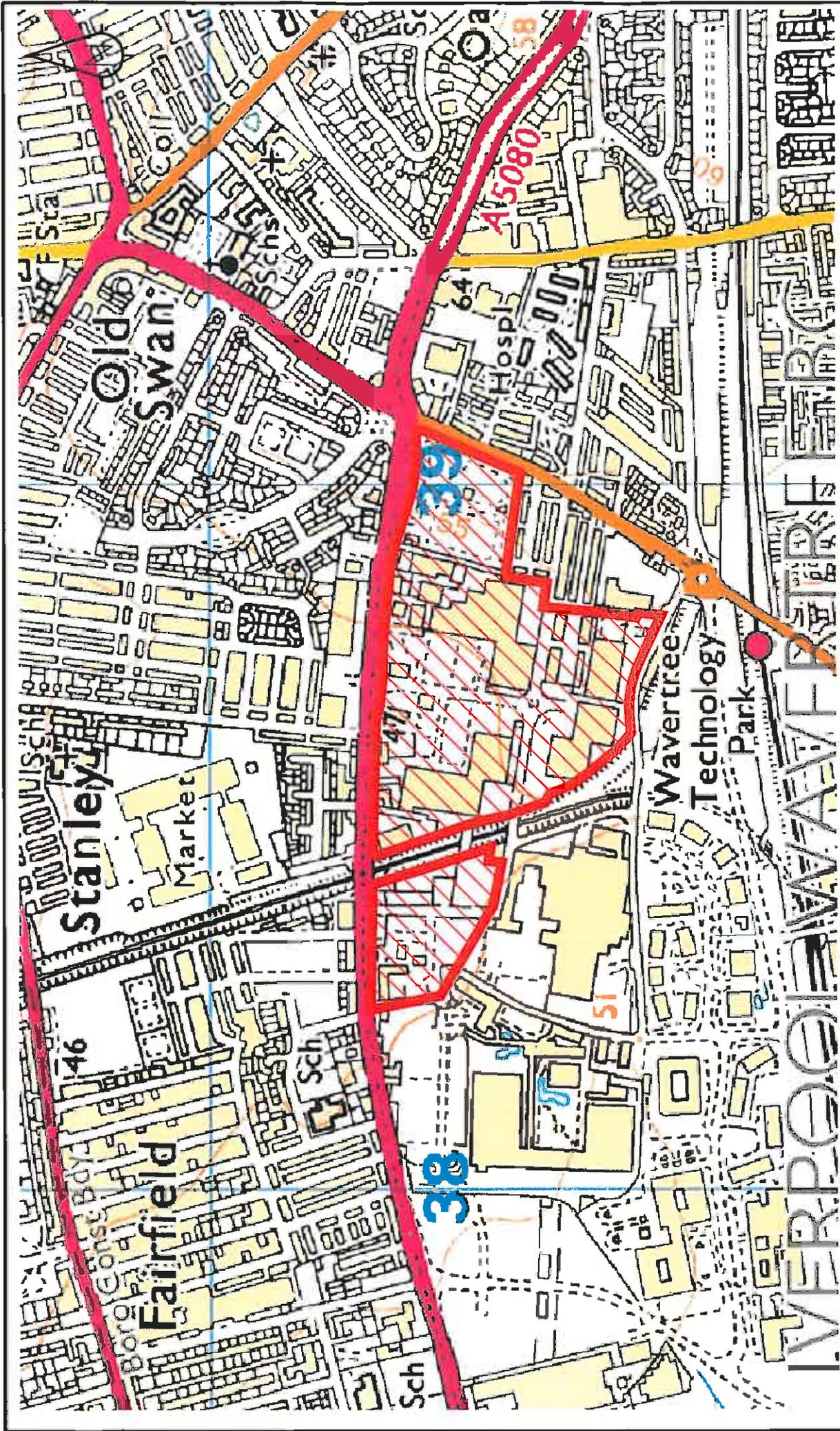
- 5.1 The operation of this Travel Plan will undoubtedly be by way of a planning condition related to the planning consent for the development.
- 5.2 It is the responsibility of Sanderson Associates to provide the developer with a copy of the approved Travel Plan. It is then the Developers or their management companies responsibility to appoint a Site Wide Travel Plan Coordinator at least 6 months prior to first occupation of the development. The name of the Travel Plan Coordinator must be forwarded to Liverpool City Council as soon as the appointment is made. It is the developer's responsibility to make any prospective purchaser/occupier of the site fully aware of the planning condition, the Travel Plan and the developer's obligations in relation to the Travel Plan. Each occupier must nominate a suitable member of staff to act as company Travel Plan Coordinator.
- 5.3 With respect to timescales, the Travel Plan will be monitored and reviewed annually. After 5 years if targets have been met or are being exceeded the Travel Plan shall be reviewed biannually. Each review shall include a re-survey of travel patterns by undertaking a staff travel questionnaire and peak hour traffic survey at the proposed access points. A written analysis of each review shall be provided to the Local Authority by the Travel Plan Coordinator within 6 months of the completion and collation of the review for the life of the Travel Plan.
- 5.4 The review report shall include details of the monitoring process undertaken. This report should also contain reference to any outside influence, such as changes in occupancy of the units and changes to bus/train services. Each review shall include an independent re-survey of staff travel patterns.

- 5.5 The Travel Plan will be reviewed in co-operation with the Local Authority and an Action Plan prepared and agreed. The Action Plan will contain a programme of measures designed to help achieve the Travel Plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved.
- 5.6 The developer and the appointed Travel Plan Coordinator will use their reasonable endeavours to ensure that the Travel Plan is successful.

6. CONCLUSIONS

- 6.1 This Framework Travel Plan sets out a series of measures which will encourage changes in the travel patterns of staff and their visitors to the development from use of the single occupancy private vehicle to more sustainable forms of transport.
- 6.2 The Framework Travel Plan includes reference to compliance and enforcement of the Travel Plan and to the required monitoring, review and reporting for the life of the Travel Plan.
- 6.3 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 6.4 Derwent Holdings Ltd is committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.
- 6.5 This Framework Travel Plan will be further developed in conjunction with Liverpool City Council, once the development is operational and specific travel needs are identified.

FIGURES

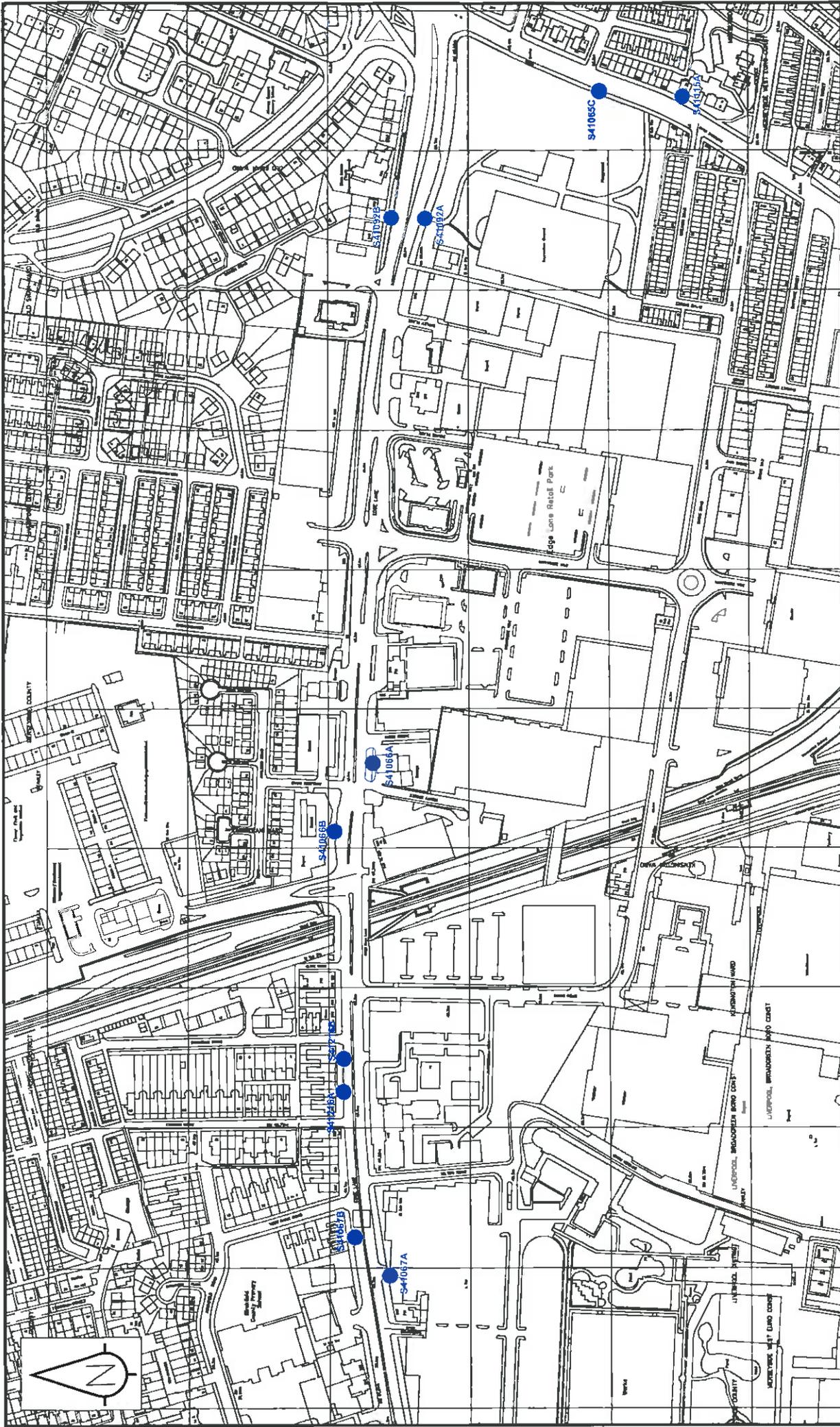


Scale	NTS	Q.M. S12 NO. 1000 UNCONTROLLED FILE
Drawn	AA	
Checked	KS	Date
Approved	KS	SEPTEMBER 2010
		Drawing Number
		5796 FIGURE 1
		Size
		A4

EDGE LANE, LIVERPOOL

SITE LOCATION PLAN

sa sanderson
CONSULTING ENGINEERS LTD
 (consulting engineers) ltd
 Highways | Traffic | Transportation | Water
 T 01524 844000 mol@sandersonsa.co.uk
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Drawn	AA	Scale	NTS
Checked	KS	Date	September 2010
Approved	KS	Drawing Number	5796 Figure 02
			Size
			A4

Bus Stop Location Plan

Edge Lane, Liverpool



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Checked	KS	Date	September 2010
Approved	KS	Drawing Number	5796 Figure 03
			Size
			A4

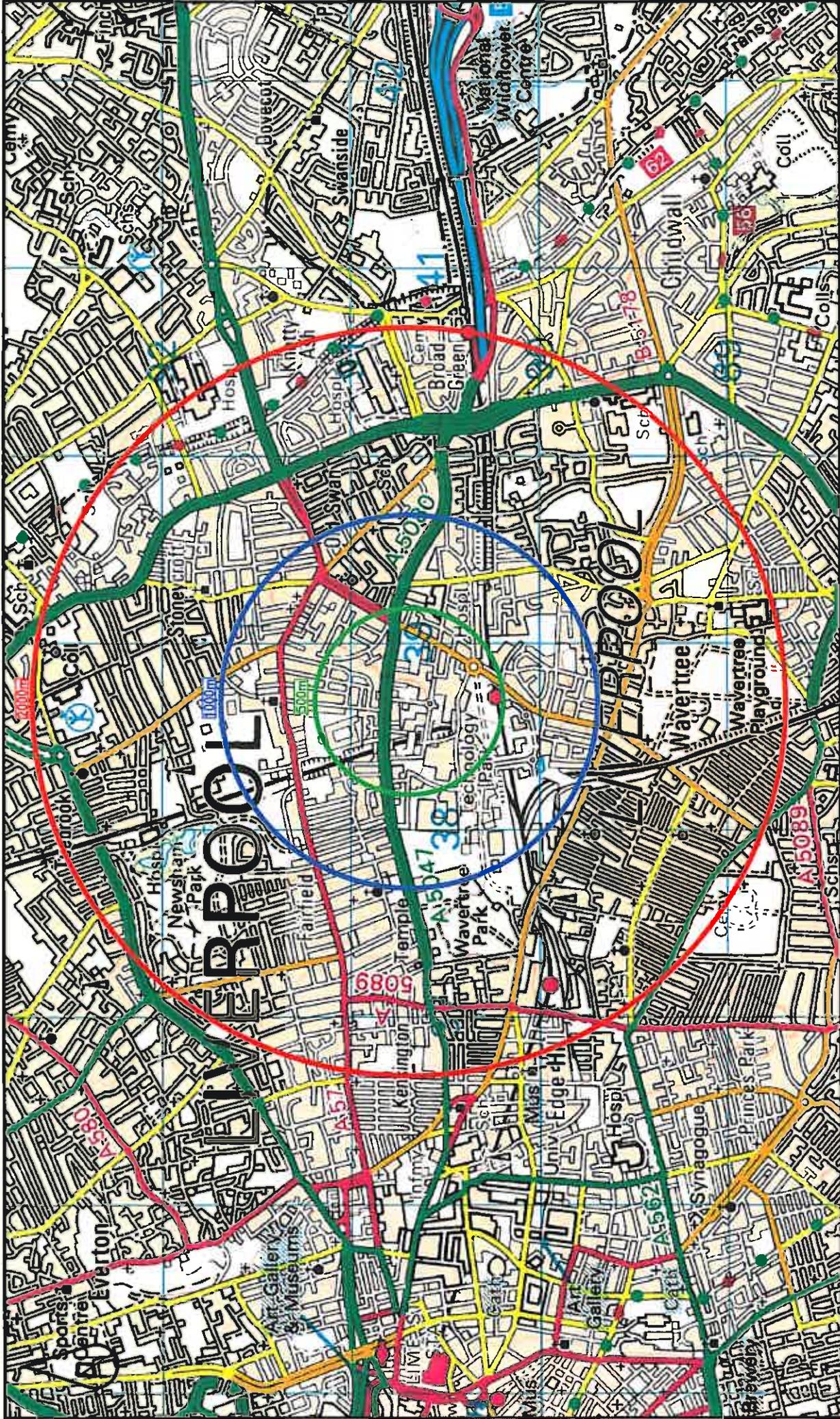
Railway Station Location Plan

Edge Lane, Liverpool



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Scale	NTS
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Approved	KS
Date	September 2010
Drawing Number	5796 Figure 04
Size	A4

Walking Distances Plan

Edge Lane, Liverpool



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APPENDICES

APPENDIX A

2001 Census Output

Neighbourhood Statistics



Original URL: <http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=6114487&c=old+swan&d=14&e=16&f=63&g=358518&i=1001x1003x1004x1005&l=125&o=1&m=0&r=1&s=1258550223665&enc=1>

Method of Travel to Work - Resident Population (UV39)
Period: Apr01

Area: Old Swan (Ward)

		Old Swan	Liverpool (Metropolitan District)	North West	England
All People (Persons)	Count	9,108	321,504	4,839,669	35,532,091
Works mainly at or from home (Persons)	Count	277	8,700	242,474	2,055,224
Underground, metro, light rail or tram (Persons)	Count	3	618	15,955	709,386
Train (Persons)	Count	57	4,636	54,356	950,023
Bus, minibus or coach (Persons)	Count	1,248	32,835	248,267	1,685,361
Taxi or minicab (Persons)	Count	43	1,939	23,400	116,503
Driving a car or van (Persons) ¹	Count	2,084	73,707	1,694,380	12,324,166
Passenger in a car or van (Persons)	Count	337	11,629	217,559	1,370,685
Motorcycle, scooter or moped (Persons)	Count	39	923	26,731	249,456
Bicycle (Persons)	Count	61	2,686	65,961	634,588
On foot (Persons)	Count	635	16,393	297,720	2,241,901
Other (Persons) ¹	Count	15	751	13,217	104,205
Not currently working (Persons)	Count	4,309	166,687	1,939,649	13,090,593

Last Updated: 18 November 2004

Source: Office for National Statistics

Notes

¹ Excludes taxi drivers

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APPENDIX B

Questionnaire

ORGANISATION'S NAME

Staff Travel Questionnaire

We are committing to produce a Travel Plan. A Travel Plan is an evolving document which seeks to challenge the way in which we all travel to work and aims to encourage alternative modes of transport to single car occupancy journeys. This benefits the employee with health improvements and petrol cost savings – the organisation: with a reduced demand for car parking spaces and the associated costs and the environment in reduced air pollution and reduced traffic congestion.

Your answers and the findings of our survey will provide us with an accurate basis on which to proceed towards our aims and also gives you the opportunity to make any comments that you feel are important in relation to the way you choose to travel to work.

Minimum personal information is required and confidentiality will be maintained.

1. About You:

- 1.1 Home postcode Gender: Male Female
- 1.2 Work-site
- 1.3 Full-time Part-time Other (please specify).....
- 1.4 Age: 20 yrs and below 21 - 30 yrs 31 - 40 yrs 41 - 50 yrs 51 yrs and above
- 1.5 Do you have a disability which affects your travel arrangement? Yes No
- 1.6 Do you own a bicycle? Yes No
- 1.7 Do you own a motorcycle/scooter? Yes No
- 1.8 Do you think people should be encouraged to use forms of transport other than the car: Yes No

2. About your travel to work:

- 2.1 What are your normal hours of work? Arrival Departure
- 2.2 How do you normally travel to work? Please tick your main form of transport.
- | | | |
|---|---|---|
| Car (driver) <input type="checkbox"/> 1 | Car (passenger)..... <input type="checkbox"/> 2 | Car share..... <input type="checkbox"/> 3 |
| Bus / coach..... <input type="checkbox"/> 4 | Train..... <input type="checkbox"/> 5 | Motor cycle / moped..... <input type="checkbox"/> 6 |
| Cycle..... <input type="checkbox"/> 7 | On foot..... <input type="checkbox"/> 8 | |
| Other..... <input type="checkbox"/> 9 | Please state..... | |
- Do you travel directly to work OR is your journey multi-purpose? Please state
- 2.3 How far do you travel to work?
- | | |
|--|---|
| Up to 1 mile <input type="checkbox"/> 1 | Over 1 mile and up to 2 miles..... <input type="checkbox"/> 2 |
| Over 2 miles and up to 5 miles..... <input type="checkbox"/> 3 | Over 5 miles and up to 10 miles..... <input type="checkbox"/> 4 |
| Over 10 miles <input type="checkbox"/> 5 | Don't know..... <input type="checkbox"/> 6 |
- 2.4 How long does it take you to get to work (on average)?
- | | |
|---|--|
| 0 – 15 minutes..... <input type="checkbox"/> 1 | 16 - 30 minutes..... <input type="checkbox"/> 2 |
| 31 – 60 minutes..... <input type="checkbox"/> 3 | Longer than 60 minutes..... <input type="checkbox"/> 4 |
- 2.5 If you use a car (driver) to travel to work, what are your main reasons for using this method of travel? (Tick as many as applicable)
- | | | |
|--|--|--|
| Time Savings..... <input type="checkbox"/> 1 | Cheaper..... <input type="checkbox"/> 2 | Get a lift..... <input type="checkbox"/> 3 |
| Car essential to perform job... <input type="checkbox"/> 4 | Dropping/collecting children..... <input type="checkbox"/> 5 | Reliability..... <input type="checkbox"/> 6 |
| Health Reasons..... <input type="checkbox"/> 7 | Free parking..... <input type="checkbox"/> 8 | Preference..... <input type="checkbox"/> 9 |
| Distance..... <input type="checkbox"/> 10 | Lack of an alternative..... <input type="checkbox"/> 11 | Lease car user <input type="checkbox"/> 12 |
| Personal security..... <input type="checkbox"/> 13 | Essential car user..... <input type="checkbox"/> 14 | Irregular hours..... <input type="checkbox"/> 15 |
| Other (please specify)..... | | |

2.6 Where do you usually park?

- Free parking in a company car park..... 1 Paid parking in a company car park..... 2
- Free parking in a local street..... 3 Paid parking in a commercial car park 4
- If you do pay for parking, approximately how much does it cost you per week? 5

2.7 Which of the following do you occasionally use instead of your usual form of transport? (please tick one)

- Car (driver) 1 Car (passenger)..... 2 Car share..... 3
- Bus / coach..... 4 Train..... 5 Motor cycle / moped..... 6
- Cycle..... 7 On foot 8 No alternative used 9

2.8 If an alternative is occasionally used, why do you occasionally use the alternative?

.....

2.9 How often do you use this alternative?

- More than once a week . 1 Once a week..... 2 Less than once a month..... 5
- 2 or 3 times a month 3 Once a month..... 4

2.10 Which of the following forms of transport might you consider using? (Tick all that apply)

- Bus 1 Rail..... 2 Taxi..... 3
- Motor Cycle / moped..... 4 Cycling 5 Walking 6
- Car share..... 7 Car (passenger)..... 8 Car Driver 9

If you have not ticked any, why would you not consider using an alternative?.....

.....

2.11 Please specify what improvements would be required in order to encourage you to use your choice of alternative: (tick all that apply)

- Help in finding car share partners with similar work patterns..... 1
- Improved bus routes..... 2
- Financial assistance to acquire discounted tickets 3
- Improved facilities at work e.g. showers/lockers 4
- Improved cycling routes..... 5
- Improved cycle parking at work..... 6
- Financial assistance to acquire a cycle..... 7
- Adult cycle training/refresher course on site..... 8
- Improved walking routes..... 9
- Free transport home in case of an emergency..... 10
- None - would not consider any alternative 11

2.12 Would you be prepared to car share even one day a week? Yes No

Do you have any additional comments you would like to make?

.....

3. At work:

3.1 Do you regularly use your car for business purposes? Yes No

3.2 How many business miles on average per month do you travel?.....miles.

Thank you for your co-operation. Please return to _____

This information will be used to produce a statistical over-view of travel patterns only.

APPENDIX C

Minimum Accessibility Standard Assessment

Minimum Accessibility Standard Assessment

Proposal: Redevelopment of Edge Lane Retail Park and Adjacent Areas		Address: Edge Lane/Rathbone Road/Milton Road, Liverpool		
Application Reference:		Completed by: Sanderson Associates (CE) Ltd Ref:- MASA – 5358-003		
Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed/			Yes	
Access on foot			Points	Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site			Yes
Location	Housing Development: is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F)			0
	Other development: is the density of existing local housing (i.e. within 800m) is more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)		No	
Internal layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?		Yes	1
			No	
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility) e.g. <ul style="list-style-type: none"> • No dropped kerbs at crossings or on desire lines; • Steep gradients; • A lack of a formal crossing where there is heavy traffic; • Security concerns, e.g. lack of lighting 		There are barriers	
			There are no barriers	1
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			Yes
			Total (B)	2
Summary	Box A: Minimum Standard (from Table 3.1)	4	Comments or action needed to correct any shortfall Variable housing mix has reduced score achieved. To the north the housing density is 50+. However, to the east this reduces to 30-49 and <30 as these areas are more recently develop areas comprising mainly of semi-detached properties as opposed to the traditional terraced areas..	
	Box B: Actual Score	2		

Access by Cycle			Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or at road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.			No
Cycle parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address safety issues in your application.			Yes
Location	<u>Housing Development</u> : is the development within 1 mile of a district or local centre (see Accessibility Map 1)			
	<u>Other development</u> : is the density of local housing (e.g. within 1 mile) is more than 50 houses per hectare (see Accessibility Map 4)	No	0	0
Internal layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes, with priority given to cyclists where they meet motor vehicles?		Yes	1
				1
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1) and/or proposes to create a link to a cycle route, or develop a route?		1	1
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1).			
Other	Development includes shower facilities and lockers for cyclists			
			No	0
			Total (B)	2
Summary	Box A: Minimum Standard (from Table 3.1)	5	Comments or action needed to correct any shortfall See previous comments regarding housing densities. Also as no details are available of internal fit-out of units it cannot be guaranteed that shower facilities will be available although these will be encouraged by the developer.	
	Box B: Actual Score	2		

Access by Public Transport			Points	Score	
Location and access to public transport	Is the site within a 200m walk of a safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2)		Yes	2	2
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e.: <ul style="list-style-type: none"> • A lack of dropped kerbs; • Pavements less than 2m wide; • A lack of formal crossings where there is heavy traffic; • Bus access kerbs. 	There are barriers			
		There are no barriers		1	1
Frequency	High (four or more bus services or trains an hour)				
	Medium (two or three bus services or trains an hour)		1	1	
	Low (less than two bus services or trains an hour)		0		
Other	The proposal contributes to bus priority measures serving the site				
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site		1	1	
	The proposal contributes to an existing or new supported bus service				
			Total (B)	5	
Summary	Box A: Minimum Standard (from Table 2)	6	Comments or action needed to correct any shortfall		
	Box B: Total Score	5			

Vehicle access and parking			Points	Score
Vehicle access and circulation	Is there safe access to and from the road? If no you must address safety issues.			Yes
	Can the site be adequately serviced? If no you must address safety issues.			Yes
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If no you must address safety issues.			No
	Has access for the emergency services been provided? If no you must address safety issues.			Yes
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3)? If no please provide an explanation.			N/A
Parking	The off-street parking provided is more than advised in Section 4 for that development type? If yes, parking provision must be reassessed.			No
	The off-street parking provided is as advised in Section 4 for that development type			No
	The off street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)		2	2
	For development in controlled parking zones			
	<ul style="list-style-type: none"> Is a car free development Supports the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs) 		N/A	
			Total (B)	2
Summary	Box A; Minimum Standard (from Table 3.1)	2 2	Comments or action needed to correct any shortfall. If conditions are appropriate for the reduced level of parking (see section 3), but this has not been provided, please explain why.	

DRAWINGS