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Project: Proposed Residential Development
Former Gateacre School Site, Grange Lane, Liverpool

Client: Countryside Properties (UK) Ltd

Document: Framework Travel Plan



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1 Introduction

General

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Countryside Properties (UK) Ltd to undertake an assessment of the potential transport issues arising from a proposed residential development at the former Gateacre School site off Grange Lane, Liverpool. This Framework Travel Plan [FTP] has been prepared as an addendum to the planning application for the scheme.
- 1.2 The site is located on the site of the former Gateacre School off Grange Lane, Liverpool and is bound by Gateacre Park Drive and Grange Lane to the north, residential properties to the south, Grange Lane to the east and Cuckoo Lane to the west. The location of the site is shown in **Figure 1.1**.
- 1.3 The site is currently vacant, with all school buildings having been cleared. There are three existing vehicular accesses to the site from Grange Lane, together with a pedestrian access. The southern most access is situated just to the north of Grange Way, whilst the northern most access is situated just to the north of Grangemeadow Road. The third access is central to the two. All three of these accesses, which join the Grange Lane carriageway via kerbed radii arrangements, are now closed.
- 1.4 Full planning approval is being sought for a residential scheme that will provide 200 residential units, made up of a mix of dwelling types and bedroom numbers.

Introduction to the Travel Plan

- 1.5 In conjunction with Transport Assessments, Travel Plans produced at the planning application stage can play a key role in shaping travel choice at proposed developments, managing future travel demand and reducing the reliance on the private car. It is clearly not possible to derive specific and detailed measures and objectives relating to the day to day operation of the site at this early stage of its delivery given the variety of unknowns. However, it is possible to identify overarching objectives and targets to be met to ensure appropriate early action is taken and that both the developer and future residents have an understanding of the direction the full and detailed Travel Plan needs to take in the future.
- 1.6 The purpose therefore of this Travel Plan document is to provide the framework for a full Travel Plan to be produced as the development evolves, identifying a package of measures and initiatives tailored to the requirements of the site with the aim of promoting more sustainable travel choice and reducing reliance on the private car. It is intended to be a dynamic document which will be continuously monitored and reviewed throughout the developments life.

Scope of Report

- 1.7 In light of the above, this Travel Plan has been produced in 6 sections including this introduction.
- 1.8 Section 2 considers the policy and guidance background to the Travel Plan, whilst Section 3 provides details of the accessibility of the site. Section 4 then goes on to look at the development proposals in more detail.
- 1.9 Section 5 sets out the Objectives, Measures and Targets for the Travel Plan, whilst Section 6 considers its delivery and monitoring.

2 Policy and Guidance

Introduction

- 2.1 This section considers the proposed development and its associated Travel Plan against the backdrop of current national policy, as it relates to sustainable travel and the requirement to reduce single occupancy vehicular trips and reliance on the private car. It also considers current guidance relating to the production of Travel Plans.

National Policy

- 2.2 The need for and benefit of travel plans in supporting sustainable development has now been included in national policy for many years. This theme has been continued in the National Planning Policy Framework (NPPF), paragraph 36 of which states in the context of maximising travel by sustainable modes that:

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

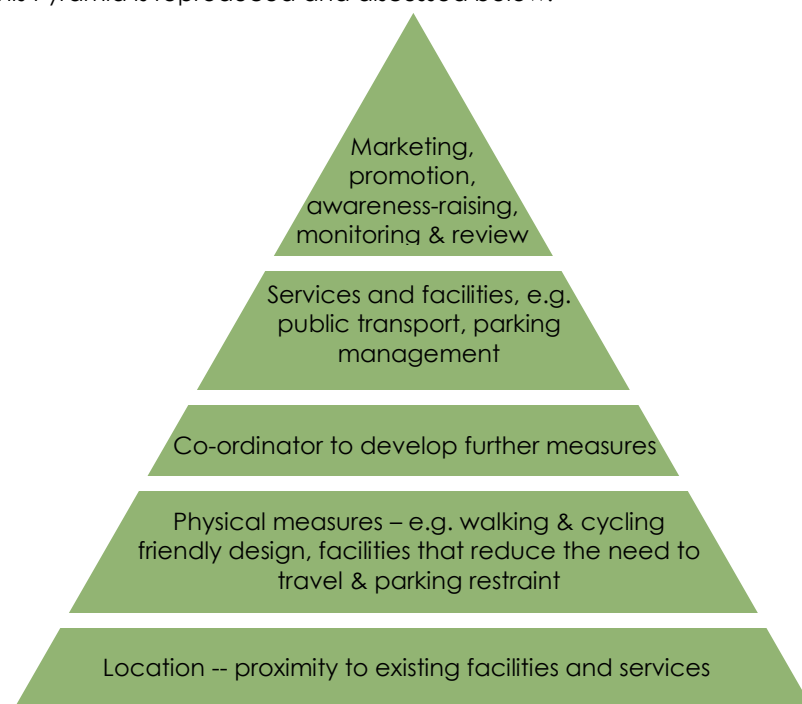
- 2.3 In a transportation context NPPF makes the important distinction between urban and rural areas, with paragraph 29 stating:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas".

- 2.4 In a Travel Plan context this implies that to fit an urban based model to a rural site, as well as being impractical, is not a policy requirement of NPPF.

National Guidance

- 2.5 The Department for Transport [DfT] have produced a number of documents providing guidance on Travel Plans, including "Making residential travel plans work: guidelines for new development" (2007) and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).
- 2.6 These guidelines include a Travel Plan pyramid, which sets out five key tiers to a successful residential Travel Plan. This Pyramid is reproduced and discussed below.



-
- 2.7 Considering the above tiers, the first tier considers site location. This is seen as a key element by the guidance and one that underpins *"all the other aspects of accessibility of the site"*.
- 2.8 The second tier *"comprises the fundamental characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and bus use"*. This effectively relates to the physical measures that can be delivered as part of the development to ensure it ties into the sustainable transport network as effectively as possible.
- 2.9 The third tier puts in place *"the resource to facilitate and develop the measures in the plan"*. This effectively means the identification of a suitable person to lead the Travel Plan process and ensure the effective management and development of the Travel Plan.
- 2.10 The fourth tier then goes on to consider *"the services that will need to be obtained for the site"* and primarily relates to the 'soft' travel planning measures, whilst the fifth and final tier looks at *"promotion, marketing and awareness raising to ensure adequate take-up of these services and to communicate the travel plan to residents"*.

3 Accessibility by the Sustainable Modes

Pedestrian & Cycle Infrastructure

- 3.1 The proposed site has good accessibility for pedestrians and cyclists. Grange Lane, Cuckoo Lane and Gateacre Park Drive include good standard footways on both sides of the carriageway, as do the surrounding residential streets, all of which are conducive to cycle use.
- 3.2 There is a zebra crossing on Gateacre Park Drive to the south of its junction with Thurne Way, whilst the signal controlled junctions at Gateacre Park Drive / Woolton Road and Grange Lane / B5171 Belle Vale Road both include pedestrian crossing facilities. There are also dropped crossings, tactile paving and cycle lanes at the Rose Brow / B5171 Gateacre Brow / B5171 Acrefield Road roundabout.
- 3.3 In terms of cycle provision, Grange Lane past the site, Grangemeadow Road to the east, Gateacre Park Drive past the site and the B5171 Gateacre Brow / Belle Vale Road to the south are all recognised, carriageway based local cycle routes. To the east of the site and via Grange Lane, the B5171 Belle Vale Road links to the Trans Pennine Trail to the east.

Liverpool City Council 'Minimum Accessibility Standard Assessment'

- 3.4 At the request of Liverpool City Council [LCC], the 'Minimum accessibility standard assessment' included in the LCC 'Ensuring a Choice of Travel' Supplementary Planning Guidance [SPD] has been completed.
- 3.5 Given the number of dwellings proposed, the site falls within the "Major" sized development category set out in the SPD. An assessment has therefore been completed on this basis. Based on this completed assessment, Table 3.1 below summarises the initial scores for the site and compares them to the minimum scores quoted in the Ensuring Choice of Travel SPD.

Table 3.1: Initial Scores from the Minimum Accessibility Standard Assessment

Site / SPD Score	Min Score for Walking	Min Score for Cycling	Min Score for Public Transport	Min Score for Vehicle Access
SPD Minimum Standard	4	5	5	1
Proposed Site	-1	5	3	1

- 3.6 As can be seen from the above table, the site meets the minimum standard set out in the Ensuring Choice of Travel SPD in relation to accessibility for cycling and vehicular access. However, in relation to walking and public transport and based on initial scores, the site falls short of the suggested standard. These elements are therefore discussed below.

Accessibility by Walking

- 3.7 Table 3.1 shows that the site scores -1 in relation to access by walking. This score is attributed to the site falling outside 500m of a local centre and the lack of dropped kerbs at crossings between the site and local facilities forming a barrier.
- 3.8 With regard to the site falling outside 500m of a local centre and as set out later in this section, the recently opened Aldi and its other consented retail and food uses is situated 580 metres from the site. Whilst these facilities therefore fall just outside the required 500 metres, the additional 80 metres (1 minute walk) is not considered a material increase on the 500 metres required. Furthermore and again as set out later in this section, Belle Vale local centre is 1.2km from the centre of the site (and much less for a large number of the dwellings), whilst Woolton local centre is within 1.5km. These are distances that are around what is considered acceptable in various guidance documents and which can be walked in around 15 to 20 minutes. As a result, it is suggested that walking to the Aldi and its other consented retail and food uses, together with the Belle Vale and Woolton local centres, would be possible from the site and that the site should score 2 points for being within an appropriate distance of both the local shops and local centres.

- 3.9 In terms of the dropped kerbs, with the exception of this one point there are no barriers at the site. However, in relation to this point, observations on site show that with very few exceptions none of the pedestrian routes within the pedestrian network in the vicinity of the site include dropped crossings of any description. As a result and given the number of route permutations afforded to the proposed site, it would be inappropriate to require the site to provide such facilities to all local centres. It is also suggested that too much weight is given in the assessment to the provision of dropped kerbs in the context of an overall analysis of site accessibility.
- 3.10 Notwithstanding the above, it is proposed to provide dropped crossings and tactile paving across the Grange Lane and Cuckoo Lane arms of the Gateacre Park Drive / Grange Lane and Gateacre Park Drive / Cuckoo Lane junctions. These provisions, coupled with the dropped crossings and tactile paving proposed at the site accesses referred to later in Section 4, would improve access to the Aldi and its other consented retail and food uses.
- 3.11 In light of the above improvements, it is considered that the identified barrier has been sufficiently removed and, as a result, the score shown in Table 3.1 should be amended to 1 for this element.
- 3.12 Taking account of the above points in relation to location and barriers, the site should be considered accessible by walking.

Accessibility by Public Transport

- 3.13 Table 3.1 shows that the site scores 3 in relation to access by public transport. This score is partly down to the lack of dropped kerbs at crossings between the site and the bus routes and partly due to service frequency.
- 3.14 For the reasons set out above in relation to walking, the lack of dropped kerbs is not considered a barrier. However, in addition to the proposed provisions referred to above, it is also proposed to provide dropped crossings and tactile paving across the Oakfield Avenue arm of the Cuckoo Lane / Oakfield Avenue junction and on Grange Lane in the vicinity of the southbound bus stop north of Grangemeadow Road. These provisions, coupled with the dropped crossings and tactile paving proposed at the site accesses referred to later in Section 4, would improve access to the bus stops on Grange Lane and Rose Brow.
- 3.15 In light of the above improvements, it is considered that the identified barrier has been sufficiently removed and, as a result, the score shown in Table 3.1 should be amended to 1 for this element.
- 3.16 In relation to bus services, a route runs past the site on Grange Lane which, whilst not within 200 metres for some residents, is within 200 metres of the site and has therefore been scored 2 points for location and access. Despite this route running by the site this is a medium frequency service and not the high frequency service necessary to score the required 2 points for frequency. However, high frequency services run along Rose Brow to the south of the site, with stops on this route situated approximately 700 metres from the centre of the site. Whilst these stops are outside the 400 metres distance referred to in guidance, as set out in more detail later it is considered that the frequency of these services and the destinations they serve, coupled with the pedestrian environment within the site and along Cuckoo Lane, would mean future residents are likely to be prepared to walk this extra distance to access these services.
- 3.17 In light of the above, it is suggested that the site should score 2 points in relation to its proximity to bus routes.

Updated Minimum Accessibility Standard Assessment

- 3.18 Given the points raised above, Table 3.2 below summarises the updated scores for the site and compares them to the minimum scores quoted in the Ensuring Choice of Travel SPD.

Table 3.2: Updated Scores from the Minimum Accessibility Standard Assessment

Site / SPD Score	Min Score for Walking	Min Score for Cycling	Min Score for Public Transport	Min Score for Vehicle Access
SPD Minimum Standard	4	5	5	1
Proposed Site	4	5	5	1

- 3.19 As can be seen from the above table, if account is taken of local existing and proposed conditions in relation to the pedestrian network and a more appropriate walk distance is used to the local centres and bus stops, the site meets the minimum standard set out in the Ensuring Choice of Travel SPD in relation to accessibility.

General comments regarding SPD score

- 3.20 In deriving the above scores, there are a number of points worth elaborating on in relation to the completed sheets.
- 3.21 With regard to the internal layout in relation to access on foot and by cycle, the site has been scored a 1 as it has been designed in accordance with Manual for Streets and to keep speeds to 20mph.
- 3.22 In terms of cycle safety, as already identified Gateacre Park Drive and Grange Lane are designated local cycle routes, whilst the local signal controlled junctions will assist any cyclist undertaking turning movements. The other potential area with safety implications is the Gateacre Park Drive / Grange Lane junction, where cyclists could be required to turn right across a well trafficked route. However, considering the accident data referred to in Section 2, this shows that there have been no injury accidents at this location between 2009 and 2013 involving a cyclist. It is therefore considered that there are no unusual safety issues associated with cyclists turning right across Gateacre Park Drive. The site has therefore been assumed to have no cycle safety issues.

Accessibility Based on Recognised Guidance

Accessibility for Pedestrians

- 3.23 Notwithstanding the findings of the minimum accessibility standard assessment, it is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation "Guidelines for Providing for Journeys on Foot" states that "Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile".
- 3.24 The "Guidelines for Providing for Journeys on Foot" also includes a table which suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere. It also suggests a distance of 2km is an acceptable maximum for commuter and education journeys, although statutory guidance indicates that just over 3km is an acceptable walk distance for primary school pupils, with secondary school pupils being expected to walk up to 5km.
- 3.25 In the context of the above, **Figure 3.1** shows the 800m, 1.2km and 2km walking catchments for the site. The areas, services and facilities within these catchments, which are based on walking route distances from the centre of the site and not distances as the crow flies, are discussed below. It should be noted that, given the size of the site and its numerous frontages, the use of its centroid will overestimate the walk distance for a large number of the dwellings within the site. The distances shown in Figure 3.1 and discussed below are therefore considered robust.

Local Schools

- 3.26 As shown in **Figure 3.1**, at 1.2km Our Lady of Assumption Catholic Primary School is within the 1.2km catchment for the site, whilst Belle Vale Community Primary School is within 1.5km. To the south and west, Childwall C of E Primary School is within 1.7km, whilst Woolton Primary School is within 1.6km and Bishop Marton Primary School within 1.8km. Whilst most of these schools fall outside the 1.2km catchment, they are all within the 2km distance deemed acceptable by the IHT guidelines and well within the 3km statutory walk distance.
- 3.27 With regard to high schools, future pupils are likely to attend either Gateacre School, Woolton High School or St Julies Catholic High School. As shown in **Figure 3.1**, at around 1km Woolton High School falls within the 1.2km catchment, whilst Gateacre High School is just on the edge of this catchment. St Julies Catholic High School is just within the 2km catchment. All three of these schools are therefore within the 2km distance deemed acceptable by the IHT guidelines and well within the 5km statutory walk distance.
- 3.28 At 1.5km and 2.2km respectively, St Francis Xavier College and Liverpool Hope University are also within walking distance of the site.
- 3.29 In the context of the above, it is suggested that the site is well placed to allow future pupils to walk to and from school.

Aldi and its other consented retail and food uses

- 3.30 As shown in **Figure 3.1**, the recently opened Aldi and its other consented retail and food uses, which will include other retail units, a convenience store and a restaurant, are 580 metres from the site centre and therefore within the 0.8km catchment area. It is therefore suggested that the Aldi and its other future retail and food uses will allow for 'top up' shopping within an acceptable walk distance of the proposed site.

Post offices

- 3.31 As shown in **Figure 3.1**, Woolton Post office is around 1.7km from the site, whilst Belle Vale Post Office is around 1.6km from the site. Whilst these Post Offices therefore fall just outside the 1.2km catchment, they are considered accessible on foot.

Doctors / Health Facilities

- 3.32 As shown in **Figure 3.1**, Gateacre Doctors surgery is just over 1km from the site, whilst Gateacre Medical Centre and the Belle Vale Health Centre are both within 1.5km. There is therefore considered to be access to health facilities within walking distance of the site.

Belle Vale and Woolton Local Centres

- 3.33 As shown in **Figure 3.1**, the 1.2km catchment for the site reaches the western edge of the Belle Vale local centre, whilst at 1.5km Woolton local centre falls just outside this catchment but within the 2km catchment. These local centres are therefore within an acceptable distance for people undertaking retail, leisure and potentially employment trips to and from these locations.

Bus Stops

- 3.34 As shown in **Figure 3.1**, the closest bus stops to the site are situated on Grange Lane. These stops are circa 350 metres from the centre of the site travelling southbound and 500 metres from the site centre heading northbound. There are also stops situated on Rose Brow approximately 700 metres to the south of the site. As set out later in this section, these stops are considered accessible from the proposed site.

Summary

- 3.35 The above demonstrates that the site is well placed in terms of pedestrian connectivity and that walking represents a very realistic alternative to the car for educational and 'top up' shopping trips, as well as some retail, leisure and potentially employment journeys to the Belle Vale and Woolton local centres.

Accessibility for Cyclists

- 3.36 Considering the site's accessibility by bicycle, it is commonly accepted that cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport. In this context, **Figure 3.2** shows the 5km cycling catchment for the site.
- 3.37 As can be seen from **Figure 3.2**, the local cycle routes around the site pick up cyclists travelling in all directions. They also link to national cycle route 56 which heads west into Liverpool and national cycle route 62 on the Trans Pennine Trail which links to the wider Liverpool and Merseyside area.
- 3.38 In terms of catchment, **Figure 3.2** shows that the eastern outlying areas of Liverpool are within the 5km distance, as is the Speke area to the south. Heading north and east, the 5km catchment takes cyclists to Knotty Ash and Huyton respectively.
- 3.39 The site is therefore ideally placed for residents to travel by bicycle for educational, employment, retail and leisure trips. Furthermore, a great number of these bicycle based journeys could be undertaken using designated cycle routes which are of a good standard, pass in close proximity to the proposed site and require no off site improvements to either enhance them as a facility or make them accessible to future residents.

Accessibility by Public Transport

- 3.40 As set out above and shown in **Figure 3.1**, the closest bus stops to the site are situated on Grange Lane. Whilst these stops are circa 350 metres from the centre of the site travelling southbound and 500 metres from the site centre heading northbound, they are much closer than this for the properties directly fronting Grange Lane and those located towards the northern end of the site. Conversely, they are outside these distances from some dwellings via the route to the stops. However, on the whole, these stops are considered to be within an acceptable distance of the site.
- 3.41 With regard to the two Grange Lane stops referred to above outside the site, it is proposed to retain them in their existing locations but upgrade them as part of the proposed development. With regard to the northbound stop, this would likely include the provision of raised kerbing, paving and an enclosed shelter. At the southbound stop, this too would include the provision of raised kerbing and paving and, if it can be accommodated whilst retaining the necessary footway width, a cantilever shelter. The details of these proposals will need to be discussed and agreed with Merseytravel.
- 3.42 In addition to these stops, there are also stops situated to the south on Rose Brow approximately 700 metres from the centre of the site. Whilst these stops are outside the 400 metres distance referred to in guidance, it is considered that the frequency of these services (they are effectively turn up and go services) and the destinations they serve, coupled with the pedestrian environment within the site and along Cuckoo Lane, would mean future residents are likely to be prepared to walk this extra distance, which equates to a total walk time of under 10 minutes, to access these services.
- 3.43 Based on the above, Table 3.3 below shows the buses serving the site.

Table 3.3: Local Bus Services (Monday to Saturday and Sunday)

Service	Route	AM Peak	Off Peak	PM Peak	Saturday	Sunday
Grange Lane						
174	Belle Vale - Allerton (Penny Lane)	Every 30mins	Every 30mins	Every 30mins	Every 30mins	Every 30mins
Rose Brow						
75	Liverpool – Allerton – Woolton - Halewood	Every 10mins	Every 10mins	Every 10mins	Every 15mins	Every 20mins
78	Liverpool – Edge Hill Wavertree – Woolton - Halewood	Every 30mins	Every 30mins	Every 30mins	Every 30mins	Every 30mins
81 / (81A) /181	(Liverpool Airport) – Speke – Hunts Cross – Broadgreen Hospital - Bootle	Every 10 mins, 20mins to airport	Every 10 mins, 20mins to airport	Every 10 mins, 20mins to airport	Every 15 mins, 30mins to airport	Every 20 mins, 30mins to airport

- 3.44 As can be seen from the above, the 174 passing the site provides a regular service between Belle Vale and Allerton. However, the short additional walk to Rose Brow takes in much more frequent services. These include:
- The 75 between Liverpool and Halewood. With a 10 minute frequency offering a 'turn up and ride' service and a travel time of just 30 minutes to Liverpool City Centre, this would be a highly attractive service for future residents undertaking a variety of journeys.
 - The 81 between the airport, Speke and Bootle. With a 10 minute frequency offering a 'turn up and ride' service and a travel time of around 15 minutes to Speke, this would be a highly attractive service for future residents undertaking employment trips. The regular service with a journey time of just 20 minutes would also be attractive for trips to the airport.
- 3.45 The buses serving the site therefore offer an excellent opportunity for travel by bus, with regular services to local employment, retail and leisure destinations.

Summary

- 3.46 Allowing for a more realistic assessment in relation to the requirements of the Minimum Accessibility Standard Assessment that takes account of existing and proposed conditions, the minimum standard scores can be achieved based on the existing infrastructure and services. However, even without these allowances, it is considered that the site is highly accessible by the sustainable modes. There are numerous schools, shops and local facilities within walking distance of the site, whilst there are also nearby cycle routes and high frequency bus routes serving the site. Given these levels of provision, even if no allowance were made in relation to the Minimum Accessibility Standard Assessment, any shortfall against the scores set out in the Ensuring Choice of Travel SPD would not discourage sustainable travel to and from the site.
- 3.47 Furthermore, the site is situated in an established residential area of Liverpool. It is clearly highly sustainable and wholly appropriate for the proposed residential use in a transportation context.

4 Development Proposals

Development Proposals

- 4.1 The proposals include the development of a new residential scheme. The scheme will provide 200 residential units, made up of a mix of dwelling types and bedroom numbers as follows:
- 54 No. 3 bed dwellings;
 - 114 No. 4 bed dwellings;
 - 18 No. 4/5 bed; and
 - 14 No. 5 bed dwellings.
- 4.2 The proposed site layout for the scheme is reproduced at **Appendix A**.

Site Access

- 4.3 As shown on the layout at **Appendix A**, access to the site would be provided by a new access off Gateacre Park Drive, a new access off Grange Lane and five new accesses off Cuckoo Lane. A number of properties would be served via direct driveways off Grange Lane (53 dwellings), Gateacre Park Drive (10 dwellings) and Cuckoo Lane (23 dwellings).
- 4.4 The principle of these accesses and direct driveway locations has been discussed and agreed with LCC highways at the pre-application meeting.
- 4.5 With regard to the new access roads, these would all take the form of simple priority junction arrangements, with 5.5 metre wide carriageways and 6 metre radii. Each access would include 2 metre wide footways to both sides, with the footways on the Cuckoo Lane accesses being separated from the carriageway by 2 metre planted areas.
- 4.6 With regard to visibility provision and considering the requirements set out in Manual for Streets [MfS], a 'y' distance of 59 metres should be provided based on a 30mph speed limit (a design speed of 37.5mph), whilst this can be reduced to 43 metres based on a design speed of 30mph. Based, therefore, on the speed surveys referred to in Section 2, the 43 metre 'y' distance is considered appropriate. This 'y' distance has also been agreed with LCC highways at the pre-application meeting. With regard to the 'x' distance and as set out in MfS, a 2.4 metre provision should be adopted.
- 4.7 Taking account of the above, the layout included at **Appendix A** shows required 2.4 x 43m visibility splays can be provided in both directions for vehicles leaving all site accesses at Cuckoo Lane. At the Gateacre Park Drive and Grange Lane accesses, the layout at Appendix A shows the more onerous 2.4 x 59m visibility splays can be achieved.
- 4.8 Based on the above, the proposed access arrangements off Gateacre Park Drive, Grange Lane and Cuckoo Lane are considered acceptable and appropriate from a design, safety and operational perspective. These junction forms, together with the direct driveways, are also considered to be in keeping with the surrounding highway network.

Internal Site Layout

- 4.9 Within the site and as shown on the layout at Appendix A, the new access from Gateacre Park Drive would effectively form a spine road through the site running north-west to south-east. The five accesses from Cuckoo Lane would then travel south-west to north-east to join this main route, whilst the Grange Lane access would join the route from the north.
- 4.10 The main spine road through the site running north-west to south-east from Gateacre Park Drive would be 5.5 metres in width. As shown on the layout at Appendix A, this would include raised table top junctions where it meets the other five access roads to the site. It would also include a vertical hump in the area of plot 108. These provisions are aimed at keeping traffic speeds on this road to 20mph.
- 4.11 With regard to the five access roads from Cuckoo Lane, these would also be 5.5 metres in width between Cuckoo Lane and the site spine road, as would the access road running from Grange Lane.
- 4.12 As part of the site layout, consideration has been given by Countryside's design team to the "Design for Access for All" in respect of the highway design and levels for this development.

- 4.13 With regard to access by refuse vehicles, the layout has been reviewed and can accommodate refuse vehicles within the confines of the carriageway.

Pedestrian, Public Transport and Cycle Provision

Pedestrian provision

- 4.14 As set out above, the main site accesses would include 2 metre footways to both sides and link the site to the surrounding pedestrian network off Gateacre Park Drive, Grange Lane and Cuckoo Lane. These footways would continue throughout the site on both sides of the highway network referred to above.
- 4.15 To help link the above provisions to the existing pedestrian network, all accesses off Grange Lane, Gateacre Park Drive and Cuckoo Lane would include dropped crossings and tactile paving across the site access arms. In addition and as set out in Section 3, it is also proposed to provide dropped crossings and tactile paving in the following off site locations:
- Across the Grange Lane arm of the Gateacre Park Drive / Grange Lane junction;
 - Across the Cuckoo Lane arm of the Gateacre Park Drive / Cuckoo Lane junction;
 - Across the Oakfield Avenue arm of the Cuckoo Lane / Oakfield Avenue junction; and
 - On Grange Lane in the vicinity of the southbound bus stop north of Grangemeadow Road.

Public transport provision

- 4.16 As set out in Section 3 and shown on the layout at Appendix A, it is proposed to retain the two existing Grange Lane bus stops outside the site in their existing locations but upgrade them as part of the proposed development. With regard to the northbound stop, this would likely include the provision of raised kerbing, paving and an enclosed shelter. At the southbound stop, this too would include the provision of raised kerbing and paving and, if it can be accommodated whilst retaining the necessary footway width, a cantilever shelter. The details of these proposals will need to be discussed and agreed with Merseytravel.

Cycle provision

- 4.17 With regard to cycle provision, the internal site layout is considered to be conducive to cycle use, whilst the accesses to the site off Gateacre Park Drive and Grange Lane link directly to the existing cycle network. Furthermore, the accesses off Cuckoo Lane also allow cyclists to link to these existing routes.
- 4.18 In terms of cycle parking, dwellings will have garages and/or enclosed gardens where appropriate provision could be made by future residents for secure cycle parking.

Parking Provision

- 4.19 The Ensuring Choice of Travel SPD sets out minimum parking standards, in this case an average of 1.5 spaces per dwelling, for sites that fall outside Liverpool City Centre.
- 4.20 The proposals shown on the layout at Appendix A provide parking at 2 spaces per dwelling. This therefore accords with the standards set out in the SPD and the requirements of LCC highways and provides what is considered an appropriate level of provision for the proposed dwelling types to ensure that regular on street parking will not occur at the proposed site.

5 Objectives, Measures and Targets

Introduction

- 5.1 In order for the Travel Plan to be effective and achieve an end goal, it needs to identify objectives for both the developer and future residents. It also needs to identify measures that can be implemented to reach these objectives, as well as define measureable targets to ensure these objectives are being met.
- 5.2 In relation to objectives, consideration also needs to be given to the fact that future residents should retain a good degree of travel choice, as a travel mode which suits one individual will invariably not suit another. Objectives and measures therefore need to be positive in nature and cover a range of options to encourage people to transfer to the sustainable modes as opposed to negative in nature with a view to discouraging people to travel by car.
- 5.3 In light of the above and having established that the site is well placed in terms of connectivity, this section considers the objectives, measures and targets of the Travel Plan as they relate to tiers 2 and 4 of the Travel Plan pyramid.

Objectives

- 5.4 As set out at the beginning of this document, it is clearly not possible at this early stage in a sites delivery to derive specific objectives for future residents of the site which relate to its day to day operation given the variety of unknowns. This document therefore makes no reference to future occupier / residents objectives and sees these as things to be identified at a later stage. However, it is possible to identify overarching objectives to be met by the developer.
- 5.5 In light of the above, the DfT "Making residential travel plans work: guidelines for new development" document sets out the following five objectives for residential travel plans:
 - *to address residents' need for access to a full range of facilities for work, education, health, leisure, recreation and shopping;*
 - *to reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the travel plan;*
 - *to promote healthy lifestyles and sustainable, vibrant local communities;*
 - *to encourage good urban design principles that open up the permeability of the development for walking and cycling linked to the design and access statements;*
 - *to address specific problems identified in the site's Transport Assessment.*
- 5.6 The guidance recommends that one or more of the above objectives may carry more weight than others based on the individual sites characteristics. Given that the development is not a significant generator of traffic and does not have an impact on the highway network it is considered that the first and third points above are the key objectives in this instance. In terms of the fourth objective relating to design it is considered the proposed detailed site layout already meeting this objective.

Tier 2 - Physical Measures

- 5.7 As set out in Section 4, a number of external physical measures are proposed, including:
 - The provision of dropped crossings and tactile paving across the site access arms;
 - The provision of dropped crossings and tactile paving at the Gateacre Park Drive / Grange Lane, Gateacre Park Drive / Cuckoo Lane and Cuckoo Lane / Oakfield Avenue junctions, and on Grange Lane in the vicinity of the southbound bus stop north of Grangemeadow Road; and
 - The upgrade of the two existing Grange Lane bus stops outside the site.
- 5.8 Within the site, dwellings will have garages and/or enclosed gardens where appropriate provision could be made by future residents for secure cycle parking.
- 5.9 These measures will enhance the site's accessibility and help promote additional use of sustainable transport.

Tier 3 - Travel Plan Coordinator (TPC)

- 5.10 The developer would identify an appropriate TPC before occupation of the first dwelling on the site. The developer would commit to maintain someone in this position for the period of the construction of the scheme.
- 5.11 The TPC would be the main link between Liverpool City Council [LCC], Merseytravel and other important organisations in the local area such as bus companies and local schools.
- 5.12 It would be the TPCs responsibility to facilitate the implementation the soft measures listed below and any others which may be promoted over time.

Tier 4 'Soft' Measures

- 5.13 It is clear from Section 3 that the site is well placed to benefit from its proximity to the numerous facilities offered in the area, including the local centres and educational establishments, and to link to the bus services in the area.
- 5.14 Set out below are a number of potential 'soft' travel planning measures which will assist in meeting the developers objectives and should be investigated as the site progresses and the Travel Plan evolves.
- 5.15 The TPC will provide all new householders on the site with a Travel Welcome Pack.

Car Share

- 5.16 Car sharing is one of the most effective and popular 'soft' travel planning measures. Not only is it a proven way of reducing the number of car based trips at a development, thereby having a positive benefit on highway operation, but it also has a cost saving benefit for participants.
- 5.17 There are a number of car share database on the internet, such as www.carshare.com or www.nationalcarshare.co.uk, which could act as a starting point for setting up such a scheme. These links would be provided to new residents through the Welcome Pack.

Bus Awareness

- 5.18 It is not always apparent to residents who are new to an area just what their travel options are and the opportunities that exist to travel by bus. It is also suggested that once a travel pattern is established it is hard to break. On that basis, making residents of the development aware of opportunities to travel by bus from the outset will prove highly effective in helping to reduce their reliance on the car.
- 5.19 It is therefore suggested that bus timetables and route maps be provided as part of the travel welcome pack, together with maps showing routes to the nearest bus stops.
- 5.20 The welcome pack would also provide web links to key sites such as Mersytravels site where journey planning and up to date timetabling can be found.

Walking and Cycling Awareness / Schemes

- 5.21 As with bus information, it is important that residents are made aware of walking and cycling opportunities at an early stage to help establish a sustainable travel pattern. It is therefore suggested that details of safe walking and cycling routes should be provided in the travel welcome pack.
- 5.22 Residents would be provided with links to web sites such as Walk-it.com which helps people plan walking routes. A link would also be provided to LCC's cycling pages.

6 Delivery and Monitoring

Introduction

- 6.1 Having identified in the previous section overarching objectives and measures for the Travel Plan, this section considers the delivery of the Travel Plan as the site progresses, as it relates to tiers 3 and 5 of the Travel Plan pyramid.

Delivery

Travel Plan Co-Ordinator

- 6.2 As set out in Section 2, tier 3 of the Travel Plan pyramid refers to a co-ordinator to effectively lead the Travel Plan process and ensure the effective management and development of the Travel Plan. This person will also be required to progress the detailed objectives and measures referenced in the previous section of this document. This person is referred to as the Travel Plan Co-ordinator [TPC].
- 6.3 The role of TPC is fundamental to the Travel Plans successful implementation. Not only is the TPC the first point of contact for all residents and external bodies, they are also responsible for the marketing, promotion and awareness-raising elements identified as tier 5 in the Travel Plan pyramid.
- 6.4 At this stage it has not been agreed who will take responsibility for the TPC role. In the interim period the main contact will be a member of staff from within developer's organisation.

Implementation

- 6.5 The previous section of this high level Travel Plan sets out some overarching objectives and measures for the full Travel Plan. Table 6.1 below therefore sets out an indicative framework for the implementation of the Travel Plan. It should be noted that this is very much the starting point of an implementation programme which must be reviewed as the scheme progresses on site and starts to become occupied.

Table 6.1: Framework Implementation Programme

Date	Action
Commencement on site	<ul style="list-style-type: none"> Member of 'front of house' sales team assigned TPC role. TPC made aware of the Travel Plan document and its requirements. TPC to liaise with LCC and Merseytravel to obtain walking, cycling and public transport information to disseminate to potential buyers / residents.
Infrastructure in place and dwellings starting to be occupied	<ul style="list-style-type: none"> Issue travel welcome packs, complete with detailed travel information.
Final occupation	<ul style="list-style-type: none"> Review travel plan objectives and measures



Figures

Figure 1.1: Site Location

Figure 3.1: Walking Catchment and Site Accessibility

Figure 3.2: 5km Cycling Catchment

Figure 1.1 Site Location

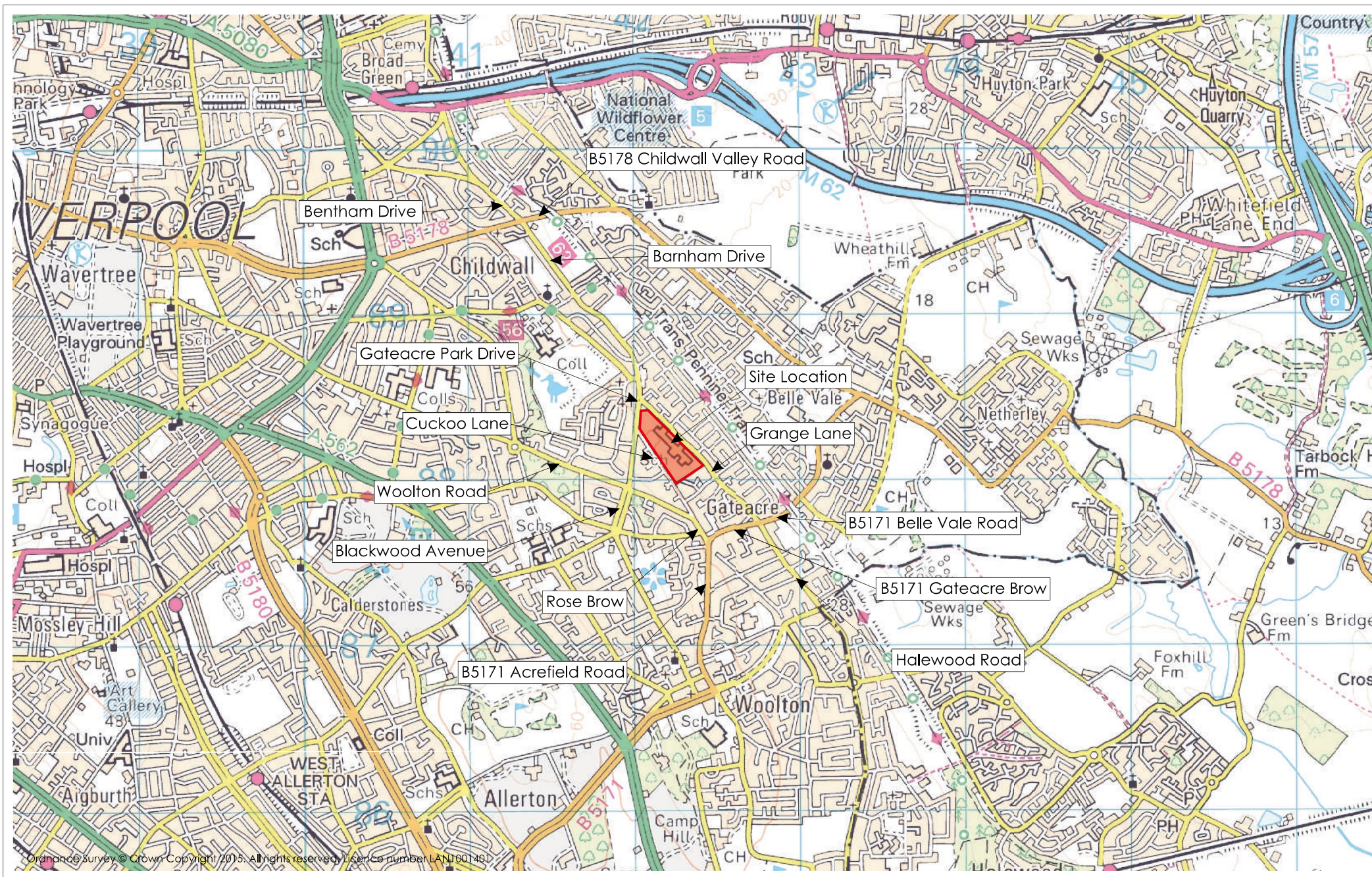


Figure 3.1 Walking Catchment and Site Accessibility

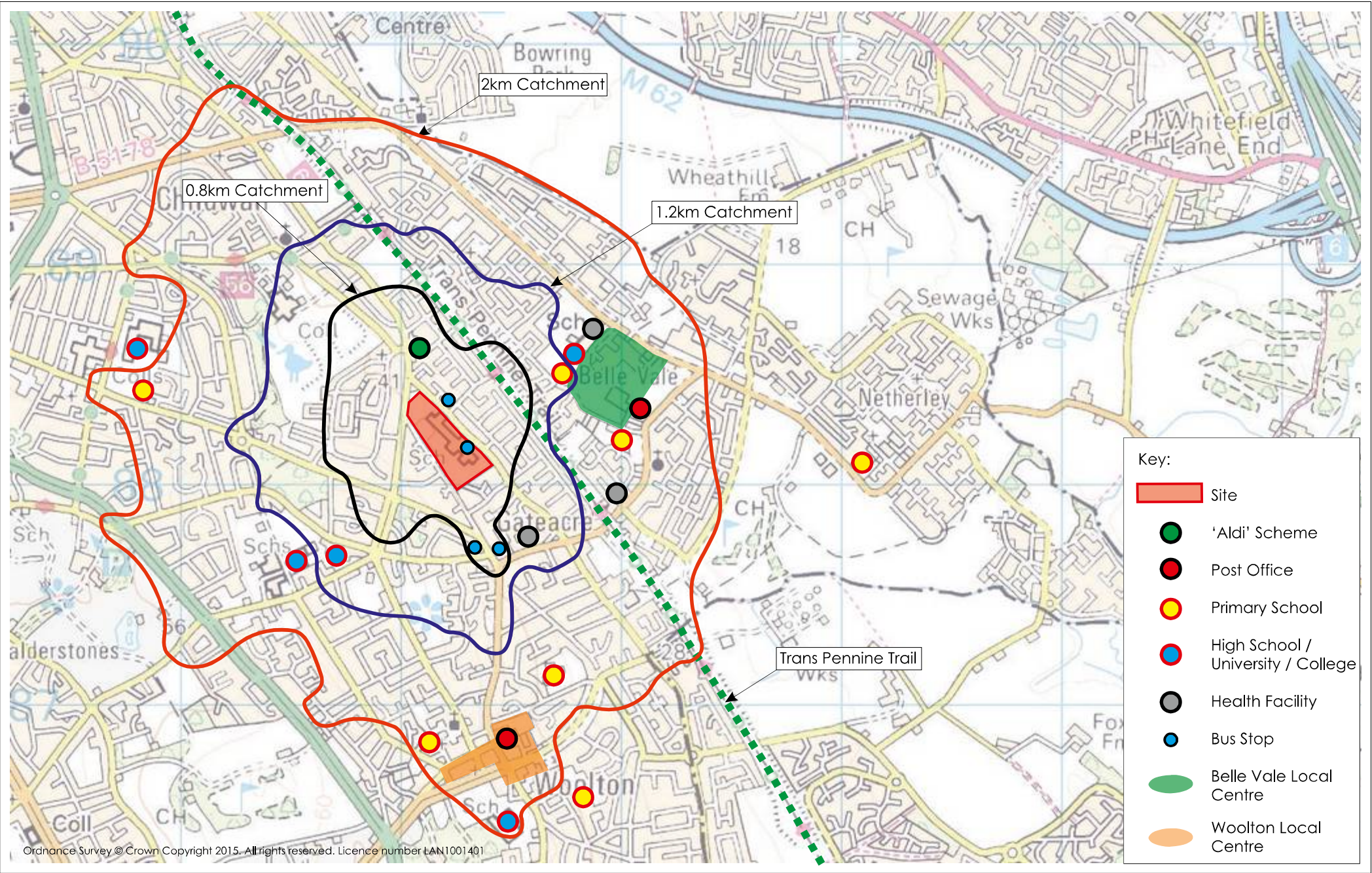
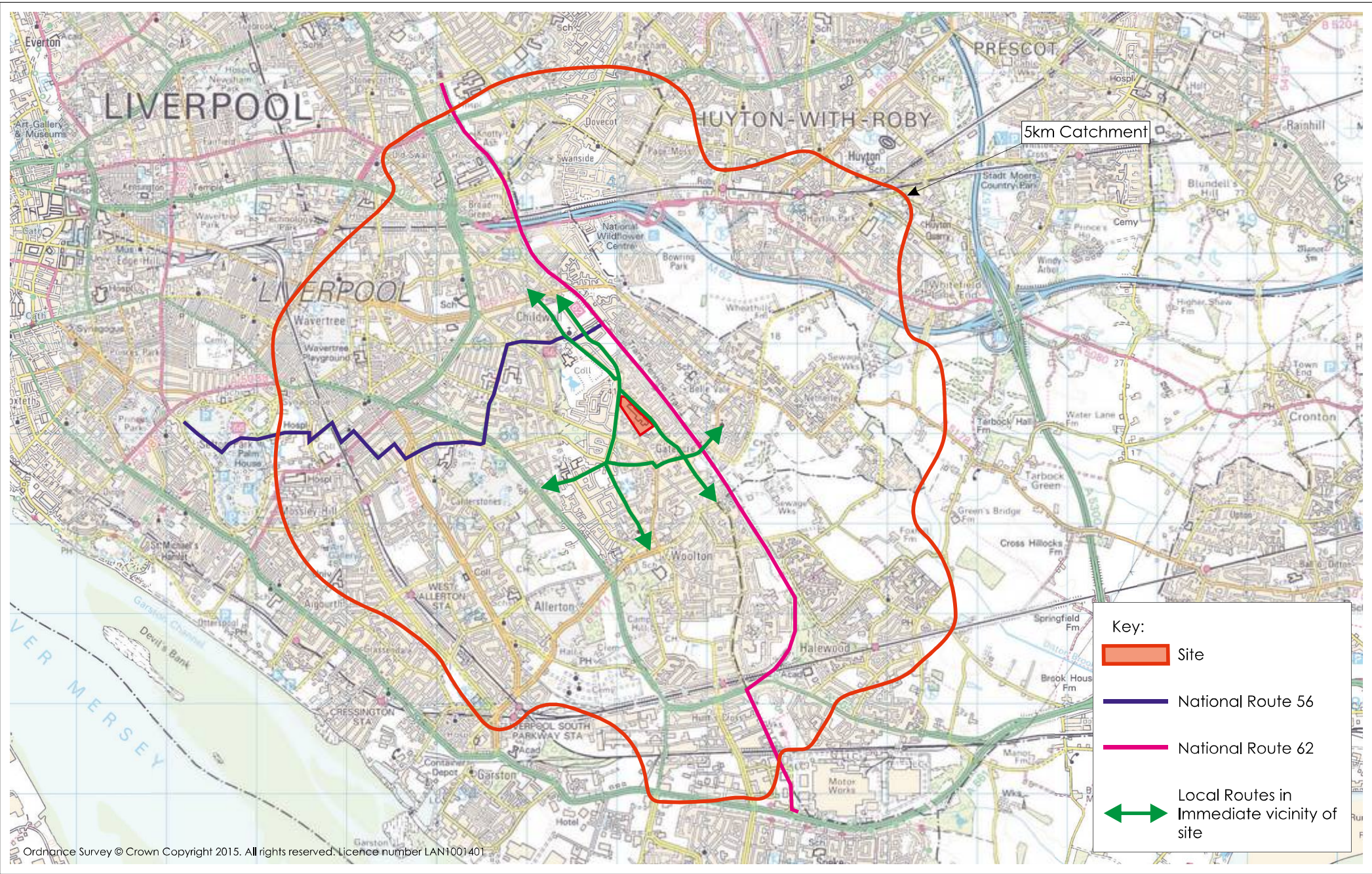


Figure 3.2 Cycle Routes and 5km Cycle Catchment





Appendix A: Proposed Site Layout

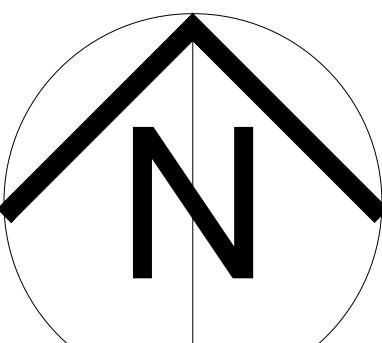


LEGEND

- FOOTPATHS AND PATIOS TO BE MARSHALLS 450x450mm STANDARD 8.5 CONCRETE FLAGS BUT JOINED ON 50mm THICK SAND BED ON 100mm THICK LAYER OF WELL CONSOLIDATED HARDCORE. PATHS GENERALLY TO BE 900mm WIDE. COLOUR GREY.
- HATCH DENOTES LANDSCAPING. PLEASE REFER TO SPECIALIST CONTRACTORS DRAWING
- PARKING BAYS / DRIVEWAYS IN TRAFFICABLE BLACK BITUMEN MACADAM WEARING SURFACE TO LOCAL AUTHORITY STANDARDS. REFER TO CIVIL ENGINEERS DRAWINGS.
- 1800mm HIGH TIMBER FENCE. SEE KSD 9102A (TYPE A)
- 600mm HIGH KNEE RAIL. SEE KSD 9105
- 1800mm HIGH CLOSE BOARDED GATE. SLAM TO LOCK WITH ACCESS KEY. GATES MARKED WITH AN 'X' TO BE SLAM TO LOCK WITH COMMUNAL ACCESS KEY
- FRONT ENTRANCE DOOR. ALL DOORS TO HAVE FLUSH THRESHOLDS. UNLESS NOTED OTHERWISE PROVIDE 100 x 1200mm LEVEL PLATFORM AT ENTRANCE TO DWELLING.
- PATIO / FRENCH DOORS. ALL DOORS TO HAVE FLUSH THRESHOLDS.
- TREES TO BE REMOVED (REFER TO TREE SURVEY)
- 1800mm HIGH BRICK WALL. SEE RSD 0001 TYPE 1.
- HATCH DENOTES EXTENT OF GABION RETAINING STRUCTURE
- HATCH DENOTES EASEMENT SURFACE (TBC)


NOTES

- PATHS GENERALLY TO BE 900mm WIDE.
- PATIOS GENERALLY TO BE 2700 x 1800mm UNLESS INDICATED OTHERWISE.
- PAVING SLABS TO ABUT HOUSE WHERE FOOTPATH OR PATIO IS ADJACENT TO DWELLING.
- MOWING STRIP TO BE PROVIDED WHERE TURNED AREAS ABUT HOUSE. TO CONSIST OF 150mm WIDE WHITE STONE CHIPPINGS.
- GROUND LEVEL ADJACENT TO HOUSE TO BE 150mm BELOW S.S.L. UNLESS OTHERWISE NOTED.
- FOR SURFACE FINISHES TO ADAPTABLE ROADS. ADAPTABLE FOOTPATHS AND BRIDGE VIBRAS PLEASE REFER TO CIVIL ENGINEERS DETAILS.
- ALL DWELLING ENTRANCES TO HAVE LEVEL THRESHOLDS.



0 2.5 5 10 15 25 m
SCALE BAR 1:500





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Proposed Access Layout

Scale: 1:500
Date: February 2015
Drawing no: SK384-AL-01
Sheet 1 of 1

drawn by: AC
checked:
revised: