



DTPC

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INTERIM TRAVEL PLAN

**PROPOSED FOOD RETAIL DEVELOPMENT FORMER
BRIDGE INN, CHILDWALL, LIVERPOOL**



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CONTROLLED DOCUMENT

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1. INTRODUCTION

DTPC has been appointed by Roman Summer Associates on behalf of BB Heritage to prepare a Framework Travel Plan (FTP) associated with their proposed development at the Bridge Inn, Childwall, Liverpool

Development Proposal

The application relates to a proposed food and non food retail development at the former Bridge Inn, Childwall, Liverpool on a site located in the urban area.

Purpose of report

The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Framework Travel Plan to enable the retail units to manage its future staff travel modes for the new facility.

This FTP discusses the following issues:

- Government Planning and Transportation Policy
- Site and Local Area
- Sustainability
- Measures and Targets
- Summary & Conclusions.

Liability of Report

This report is prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Transport White Paper (TWP)

The Transport White Paper promotes developments that enable the choice of transport access to be maximised. It requires local authorities to draw up five-year transport plans known as Local Transport Plans (LTP). These plans are intended to co-ordinate and improve local transport, set out strategies for promoting walking, cycling and adoption of Green Transport Plans (GTPS) to employment sites, schools and other destinations.

Improvement in public transport facilities and an increase in their use is a key aim of the TWP. The TWP states that public transport has:

- Become the focus of our efficient transport system that gets people to where they want to be, quickly and comfortably without having to rely on our cars; and
- It aims to improve the level of service provided through the uptake of Quality Partnerships which have been given a statutory basis under which Councils can require operators to meet certain quality criteria.

In terms of rail, the Network Rail allows a tougher regulation of standards and a better promotion of integration and interchange with and between other public transport services. With regard to pedestrians, the TWP recommends that priority be given to walking by allocating additional road space to pedestrians. This can be achieved by providing wider footways, more direct and convenient routes for walking and by providing more pedestrian crossings.

A further provision of the TWP is that local authorities will be required to increase provision of secure cycle parking as well as allocating more road space for cyclists and applying speed restraints.

National Planning Policy Framework

The NPPF has replaced the previous PPG13 and sets out the policy framework for sustainable development and supersedes the previous advice.

For 12 months from publication of the NPPF decision makers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with the NPPF. In other cases and following the 12 month period due weight should be given to relevant policies in existing plans according to their "degree of consistency" with the NPPF.

Policies in emerging plans may be given weight according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections, and the degree of consistency of relevant policies in the emerging plan to the policies in the NPPF.

Paragraph 36 of the National Planning Policy Framework sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan.

Local planning authorities must make a judgement as to whether a proposed development would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development which proposes no car parking in an area of high public transport accessibility).

In determining whether a Travel Plan will be needed for a proposed development the local planning authorities should take into account the following considerations:

- the Travel Plan policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area;
- whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and
- relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.

Paragraph 36 of National Planning Policy Framework asks how should the need for and scope of a travel plan be established?

The anticipated need for a Travel Plan should be established early on, preferably in the pre-application stage but otherwise within the application determination process itself.

Consideration should be given at the pre-application stage to:

- the form and scope of the Travel Plan;
- the outcomes sought by the Travel Plan;
- the processes, timetables and costs potentially involved in delivering the required outcomes (including any relevant conditions and obligations);
- the scope of the information needed; and
- the proposals for the ongoing management, implementation and review processes.

Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

They should evaluate and consider:

- benchmark travel data including trip generation databases;
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;

- relevant information about existing travel habits in the surrounding area;
- proposals to reduce the need for travel to and from the site via all modes of transport; and
- provision of improved public transport services.

They may also include:

- parking strategy options (if appropriate – and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and
- proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives).

These active measures may assist in creating new capacity within the local network that can be utilised to accommodate the residual trip demand of the site(s) under consideration.

It is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating so that it can be based upon the occupational and operational characteristics of the development.

Any sanctions (for example financial sanctions on breaching outcomes/ processes) need to be reasonable and proportionate, with careful attention paid to the viability of the development. It may often be more appropriate to use non-financial sanctions where outcomes/ processes are not adhered to (such as more active or different marketing of sustainable transport modes or additional traffic management measures). Relevant implications for planning permission must be set out clearly, including (for example) whether the Travel Plan is secured by a condition or planning obligation.

Travel Plans can only impose such requirements where these are consistent with Government policy on planning obligations.

Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.

The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer or qualifying body for neighbourhood planning. Who has responsibility for monitoring compliance should be clear.

Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative.

Addressing health equity within travel plans

The World Health Organization Global Commission on the Social Determinants of Health advocates for a Health Equity in All Policies approach to tackling inequalities/inequities in health. In particular the Commission recommends that agencies consider the health equity impact of transport and urban design to promote physical activity through investment in active transport (WHO 2008).

Equity in health implies that ideally everyone should have a fair opportunity to attain their full health potential and, more pragmatically, that no one should be disadvantaged from achieving this potential, if it can be avoided. Inequity refers to differences in health which are not only unnecessary and avoidable, but in addition are considered unfair and unjust (World Health Organization, 1998). The social determinants of health are mostly responsible for health inequalities - these are the conditions in which people are born, grow, live, work and age, including the health system. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels, which are themselves influenced by policy choices (World Health Organization, 2008).

Local government has a new role in improving health.

The important role of transport in improving health has been recognised and reflected in changes to local government responsibilities and resources that came into place in March 2013. Local authorities are now responsible for demonstrating improvements in 68 indicators of the health of their residents. Many of these indicators relate to streets and transport including road traffic injuries, air quality, noise, physical activity and social connectedness.

The recent changes in local government have brought this role to the fore. In particular, the importance of the walking and cycling people do as part of their everyday routine, as they will deliver huge economic and social benefits by keeping people active and healthy. The expected growth of cycling up to 2026 is estimated to deliver £250m in health economic benefits annually.

Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries. These issues are all connected, and to deliver the biggest benefits from more walking and cycling there is a need to ensure the streets invite people to walk and cycle whenever possible.

Indicators of a healthy street environment

Source	Main health impacts that can be improved
Physical activity	Obesity Heart disease Stroke Depression Type 2 diabetes
Air quality	Cardiovascular disease Respiratory diseases
Road traffic collisions	Physical injuries Psychological trauma
Noise	Mental health Blood pressure Child development
Access and severance	Mental wellbeing Personal resilience Stress Social isolation

New local government responsibilities for public health

The Health and Social Care Act 2012 transferred responsibility for public health from the National Health Service to local government. Local authorities now have a statutory responsibility to use their powers and resources across all sectors to improve the health of their population.

Council's are responsible for delivering a Local Implementation Plan for transport and a Health and Wellbeing Strategy that will improve the health of its population.

Local authorities are measured against 68 Public Health Outcome Measures to assess how they are improving the health of their population. Many of these health impacts can be directly and indirectly delivered through improving street environments and public transport. Some examples include obesity, physical activity, air quality, noise, deaths and serious injuries on the road, and social connectedness. See table overleaf.

High level outcomes	Wider determinants	Health improvements	Healthcare improvements
<ul style="list-style-type: none"> • Healthy life expectancy • Health inequalities 	<ul style="list-style-type: none"> • Children in poverty • Pupil absence • 16–18 year old NEET • Employment for people with a LTC • Sickness absence rate • Killed and seriously injured on the road • Violent crime • Population affected by noise • Use of green space for exercise • Social connectedness • Older people's perception of safety 	<ul style="list-style-type: none"> • Low birth rate • Breastfeeding • Early childhood development • Childhood obesity • Wellbeing of looked after children • Diet • Adult obesity • Physical inactivity • Diabetes • Self-reported wellbeing • Falls and fall injuries in the over-65s 	<ul style="list-style-type: none"> • Preventable deaths • Premature deaths from cardiovascular disease • Premature deaths from all cancers • Early death from respiratory disease • Suicide • Quality of life for older people • Hip fractures in the over-65s • Dementia
Health protection <ul style="list-style-type: none"> • Air pollution • Sustainable development plans for public sector organisations 			

10 indicators to a healthy street, source Lucy Saunders.

Indicator	How it relates to health
Pedestrians from all walks of life	Everybody needs to be active every day. If the mix of people walking in the street does not include certain groups such as children, older people or those with disabilities then the street environment is excluding some people from staying active.
People choose to walk and cycle	Some people walk or cycle not out of choice but due to poor access by other modes of transport. This can have negative impacts on their health and wellbeing. Success should be measured by people choosing to walk and cycle, rather than levels of walking and cycling.
Clean air	The health impacts of air quality include cardiovascular disease and respiratory disease.
People feel safe	People need to feel that they will be safe from injury and crime when they are on the street.
Not too noisy	Noise has a range of health impacts including stress and high blood pressure. It also discourages people from walking and cycling.
Easy to cross	If streets are difficult to cross because of physical barriers or traffic, people will be discouraged from using the street, particularly on foot. This can be socially as well as physically restricting.
Shade and shelter	Some people have difficulty moderating their body temperature, and this can put their health at risk in hot weather. Shade is needed on streets to enable people to keep cool.
Places to stop	Many people can only walk short distances without taking a rest, particularly those who are older, young, pregnant, injured or who have a disability or health condition such as chronic obstructive pulmonary disease. Providing seating at regular intervals is necessary to enable these people to incorporate much needed physical activity into their daily routine.
Things to see and do	Street environments need to be stimulating and engaging to invite people to walk and cycle more. This highlights the importance of good urban design and maintenance of public spaces in delivering health benefits.
People feel relaxed	Walking or cycling in the street should not be a stressful experience. If people are not relaxed it indicates that issues such as noise, insufficient space or fear of danger have not been addressed.

Examples of the evidence base overleaf.

Evidence for effective measures to improve health through transport		
Owner	Resource	What it is for
NICE	Public Health Guidance 8 Physical activity and the environment (January 2008)	'Gold standard' evidence-based guidance from the National Institute for Health and Care Excellence (NICE) relating to active travel. These are summarised in NICE's pathway for local authorities.
NICE	Public Health Guidance 13 Promoting physical activity in the workplace (May 2008)	
NICE	Public Health Guidance 17 Promoting physical activity for children and young people (January 2009)	
NICE	Public Health Guidance 25 Prevention of cardiovascular disease (June 2010)	
NICE	Public Health Guidance 31 Preventing unintentional road injuries among under-15s: road design (November 2010)	
NICE	Public Health Guidance 41 Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (November 2012)	

Policy guidance on transport and health		
Owner	Resource	What it is for
UK Faculty of Public Health	Transport & health: Position statement and briefing statement (2013)	These papers set out the position of the UK body of public health specialists part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
UK Faculty of Public Health	Built environment & physical activity: Position statement and briefing Statement (2013)	These papers set out the position of the UK body of public health specialists, part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
Public Health England & Local Government Association	Obesity and the environment: Increasing physical activity and active travel (2013)	This document summarises the importance of active travel in tackling obesity and outlines the regulatory and policy approaches that can be taken.

Evidence of the health impacts of transport		
Owner	Resource	What it is for
Mindell JS, Watkins SJ, Cohen JM (eds.), Stockport: Transport and Health Study Group	Health on the Move 2. Policies for health promoting transport (2011)	This report provides a detailed compendium of evidence and expert opinion on the full range of health impacts of transport as well as policy recommendations.
Saunders et al, Plosone	What Are the Health Benefits of Active Travel? A Systematic Review of Trials and Cohort Studies (2013)	This paper brings together for the first time every published study that measured a health outcome of walking or cycling for transport in either a trial or a cohort study (empirical studies not cross-sectional ones). It shows the wide range of health benefits associated with active travel including diabetes, mental wellbeing, obesity, bone strength and breast cancer.
British Medical Association	Healthy Transport = Healthy Lives (2012)	This accessible report describes the main impacts of transport on health in the UK and includes clear graphs and illustrations.
Mackett RL & Brown B, University College London	Transport, Physical Activity and Health: Present knowledge and the way ahead (2011)	This report explores in detail the links between transport and its biggest health impact, physical activity.
Sustainable Development Commission	Fairness in a Car Dependent Society (2011)	This report presents the range of health inequalities that arise from car-dependent societies.

The use of walk/cycle modes either as an individual mode or part of a linked travel mode is key to delivering healthy outcomes.

The following chapters of this report will show that the proposed development is compliant with local and national policy in this respect.

3. WHAT IS A TRAVEL PLAN

What is a Travel Plan?

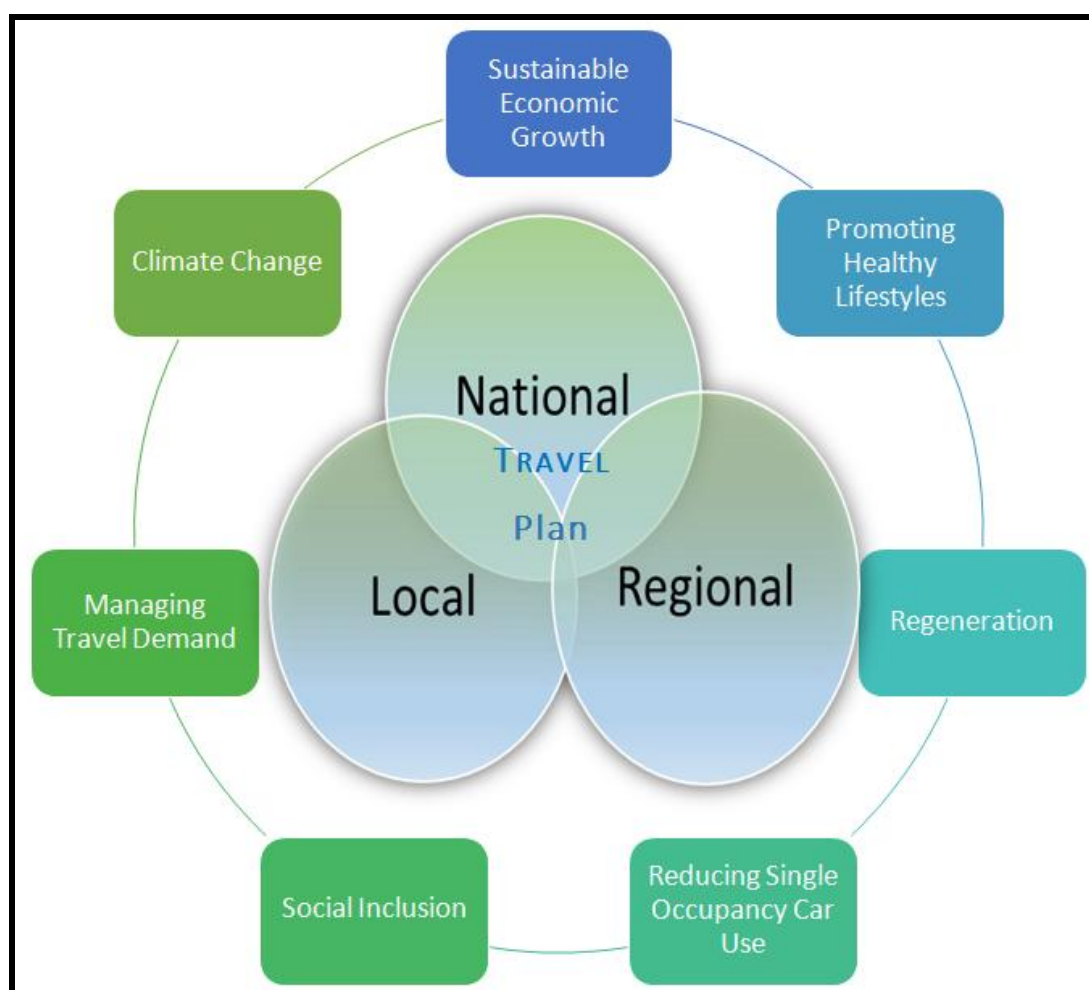
A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

National planning policy states that single occupant car trips are unsustainable, and should be mitigated wherever possible in favour of trips by walking, cycling or public transport.

A Travel Plan achieves this by raising awareness of available alternative transport modes, and offering incentives to site users to make the switch away from car journeys. It is important for a development to take responsibility for the impact of the vehicle trips that it generates on the local highway network and surrounding environment.

A Travel Plan provides a robust evaluation tool to ensure that developments are achieving gains in environmental sustainability, and are more efficiently managing the demand for travel to and from the site. This will benefits to all parties involved – public, private and community.

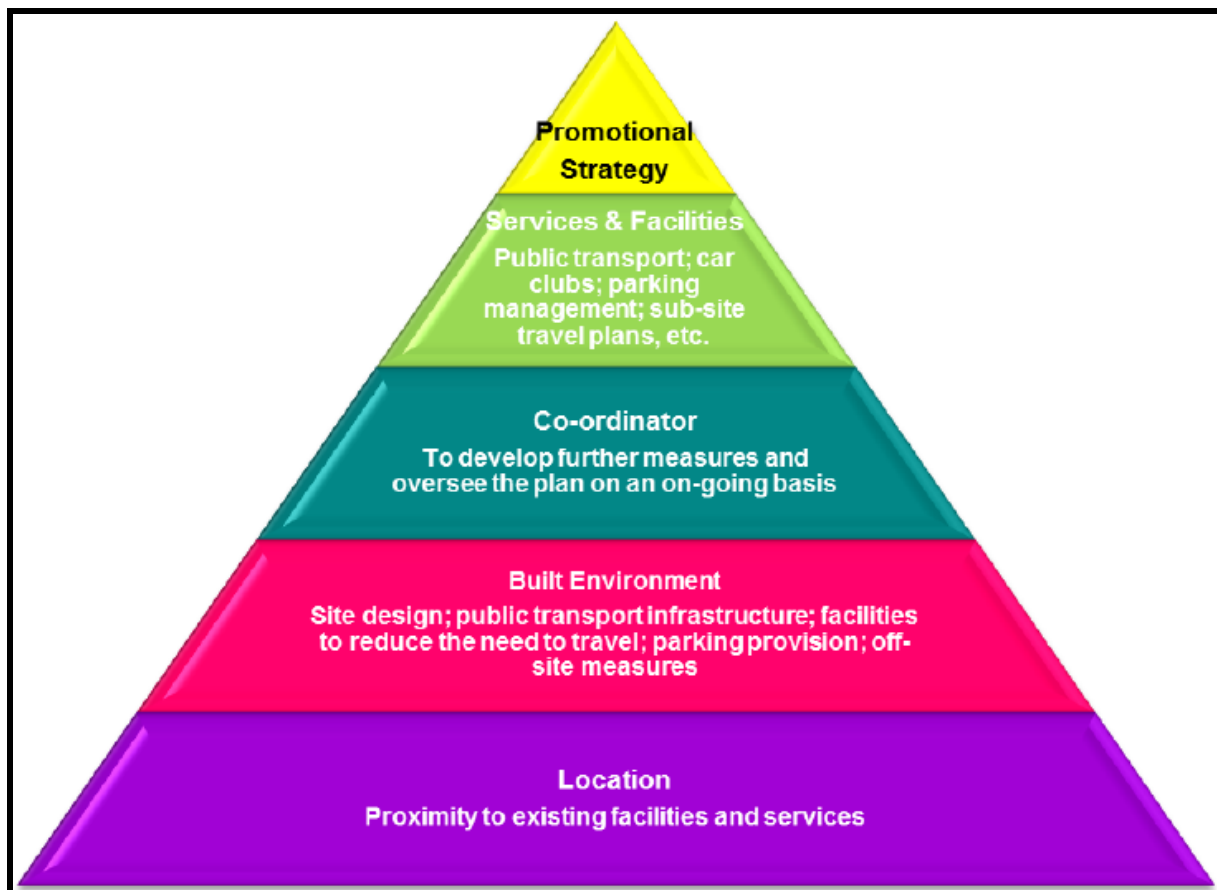
The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of occupants and staff in a new way and require partnerships between developers, local authorities, local communities and new residents.



How the Travel Plan accords with planning policy

The Site Travel Plan will need to accord with national and local planning policy related to the development of softer-transport measures and sustainable travel objectives.

All the measures put forward should be integrated into the design, marketing and occupation of the site. In addition parking restraint is often crucial to the success of the plan in reducing car use, responsible car use rather than ownership is seen as the key factor.



Travel Plan Triangle

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

“Reduce the number of car borne trips particularly single occupancy trips on the network from the site to a significantly lower level than predicated and to encourage staff and visitors to travel by sustainable modes of transport”.

The targets should be SMART:-

- A statement of intent (the objectives) including a series of qualitative and quantitative **SMART** Travel Plan targets (**S**ustainable, **M**easurable, **A**ccessible, **R**ealistic, **T**ime sensitive);
- An assessment of the current problems/issues for the given ‘target group’;

- *An action plan of measures intended to address these issues and move toward attainment of the targets including a marketing and promotion strategy;*
- *A monitoring and review element to ensure it remains a 'living' document.*

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of the food retail operator.

Implementation of the Travel Plan

On the finalisation of the Travel Plan (following approval by the Travel Plan Officer at the Council) the document will be taken forward by the nominated Travel Plan Co-ordinator and a promotion and awareness campaign will be launched encouraging staff and visitors to review their journeys to and from estate, and to consider the provision of accessible transport alternatives.

At this time it will be important that the measures set out in this Travel Plan are fully developed and implemented in accordance with the agreed aims and objectives.

It is not intended that this plan will be issued to staff it is intended to be used by technical officers of the local authority and the client a more concise promotional style document will be provided at the appropriate time.

4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

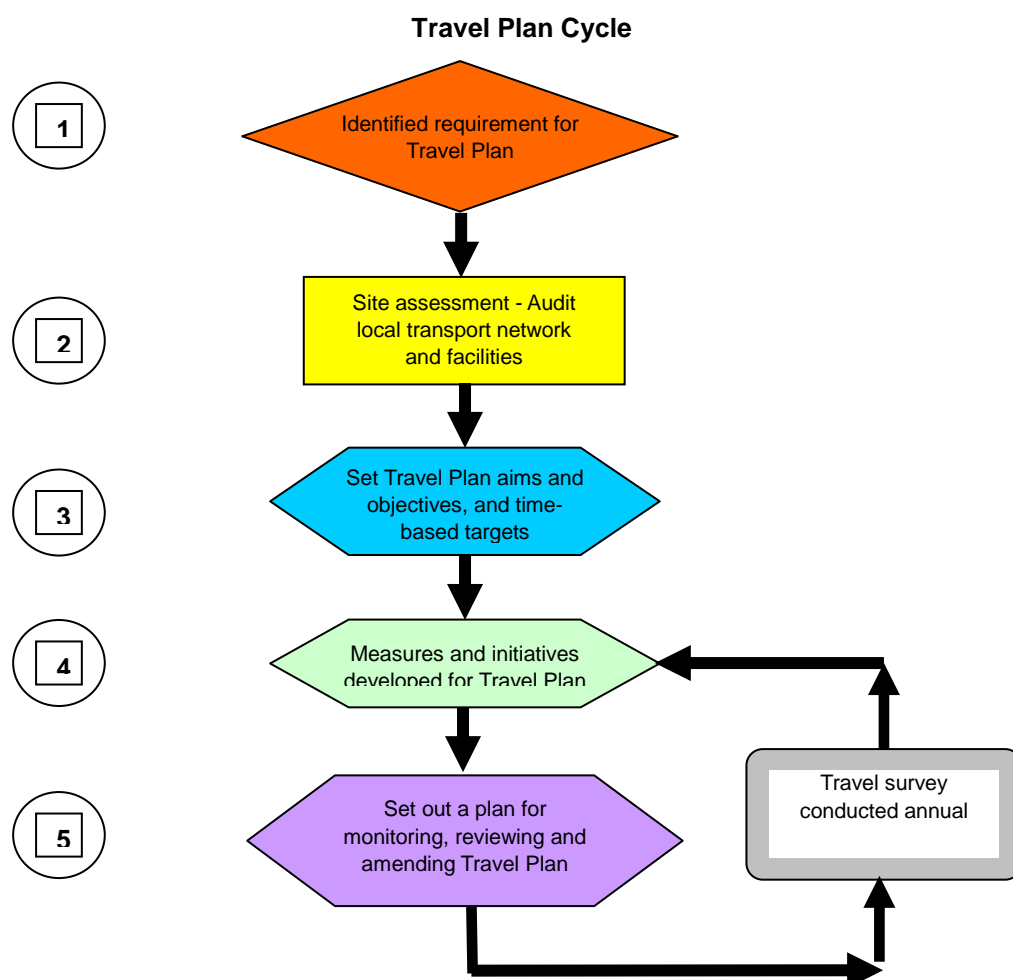
Development of a Travel Plan

A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

Information on travel patterns and traveller opinion is collated and assessed through a multi-user travel survey. This process is used to establish the baseline travel situation for the site. The Travel Plan objectives incorporate national, regional and local planning policy. The Travel Plan allows a package of objectives, targets and measures to be constructed.

At distinct points through the Travel Plan cycle, measures will be actioned and their effectiveness explored through annual post-completion site user travel surveys. The Travel Plan will be annually reviewed by LCC Travel Plan Co-ordinator and the retail TPC, and necessary amendments made, so that the cycle may begin again with a fresh set of targets and measures. Through this process, the Travel Plan will evolve and become more tailored to the site.

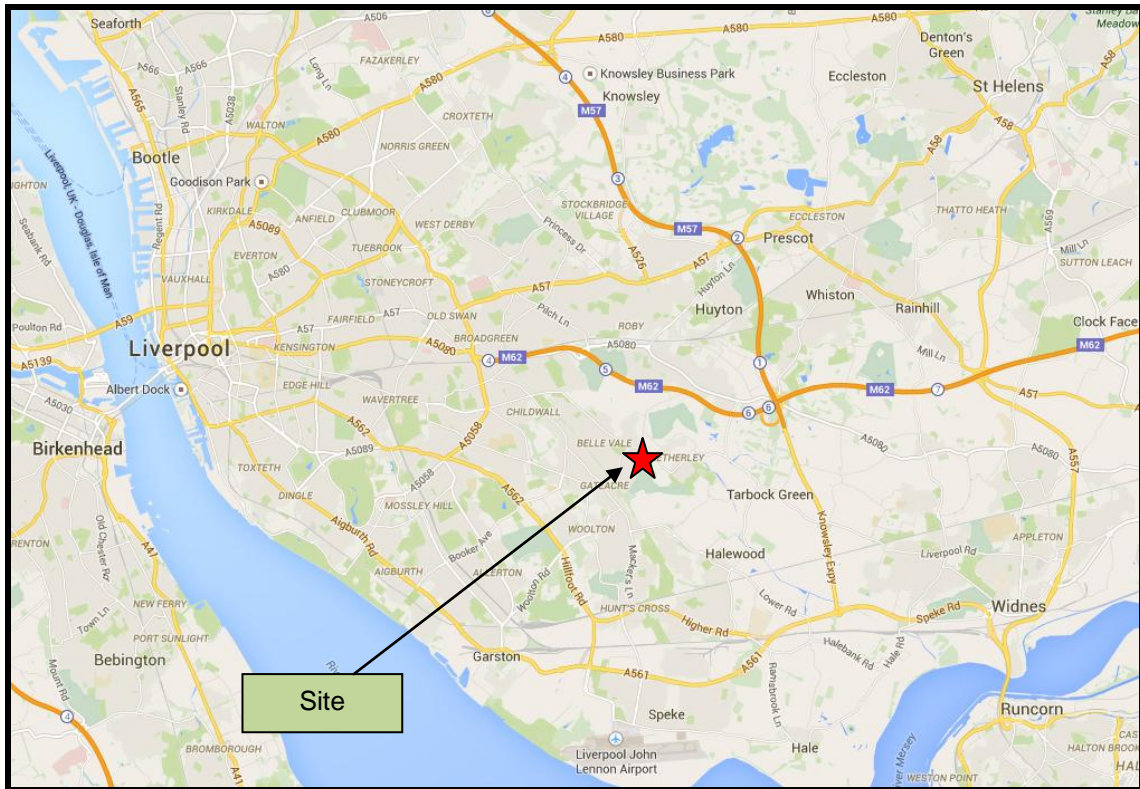
A typical Travel Plan cycle comprises of the components outlined below.



5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS

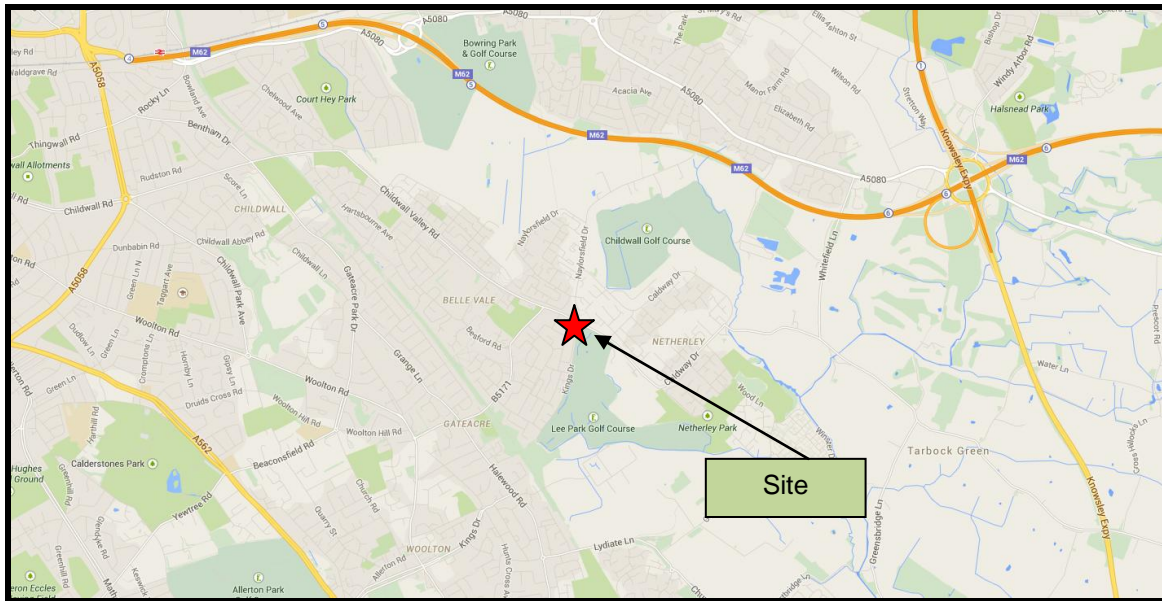
Site location context

The site is situated on the south easterly side of Liverpool City Centre south of the M62 corridor. The site is accessible by a variety of modes and is also within a short walking distance of a wide variety of facilities and attractions.

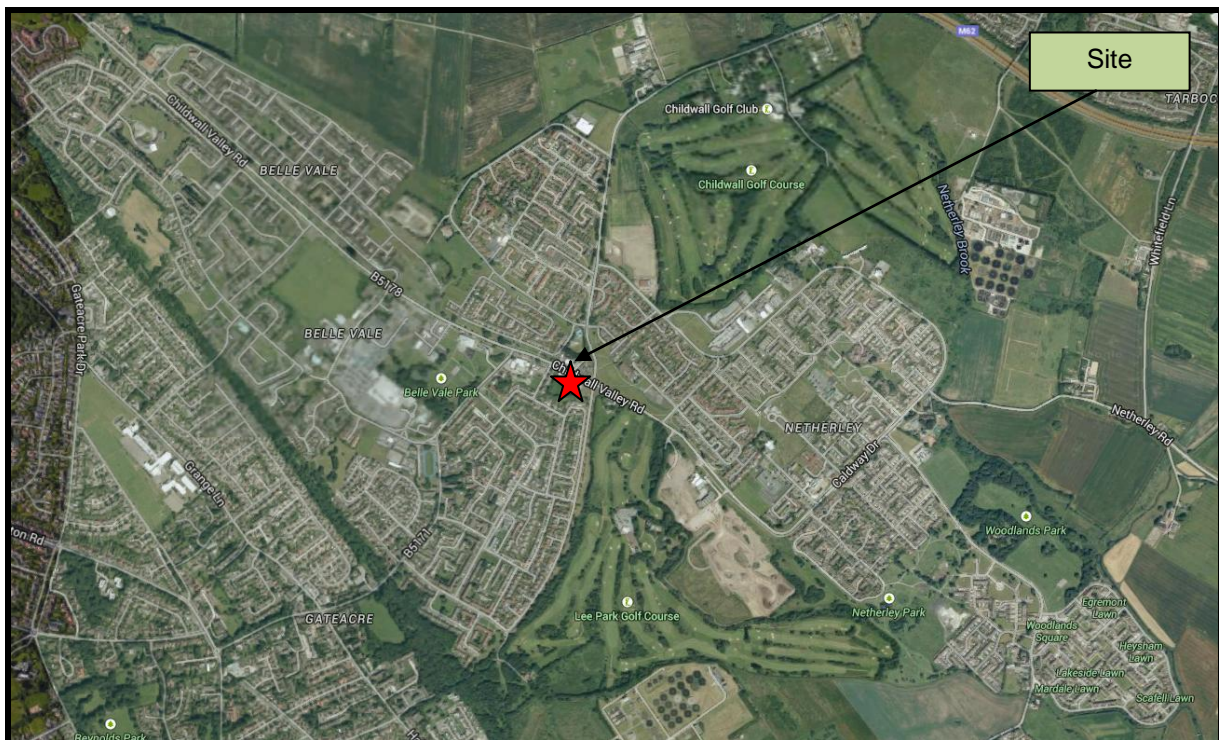


Site location plan in relation to neighbouring settlements and locally overleaf

From the site, Childwall Valley Road is the B5178 corridor running NW/SE to the A5058 corridor in the west and east linking to Runcorn and thus to the strategic highway network and thus the wider Merseyside area.



Local area setting and the site.



Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban catchment containing local services/retail units. From site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods.

Childwall Valley Road is a single carriageway with two lanes in each direction. It has a 30mph speed limit. Double yellow lines are present on both sides of the road, street lighting is present. The road is characterised by its wide footpaths and frequent bus stops. Adjacent to the site a signalised junction is provided.

A detailed photographic record of the local access and setting is provided below for future reference



The site is currently accessed from Child Valley Road via three access locations.



site frontage

The road is wide and the footpaths over 2m in with st lighting along its length



View left and right from westerly access

The fundamentals of the scheme are the removal of the three existing access points to create one access for the new uses.

Car parking

A1 – Shops	
Vehicle Type	Standard
Cycles	Staff - 1 secure covered space and locker per 300 sq. m (minimum of 2 spaces) Customer – 1 space per 200 sq. m (minimum of 2 spaces)
Motorcycles	1 Space per 500 sq. m (minimum of 2 spaces)
People with disabilities	Up to 200 bays – 3 spaces or 6% of total maximum standard, whichever is greater Over 200 bays – 4 spaces plus 4% of the total number of spaces
Service Vehicles	Required above 1,000 sq m One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.
Taxis	One pick-up/ set down required above 1,000 sq. m, with additional bays if justified by a Transport Assessment.
Other Staff/ operational parking (Maximum)	City / District Centres - 1 space per 16 sq. m (A1 - Food Shops) City / District Centres - 1 space per 22 sq. m (A1 - Other Shops) Elsewhere - 1 space per 14 sq. m (A1 - Food Shops) Elsewhere - 1 space per 20 sq. m (A1 Other Shops)

Local policy indicates that a ratio of 1:20 would be used for the 120 sqm = 6, and 1:14 for the 1580 sqm = 113 giving a policy led total of 119 as a maxima.

The site offers 100 spaces or 84% of the maxima. The site is well located for shared trips supporting the local area where walk and cycle use would be supportable, the 100 spaces are considered reasonable for the proposed development.

Cycle spaces

Staff at 1:300 would be 7 spaces, customers 8 spaces using 1:200. These are provided on site as shown.

Trip levels

Proposed Development Trips

The TRICS database has been interrogated to ascertain trip rates to represent the proposed food retail development. It should be noted that small non food retails units are not well represented in the TRICS database.

Given this a robust assessment of the development has been undertaken by combining the food and non food retail GFA together and applying this factor to the TRICS trip rate.

The table below summarises the representative food retail TRICS trip rates and trips for a unit with a total GFA of 1,670sqms. .

Peak Period		Convenience Store TRICS Trip Rate		Trips likely to be generated by 1670sqm of GFA	
		Arr	Dep	Arr	Dep
Weekday	0800 to 0900	7.032	6.865	117	115
	1700 to 1800	9.156	8.805	153	147
Weekend	1400 to 1500	7.32	7.288	122	122

TRICS Development Trip Rates and Trips

6. ACCESSIBILITY BY MODE

Introduction

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle and public transport.

Walking and cycling

The proposed development site is located within an existing urban area with a range of local land uses, services and facilities.

All roads in the vicinity of the site have footpaths on both sides and are well lit. This should provide a comfortable walking environment to/from the proposed development.

In addition there is a signal controlled crossing on Childwall Valley Road.

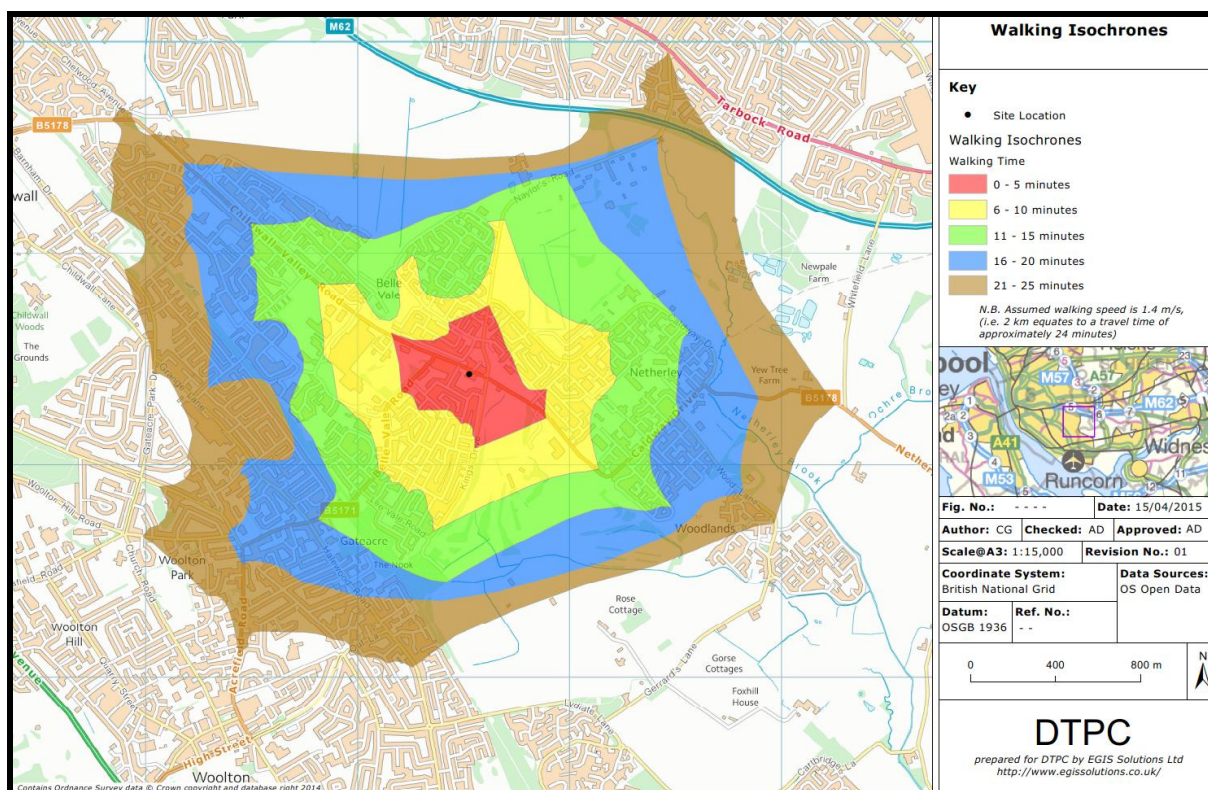
Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.4/km5 min, 0.8km/10 min and 2km /25 min distance are covers a wide residential area and other education and shopping facilities.

There are, therefore, opportunities for residents to access a wide range of shopping, employment, leisure, and service facilities on foot.

For the key urban areas a 200m desirable distance to bus stops based on urban studies corresponds to a walk time of 2.5 minutes, based upon typical normal walking speed, the site lies well inside this at 1-2 minute walk time.



Walk Catchments

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area and the university campus areas.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

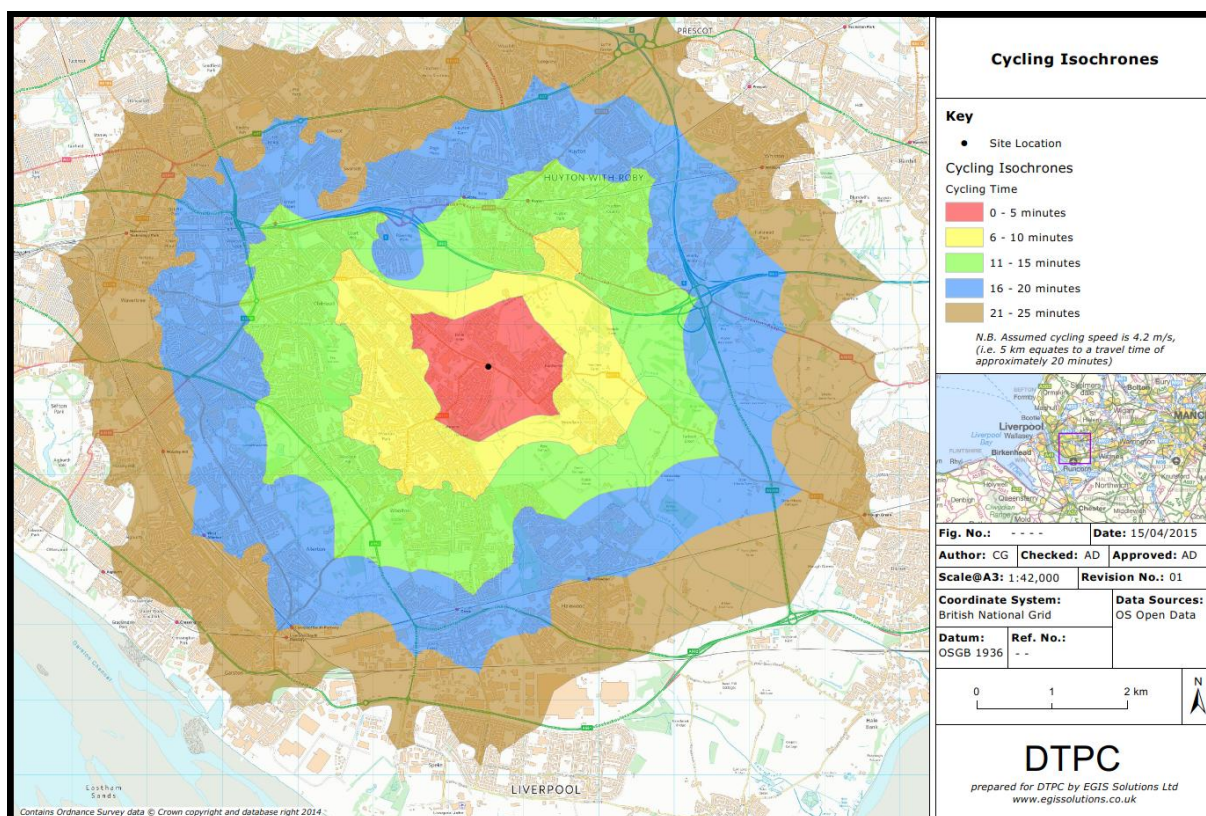
Clearly, there is also potential for walking to form part of a longer journey for residents and employees to and from the proposed development.

There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

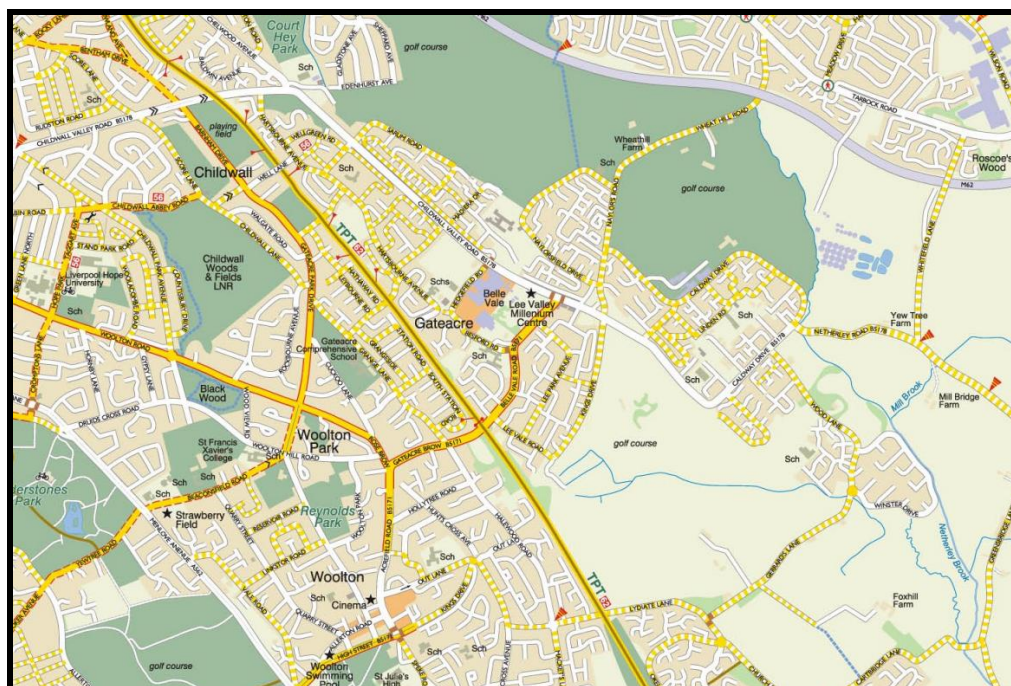
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

The yellow circle indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.

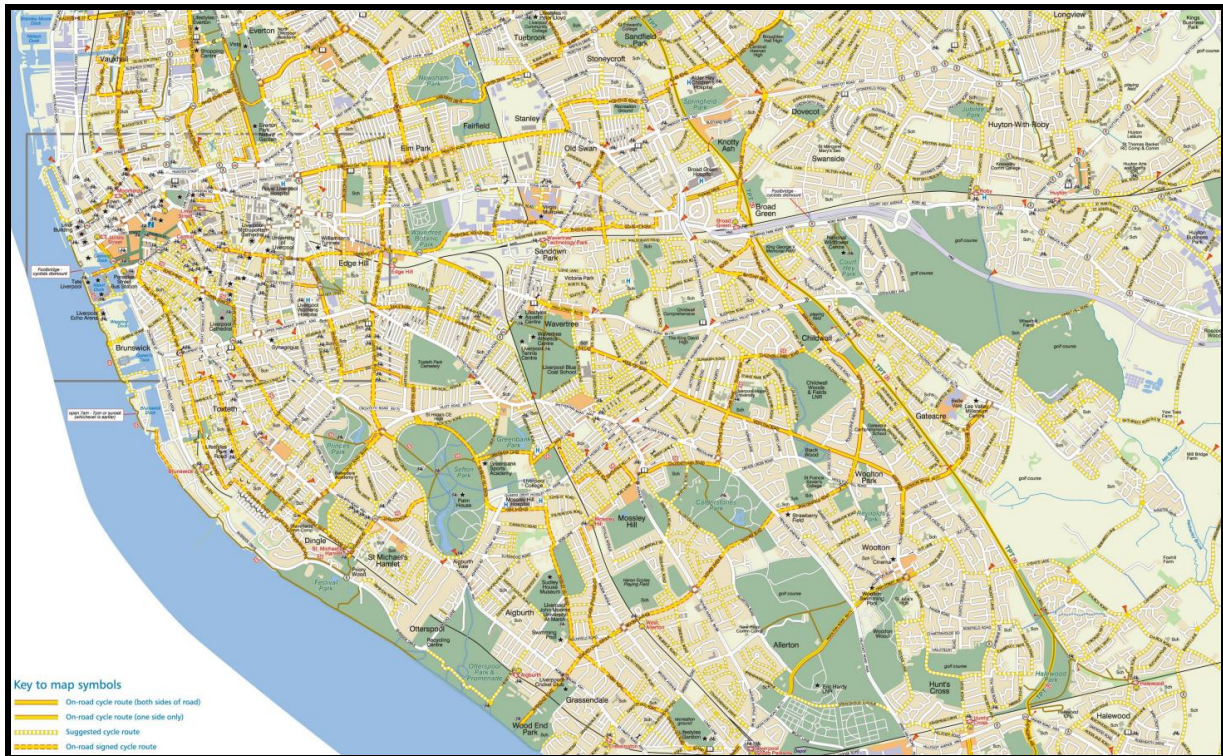


Cycle Catchments

The Belle Vale Road route has dedicated cycle paths, this links to the off road TPT 62 route.



Local area and wider network



Cycle parking has been provided at nodes of activity – including retail and leisure centres and at various locations around the area. The site adds to this provision.

The Liverpool Cycle map is available online:

http://www.letstravelwise.org/files/1195395393_Cycle%20Map%20-%20Liverpool%202011.pdf

Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area that can access the site.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

There are bus stops on both sides of Childwall Valley Road within a short walking distance (less than 200m). The stops have good waiting environment, sheltered, with seating, timetable information and are well lit. There is also a signal controlled crossing outside the site to assist pedestrians who want to use the bus stop on the opposite side of the Road.

The bus stops closest to the site are along Childwall Valley Road, as shown by the photo below.



Prescot Road north and across from site bus stops and timetables below

Buses from this station:

14	14A	14B	44	79	79C	79D	89
89A	165	188	192	193	288	666	687
838	883						

arrivabus.co.uk - cumfybus.co.uk - haltonttransport.co.uk - huytontravel.co.uk - traveline.info

Changes to HTL Buses services 166, 188, 266 and 288 from 2 February 2015

HTL Buses Monday to Friday daytime services will no longer operate as circulars. Buses will run from Belle Vale to Halewood or Halewood to Belle Vale - you can't make a through journey via Halewood. Services are also rerouted so only peak time buses will serve Okell Drive; no buses serve Long Lane, Greenhill Road, Heath Road or the top part of Springwood Avenue; and no Monday to Friday buses will serve Springwood Cemetery. Buses run for Merseytravel during the evenings and weekends are unchanged.

For details, visit www.merseytravel.gov.uk/travel-updates from a pc or tablet or call Traveline on 0151 236 7676.
To order new timetables, call 0151 330 1066.

166 To: HALEWOOD SHOPPING CENTRE From 02/02/2015

Via: Naylorsfield Drive, Naylors Road, Caldway Drive, Wood Lane, Gerrards Lane, Church Road, Baileys Lane, Leathers Lane

MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.22am* 8.22am* 9.22am* THEN EVERY HOUR AT 22 MINUTES PAST EACH HOUR UNTIL 4.22pm 5.22pm*	NO SERVICE	NO SERVICE

CODE: * Journey operates via Okell Drive

166 To: GARSTON CIRCULAR From 24/06/2013

Via: Caldway Drive, Wood Lane, Gerrards Lane, Church Road, Okell Drive, Baileys Lane, Halewood Shopping Centre, Higher Road, Hillfoot Avenue, Speke Hall Road, Speke Road, Woolton Road

MONDAY TO FRIDAY	SATURDAY	SUNDAY
NO SERVICE UNTIL 6.30pm 7.30pm 8.30pm 9.30pm 10.30pm 11.30pm	7.22am-7.32am 8.22am THEN EVERY HOUR AT 22 MINUTES PAST EACH HOUR UNTIL 3.22pm 6.30pm 7.30pm 8.30pm 9.30pm 10.30pm 11.30pm	9.30am THEN EVERY HOUR AT 20 MINUTES PAST EACH HOUR UNTIL 11.20pm

192 To: KIRKBY STATION From 07/10/2012

Via: Naylorsfield Drive, Huyton Bus Station, Kingsway, Page Moss, Stockbridge Lane, Knowsley Lane, School Lane, Moorgate Road, Simonswood Lane, Kirkby Civic Centre

MONDAY TO FRIDAY	SATURDAY	SUNDAY
6.15am- 6.49am* THEN NO SERVICE UNTIL 7.01pm* 7.31pm* THEN EVERY 30 MINUTES AT 01* 31* MINUTES PAST EACH HOUR UNTIL 11.01pm* 11.31pm* 12.01am*	6.15am- 6.49am* 7.49am* THEN NO SERVICE UNTIL 7.01pm* 7.31pm* THEN EVERY 30 MINUTES AT 01* 31* MINUTES PAST EACH HOUR UNTIL 11.01pm* 11.31pm* 12.01am*	6.31am* 7.31am* 8.01am* 8.31am* THEN EVERY 30 MINUTES AT 01* 31* MINUTES PAST EACH HOUR UNTIL 11.01pm* 11.31pm* 12.01am*

CODES: * Merseytravel 192 journey, operated by Arriva, operates to Huyton Bus Station only
 □ Merseytravel 192 journey, operated by Arriva
 * Merseytravel 192 journey, operated by HTL Buses
 † Merseytravel 192 journey, operated by HTL Buses, operates to Huyton Bus Station only
 ‡ Merseytravel 192 journey, operated by HTL Buses does not operate on bank holidays

193 To: HUYTON BUS STATION CUMFYBUS

Via: Naylors Road, Wheathill Road, St Johns Road

MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.21am 7.51am THEN EVERY 30 MINUTES AT 21 51 MINUTES PAST EACH HOUR UNTIL 6.21pm	8.21am 8.51am THEN EVERY 30 MINUTES AT 21 51 MINUTES PAST EACH HOUR UNTIL 6.21pm	NO SERVICE

266 To: HALEWOOD SHOPPING CENTRE From 02/02/2015

Via: Garden Lodge Grove, Caldway Drive, Wood Lane, Gerrards Lane, Church Road, Baileys Lane, Leathers Lane, Hillingden Avenue

MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.51am* 8.51am* 9.51am* THEN EVERY HOUR AT 51 MINUTES PAST EACH HOUR UNTIL 2.51pm 3.51pm* 4.51pm*	NO SERVICE	NO SERVICE

CODE: * Journey operates via Okell Drive

266 To: GARSTON CIRCULAR

Via: Caldway Drive, Wood Lane, Gerrards Lane, Church Road, Okell Drive, Baileys Lane, Halewood Shopping Centre, Higher Road, Hillfoot Avenue, Speke Hall Road, Speke Road, Woolton Road

MONDAY TO FRIDAY	SATURDAY	SUNDAY
NO SERVICE	8.55am THEN EVERY HOUR AT 55 MINUTES PAST EACH HOUR UNTIL 5.55pm	NO SERVICE

883 To: LIVERPOOL JOHN LENNON AIRPORT From 08/10/2012

Via: Naylors Road, Caldway Drive, Gerrards Lane, Church Road, Halewood Shopping Centre, Higher Road, Hillfoot Avenue, Woodend Avenue, Jaguar Land Rover Factory, Speke Boulevard, Estuary Banks, Speke Hall Avenue

MONDAY TO FRIDAY	SATURDAY	SUNDAY
6.53am THEN EVERY HOUR AT 52 MINUTES PAST EACH HOUR UNTIL 10.52pm	NO SERVICE	NO SERVICE

NOTE: Service does not operate on bank holidays

Keep up with the times

Visit our website to find out about the latest bus service changes and sign-up to receive our weekly Travel News Update email:

www.merseytravel.gov.uk/travel-updates

14 14F Halton	To: WIDNES (VICARAGE ROAD) Via: Netherley Road, Hough Green Road, Liverpool Road, Deacon Road, Gerrard Street, Milton Road, Kingsway	
MONDAY TO FRIDAY 7.23am 7.47am 8.13am 8.47am 8.55am 9.17am 9.47am 10.19am 10.17pm 10.47am THEN EVERY 30 MINUTES at 17 47 MINUTES PAST EACH HOUR UNTIL 5.47pm 6.17pm* 6.47pm* 5.17pm 5.47pm* 6.17pm* 6.43pm* 6.57pm* 7.39pm* 10.47pm* 11.17pm* 11.47pm*	SATURDAY 8.47am THEN EVERY 30 MINUTES at 17 47 MINUTES PAST EACH HOUR UNTIL 5.17pm 5.47pm* 6.17pm* 6.47pm* 7.27pm* 10.47pm* 11.17pm* 11.47pm*	SUNDAY 9.22am 9.52am THEN EVERY 30 MINUTES at 22 52 MINUTES PAST EACH HOUR UNTIL 6.22pm 6.52pm THEN NO SERVICE UNTIL 10.52pm* 11.22pm*
CODES: <ul style="list-style-type: none"> On schooldays journey is numbered 14F, does not serve Hough Green station and operates to Milton Road, Widnes only Journey operates on schooldays only Journey operates to Milton Road, Widnes only Journey operates to Liverpool Road (The Albion Hotel), Widnes only 		

14A 14B Halton	To: MURDISHAW Via: Netherley Road, Hough Green Road, Liverpool Road, Deacon Road, Gerrard Street, Waterloo Road, High Street, Halton Road, Festival Way, Halton Lodge, Halton Lea North, Halton Hospital	
MONDAY TO FRIDAY 7.11am 8.32am 9.32am THEN EVERY 30 MINUTES at 02 32 MINUTES PAST EACH HOUR UNTIL 4.32pm 5.02pm 5.32pm* 6.02pm* 6.32pm* 7.12pm* 7.47pm* 8.17pm* 8.47pm* 9.17pm* 9.47pm* 10.17pm*	SATURDAY 8.05am 9.35am THEN EVERY 30 MINUTES at 02 32 MINUTES PAST EACH HOUR UNTIL 4.32pm 5.02pm* 5.32pm* 6.02pm* 6.32pm* 7.07pm* 7.47pm* 8.17pm* 8.47pm* 9.17pm* 9.47pm* 10.17pm*	SUNDAY NO SERVICE UNTIL 5.31pm* 5.51pm* THEN EVERY 30 MINUTES MINUTES PAST EACH HOUR UNTIL 9.31pm* 9.47pm* 10.17pm*
CODES: <ul style="list-style-type: none"> Service 14B operates via Widnes Waterfront (The Hive) Service 14B journey operates to Kingsway, Widnes only 		

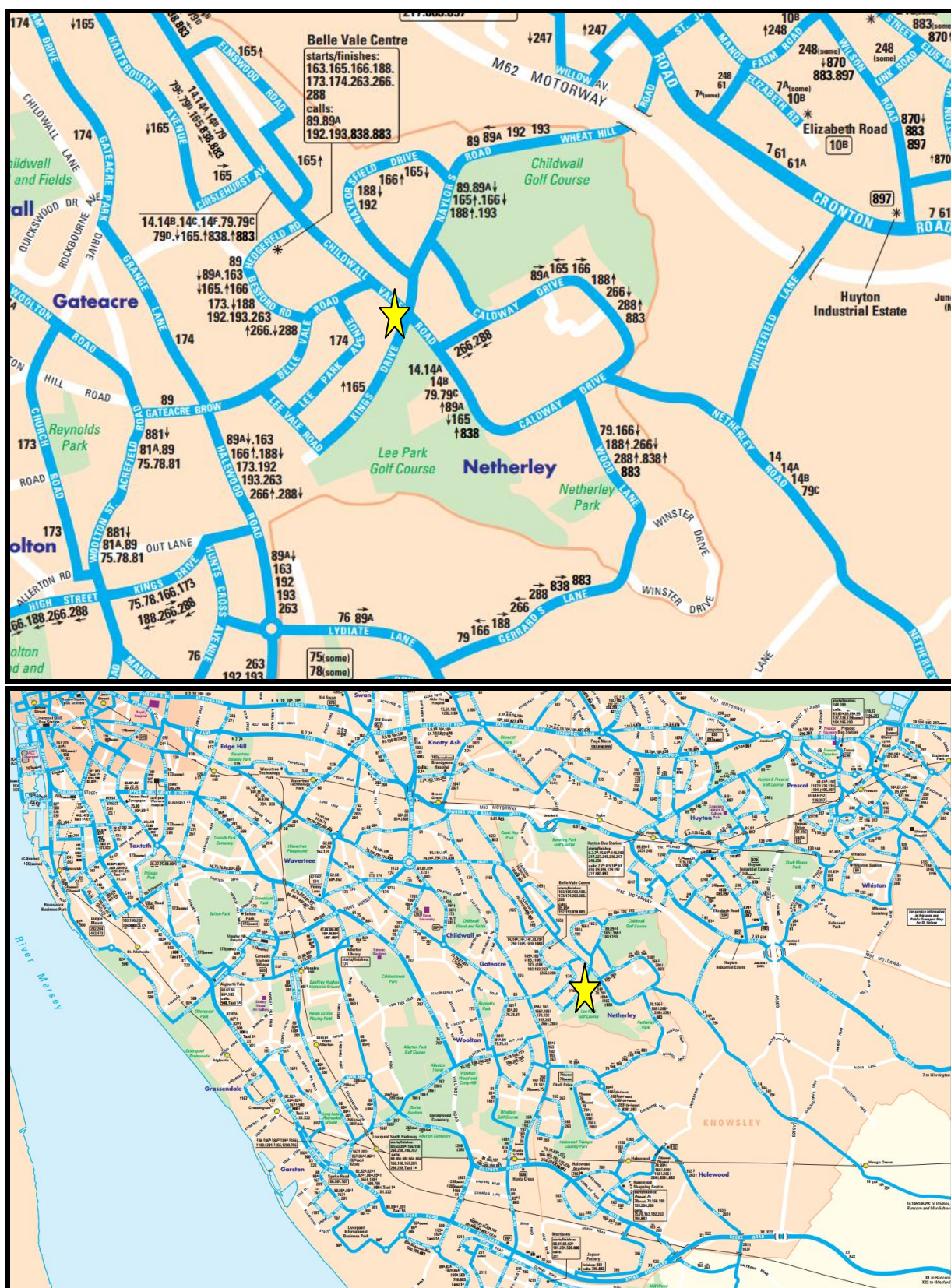
44 Halton	To: WIDNES (RIVERSIDE COLLEGE) Via: Coldway Drive, Wood Lane, Gerrards Lane, Church Road, Okell Drive, Church Road, Hollies Road, Wood Road, Leathers Lane, Baileys Lane, Greenbridge Lane, Netherley Road, Hough Green Road, Queensbury Way, Cranton Lane, Birchfield Road, Kingsway	
MONDAY TO FRIDAY 8.10am	SATURDAY NO SERVICE	SUNDAY NO SERVICE
NOTE: This service operates during Riverside College term times only		

79 79D ARRIVA	To: HALEWOOD SHOPPING CENTRE Via: Wood Lane, Gerrards Lane, Okell Drive, Church Road, Baileys Lane, Leathers Lane, Hillingden Avenue	
MONDAY TO FRIDAY 6.29am 6.59am 7.19am 7.42am 7.54am 8.04am* 8.09am 8.14am* 8.19am 8.24am* 8.21am 8.26am* 8.41am 8.46am* 8.51am 8.56am* 9.01am 9.06am* 9.11am 9.17pm* 9.22am 9.28am 9.34pm* 9.40pm* 9.46pm* 9.51am 9.56pm* 10.01am 10.06am* 10.11am 10.16pm* 10.21am 10.26pm* 10.31am 10.36pm* 10.41am 10.46pm* 10.51am 10.56pm* THEN EVERY 5 MINUTES at 01 06* 41 46* 51 56* MINUTES PAST EACH HOUR UNTIL 2.51pm 2.56pm 3.01pm 3.11pm 3.16pm 3.21pm* 3.26pm 3.31pm* 3.36pm 3.41pm* 3.46pm 3.51pm* 3.56pm 4.01pm* 4.06pm 4.11pm* 4.16pm 4.21pm* 4.26pm 4.31pm 4.40pm 4.43pm 4.50pm 5.01pm 5.06pm 5.11pm 5.16pm 5.21pm 5.26pm 5.31pm 5.36pm 5.41pm 5.46pm 5.51pm 5.57pm 6.02pm 6.09pm 6.15pm 6.21pm 6.27pm 6.32pm 6.39pm 6.47pm 6.53pm 7.04pm 7.29pm 7.42pm THEN EVERY 20 MINUTES at 02 22 42 MINUTES PAST EACH HOUR UNTIL 12.02pm 12.25pm	SATURDAY 6.37pm 7.07pm 7.40pm 7.57pm 8.17pm 8.37pm 8.52pm 8.57pm 9.19pm 9.31pm 9.42pm 9.53pm 10.07pm 10.19pm 10.31pm 10.42pm 10.55pm 11.01pm* 11.07pm 11.13pm* 11.19pm 11.25pm* 11.31pm 11.37pm* 11.43pm 11.49pm* 11.55pm THEN EVERY 6 MINUTES at 01 07 13* 19 25* 31 37* 43 49* 55 MINUTES PAST EACH HOUR UNTIL 4.01pm* 4.07pm 4.13pm* 4.19pm 4.25pm 4.31pm 4.37pm 4.43pm 4.49pm 4.55pm 5.01pm 5.07pm 5.13pm 5.19pm 5.25pm 5.31pm 5.39pm 5.49pm 5.59pm 6.09pm 6.19pm 6.29pm 6.39pm 6.48pm 6.52pm 7.02pm 7.32pm 7.42pm THEN EVERY 20 MINUTES at 02 22 42 MINUTES PAST EACH HOUR UNTIL 12.02pm 12.25pm	SUNDAY 7.37pm 8.07pm 8.37pm 9.07pm 9.27pm 9.37pm 10.17pm 10.37pm 10.57pm 11.17pm 11.37pm 11.57pm THEN EVERY 15 MINUTES at 07 22 37 52 MINUTES PAST EACH HOUR UNTIL 4.02pm 4.22pm 4.37pm 4.52pm 5.07pm 5.27pm 5.47pm 6.07pm 6.27pm 6.47pm 7.02pm 7.22pm 7.42pm THEN EVERY 20 MINUTES at 02 22 42 MINUTES PAST EACH HOUR UNTIL 12.02pm 12.25pm
CODE: Service 79D operates to Wood Lane, Netherley only		

79C ARRIVA	To: MURDISHAW Via: Netherley Road, Hough Green Road, Widnes, Runcorn, Halton Lea North	
MONDAY TO FRIDAY 8.35am 8.40am 8.55am 9.10am 9.25pm 9.40am 9.55pm THEN EVERY 15 MINUTES at 08 23 38 53 MINUTES PAST EACH HOUR UNTIL 2.23pm 2.41pm 2.56pm 3.11pm 3.26pm 3.41pm 3.56pm 4.11pm 4.26pm 4.46pm 5.17pm 5.32pm 5.47pm 6.02pm 6.22pm 6.37pm 6.49pm 7.04pm 7.19pm 7.34pm 7.39pm 8.23pm 8.33pm THEN EVERY 30 MINUTES at 23 53 MINUTES PAST EACH HOUR UNTIL 11.23pm 11.53pm	SATURDAY 9.08am 9.38am 10.08am 10.38am 10.53am THEN EVERY 15 MINUTES at 08 23 38 53 MINUTES PAST EACH HOUR UNTIL 2.23pm 2.41pm 2.56pm 3.11pm 3.26pm 3.41pm 3.56pm 4.11pm 4.26pm 4.46pm 5.16pm 5.31pm 5.46pm 6.01pm 6.20pm 6.35pm 6.48pm 7.05pm 7.20pm 7.53pm THEN EVERY 30 MINUTES at 23 53 MINUTES PAST EACH HOUR UNTIL 11.33pm 11.53pm	SUNDAY 9.29pm 10.29pm 11.29pm 11.59pm THEN EVERY 30 MINUTES at 29 59 MINUTES PAST EACH HOUR UNTIL 8.29pm 8.55pm 7.55pm 7.55pm THEN EVERY 30 MINUTES at 23 53 MINUTES PAST EACH HOUR UNTIL 11.23pm 11.53pm

89 ARRIVA	To: ST HELENS BUS STATION Via: Tarbock Road, Huyton Bus Station, Huyton Lane, Carr Lane, Cables Retail Park, Prescot Bus Station, Whiston Hospital, Delph Lane, Scholes Lane, Prescot Road	
MONDAY TO FRIDAY 6.37am 6.37am 7.17am 7.37pm 7.58pm 8.19pm 8.39pm 9.00pm 9.23am 9.43am THEN EVERY 20 MINUTES at 02 22 42 MINUTES PAST EACH HOUR UNTIL 2.42pm 3.03pm 3.23pm 3.44pm 4.04pm 4.26pm 4.45pm 5.05pm 5.25pm 5.50pm 6.10pm 6.27pm 6.47pm 7.01pm 7.21pm 7.41pm 8.01pm 8.21pm THEN EVERY 30 MINUTES at 01 31* MINUTES PAST EACH HOUR UNTIL 11.01pm* 11.31pm*	SATURDAY 7.02pm 7.23am 7.42am THEN EVERY 20 MINUTES at 02 22 42 MINUTES PAST EACH HOUR UNTIL 5.02pm 5.35pm 5.45pm 6.05pm 6.25pm 6.41pm 6.56pm 7.11pm 7.31pm 8.01pm 8.31pm* THEN EVERY 30 MINUTES at 01 31* MINUTES PAST EACH HOUR UNTIL 11.01pm* 11.31pm*	SUNDAY 10.31am THEN EVERY 30 MINUTES at 01 31 MINUTES PAST EACH HOUR UNTIL 11.01pm 11.31pm
CODE: On Friday and Saturday evenings this bus operates via King Street and Baldwin Street and does not serve Westfield Street in St Helens town centre		

SE bound



Local bus routes

Summary

In summary, the application site can be considered as having a good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

7. TRAVEL PLAN MEASURES

Travel Plan Co-ordinator

The role of the final Travel Plan Co-ordinator must be actioned 6 months before the occupation of the new units takes place. This will ensure that new staff can be made aware of the Travel Plan as soon as practically.

Posters can be used to raise awareness of the schemes and can be displayed on notice boards within the building.

Each staff member will be made aware of sustainable travel measures being implemented as part of the Travel Plan. This information could be provided through a newsletter and Council site.

The information provided should include details of the services offered (currently walking, cycling routes and public transport information including bus frequencies) and be updated as new investment is made i.e. a Bicycle User Group.

The responsibilities of the Travel Plan Co-ordinator are to generally assist in the promotion of sustainable transport and will include:

- to ensure that tasks in travel plan development are undertaken,
- be the first point of contact for residents/visitors and other outside organisations in all matters regarding the Travel Plan,
- Liaise with LCC Travel Co-ordinator to discuss any issues of the Travel Plan (for instance to give advice on any new local and national initiatives, incentives and guidance notes etc)
- Co-ordinating the monitoring programme for the travel plan, including target setting.

Main Objectives of the Job

The Travel Plan (TP) Co-ordinator will:

- Lead the development and implementation of the TP
- Have responsibility for raising awareness of sustainable travel issues

Principal Duties

1. To work proactively to raise awareness of sustainable transport issues
2. To lead the development of TP (s) to include:
 - Engage advisors as necessary to gathering information about how users travel to work through regular surveys
 - Liaising with senior management to secure support and funding for the plan, and keep abreast of proposals which will affect travel.
 - Setting up and co-ordinating relevant steering / working groups
 - Acting as a point of contact for those requiring information
 - Developing and implementing relevant (deliverable and appealing to a variety of people) TP initiatives, using the results of the Surveys, (i.e. review of the business travel arrangements, public transport provision, cycling, walking, etc.)
3. Co-ordinating the monitoring and reporting of the TP implementation and progress towards achieving targets, setting clear dates for actions to ensure that the TP makes progress
4. Working in partnership with other organisations (e.g. local authority / Sustrans Living Streets) on the development of safer cycling and walking routes

5. Drawing into the TP other initiatives that could support it (such as Internet / Intranet development)
6. Promoting the concept and development of the TP with publicity and awareness events as appropriate
7. Keeping abreast of developing TP techniques.

Travel Plan Steering Group

It is proposed that a Travel Plan Steering Group will be set up by the Travel Plan Co-ordinator and composed of

Travel Plan Coordinator (Chair):

Representatives of LCC and Travel Awareness teams:

Senior Management team;

Mersey travel

Visitors and staff who has expressed an interest in travel and environmental issues.

It will inform the development of the Travel Plan and bring to light concerns, views and issues regarding site travel, and highlight areas where possible improvements to Travel Plan targets could be incorporated.

The objectives of the Travel Plan Steering Group will be to:

- Generate discussion and encourage work on new or extended Travel Plan initiatives;
- Discuss how effective the Travel Plan process is;
- Instigate and share development of Travel Plan ideas, initiatives between user group members: and
- Review the annual report.

The principal output from the steering group meeting will be a contribution to the set of amendments to the targets and initiatives of Travel Plan, which could be included in the annual review. Feedback could be disseminated to others in the form of a newsletter, posted on the website or bulletin, details of which would be forwarded for information to the Travel Plan Co-ordinator at LCC

It is suggested that on occupation of an initial meeting takes place within the first 3 months of the Travel Plan Steering Group to discuss the first two yearly review of the Travel Plan which would be delivered within 6 months following the survey.

From then on meetings should be held when major changes or is agreed otherwise on two yearly basis to guide the future development of the Travel Plan.

Walking

Many of the key factors in successfully supporting walking already exist in and around the site where there are already a good quality access to the halls for those on foot.

Campaigning to promote the benefits of walking can be achieved through running healthy walk weeks.

Ideas for promoting walking to and from the site include:

- Map showing walking routes– which may also be useful for visitors
- Walking could also be encouraged as part of a longer journey such as to public transport connections.

The greatest potential involves encouraging walking as part of longer journey such as to public transport connections.

Cycling

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their site by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

Consideration would be given when forward planning to:

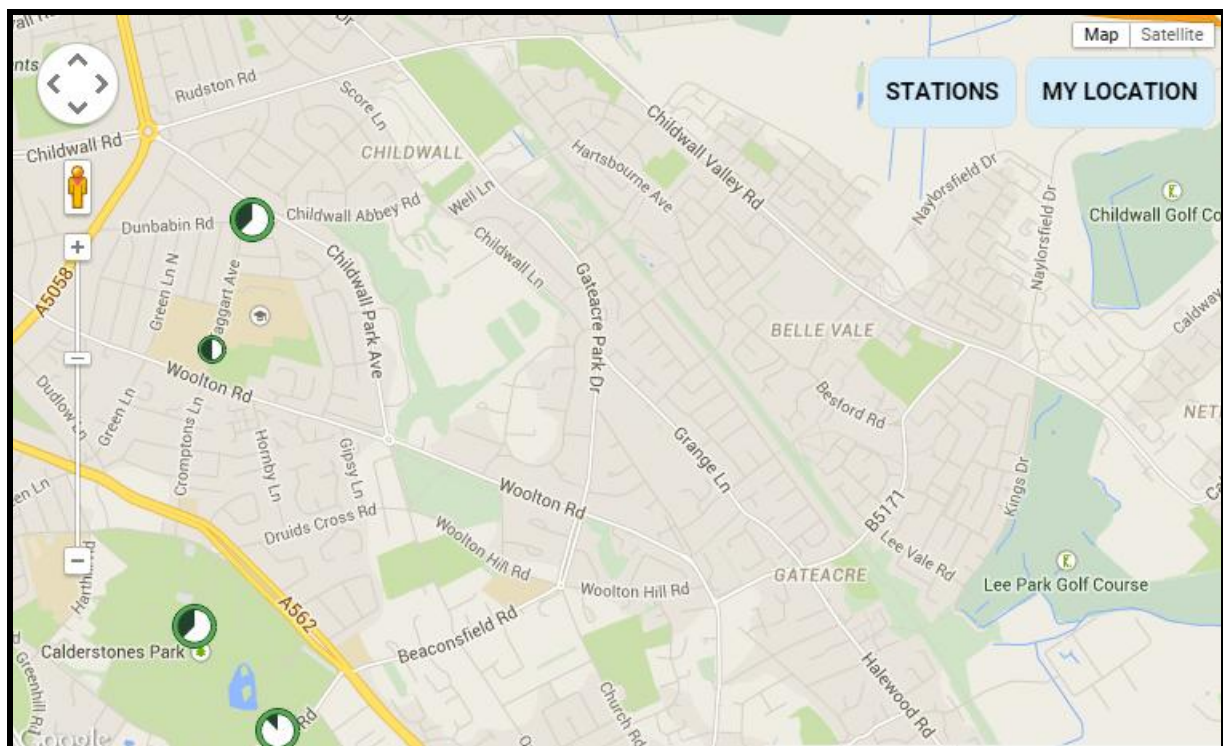
- Increase the provision of safe, secure parking as demand grows
- Provide lockers, access to changing/drying facilities and showers for staff

In order to further encourage the use of cycling the following measures could also be implemented:

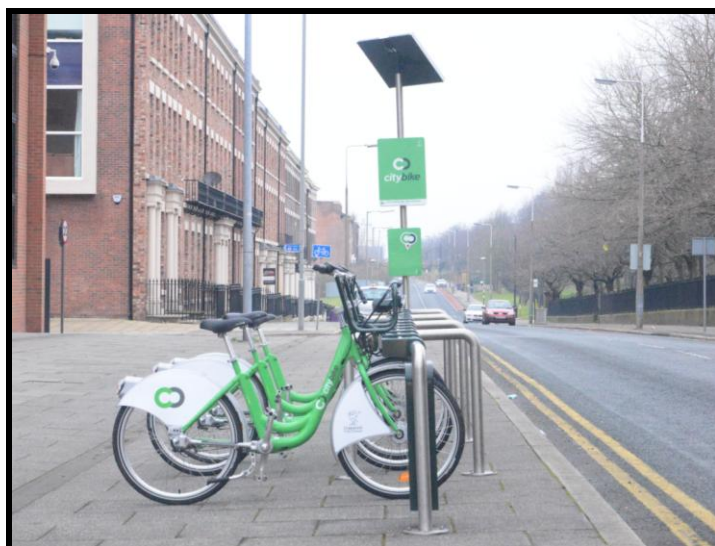
- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to the site
- Cycle user groups will ensure that the voice of cyclist is heard and will help liaise with the Council as required. BikeBudi and local BUG groups should be investigated

Promotion tools to encourage cycling include Bike to Work Weeks this can also coincide with a police tagging scheme.

Liverpool's cycle hire scheme "Citybike". Citybike is the largest public bicycle sharing scheme outside of London – with 160 bike stations in operation across Liverpool with a range of tariff options available,. More information, including a map of the existing live bike stations, can be found on the Citybike webpage: <http://www.citybikeliverpool.co.uk/LandingPage.aspx>



The plan shows that the scheme does not currently extend to the site location but may do so over time.



A typical station is shown.

Public Transport

The site needs to be committed to promoting public transport through:

- Advertising current timetables and routes.
- Advertise local proposals and amendments to services
- Allowing demand responsive community transport vehicles to enter the site

Information about journey routes and times can be gained from the Merseyside metro website and provided to staff.

Car club

Although the site is car free the occasional use of cars may be needed. The Liverpool's Car Club scheme is operated by **City Car Club**. There are currently eight car club vehicles available to hire in Liverpool City Centre. Car clubs give people access to low-emission vehicles on a pay-as-you-go basis. All vehicles are available to use from reserved bays 24/7, 365 days a year for as little as 30 mins or as long as you want. More information available here: <http://www.citycarclub.co.uk/locations/liverpool-car-hire>

Publicity Campaign

Raising awareness of the sites intentions of its Travel Plan can be done though publicity campaigns and by running campaigns in conjunction with national campaigns, such as 'Bike to Work Week' in advance of occupation.

Issuing travel information to staff and visitors can outline the different methods of travel that are available to and from the site.

Quick Wins

These will be subject to review following the updating of the TP and analysis of the new questionnaire surveys.

There are a number of measures that will be taken in the short term in order to promote sustainability.

These include:

- Provide all new staff with a travel pack.
- Making local bus and train timetables accessible to all via the newsletter.
- Encourage participation in the initiative through campaigns issued by the TP Coordinator Support and encourage participation in national initiatives such as Bike Week with information issued by the TP Coordinator
- Promote health aspect of not using a car, i.e. benefits of brisk walks or cycling with information issued by the TP Coordinator

Mode split monitoring

As the site is car free the need to undertake detailed surveys is felt unnecessary for the student base as such the key focus will be on linking into other user networks in the area and travel information packs and updates etc.

However a survey of staff travel modes will be undertaken to support the two year report condition, staff will also be included for completeness. This will help to clarify the actual modal split of the site and influence targets and measures to encourage staff travel by non-car modes and a check will also be undertaken of the staff if they own a car and use it locally.

A sample questionnaire is provided at the end of the report.

Census data

The local ward area has been reviewed for travel to work mode.



The output is shown overleaf.

Method of Travel to Work (QS701EW)	Belle Vale		Liverpool		North West	
	Ward		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	5787	%	196630	%	3228744	%
Work Mainly at or From Home	81	1.4	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	8	0.1	1102	0.6	20719	0.6
Train	122	2.1	9962	5.1	89429	2.8
Bus, Minibus or Coach	1456	25.2	38601	19.6	267140	8.3
Taxi	76	1.3	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	29	0.5	794	0.4	19988	0.6
Driving a Car or Van	2994	51.7	95678	48.7	2021199	62.6
Passenger in a Car or Van	373	6.4	11805	6.0	197661	6.1
Bicycle	95	1.6	4062	2.1	70557	2.2
On Foot	517	8.9	25208	12.8	351807	10.9
Other Method of Travel to Work	36	0.6	1383	0.7	19863	0.6

The above equate to the following % figures, 52% car and 35.8% by none car modes.

This shows that existing walk is good and that this will most probably be combined with a shared trip with Public Transport. Cycling is low and given the topography would probably be able to deliver an increased % for staff.

As indicated previously the sites ability to achieve high walk, cycle and bus use is not limited by topography, these are the key areas of focus as part of a non car mode share changes.

Targets

The aim of the plan will be to deliver the above mode shift % as they are noticeably better than the area as a whole.

Increases staff numbers would support improved bus services for the benefit of the wider area. This will be refined as the first surveys are undertaken.

The key will be to deliver walk/cycle at the potential levels to reduce vehicle use even if buses.

	Census staff	2016 Target	2016 changes
Walking /cycle	10.5	15	4.5
Bus	25.2	30	4.8
Taxi	1.3	3	1.3
Motorcycle	0.5	1	0.5
Car (driver)	51.7	36.6	-15.1
Car share	6.4	10	3.6

Monitoring

It is essential that travel plans are monitored so that its effectiveness can be determined. The monitoring is useful for the TPC to understand how travel behaviour is changing year on year.

Monitoring of the travel plan will be undertaken initially through a survey to gauge the travel characteristics of the staff by mode and trip type. Ideally these should be undertaken in the same month for comparisons to be made.

The TPC will prepare an annual report detailing progress of the plan which will be issued to the local authority. This will detail progress between the reports, any issues arising, changes in local network and service that could help or detract from the plan. A summary of the results and the survey outcomes will be provided.

An indicative monitoring and review process is summarised overleaf along with an outline programme for the monitoring process and investment/initiative programme.

7.1 Programme

Assumed Occupy Sept 2016:

- Appoint Travel Coordinator.
- Prepare the welcome packs for new staff
- Provision of secure, cycle parking and shower facilities

Task	Timeframe
Appoint TPC and inform LCC and Merseytravel of contact details	to be finally confirmed 1 month before occupation
TPC to assimilate information / travel packs	Upon appointment of TPC and before occupation
TPC to distribute information packs	At completion
Travel Surveys to be undertaken	After 6months occupation
Final Travel Plan documents to be submitted to LCC	No later than 6 months after completion unless agreed with LCC.
First biennial monitoring report submitted to LCC	12 months after submission of Final Travel Plan with new travel survey annually and mode shift review/target setting.

Actions to be undertaken in each year set out with funding as required, details of the way the plan will be communicated to visitors, staff and stakeholders to be provided beyond the staff pack set out above.