



DTPC

Report No. J564/ITP rev A
June 2015

INTERIM TRAVEL PLAN

**PROPOSED MIXED USE B1/D2 AND RESIDENTIAL ACCOMMODATION
TOBACCO WAREHOUSE, STANLEY DOCK, LIVERPOOL**



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CONTROLLED DOCUMENT

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1. INTRODUCTION

DTPC has been appointed by Sutcliffe's on behalf of Stanley Dock Properties Ltd to prepare an Interim Travel Plan (ITP) associated with proposed change of use to residential and a mix of B1 offices and D2 exhibition space with associated parking offer, Stanley Dock, Liverpool.

Development Proposal

The scheme promotes 538 apartments, 5925 sqm of B1/D2 with a maximum of 30% office (1750 sqm) with ancillary small scale communal facilities, including cycle store; bin store; reception / staff room / management; plant room and communal meeting area. 189 parking spaces are provided.

The proposal also involves the provision of 34 stands with a capacity of 68 cycles on the ground floor. Internally some 617 cycle stands are provided.

Purpose of report

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

This ITP discusses the following issues:

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

Following submission feedback was received from highways and discussions held the report has been updated in red for ease of reference to answer the queries raised.

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?

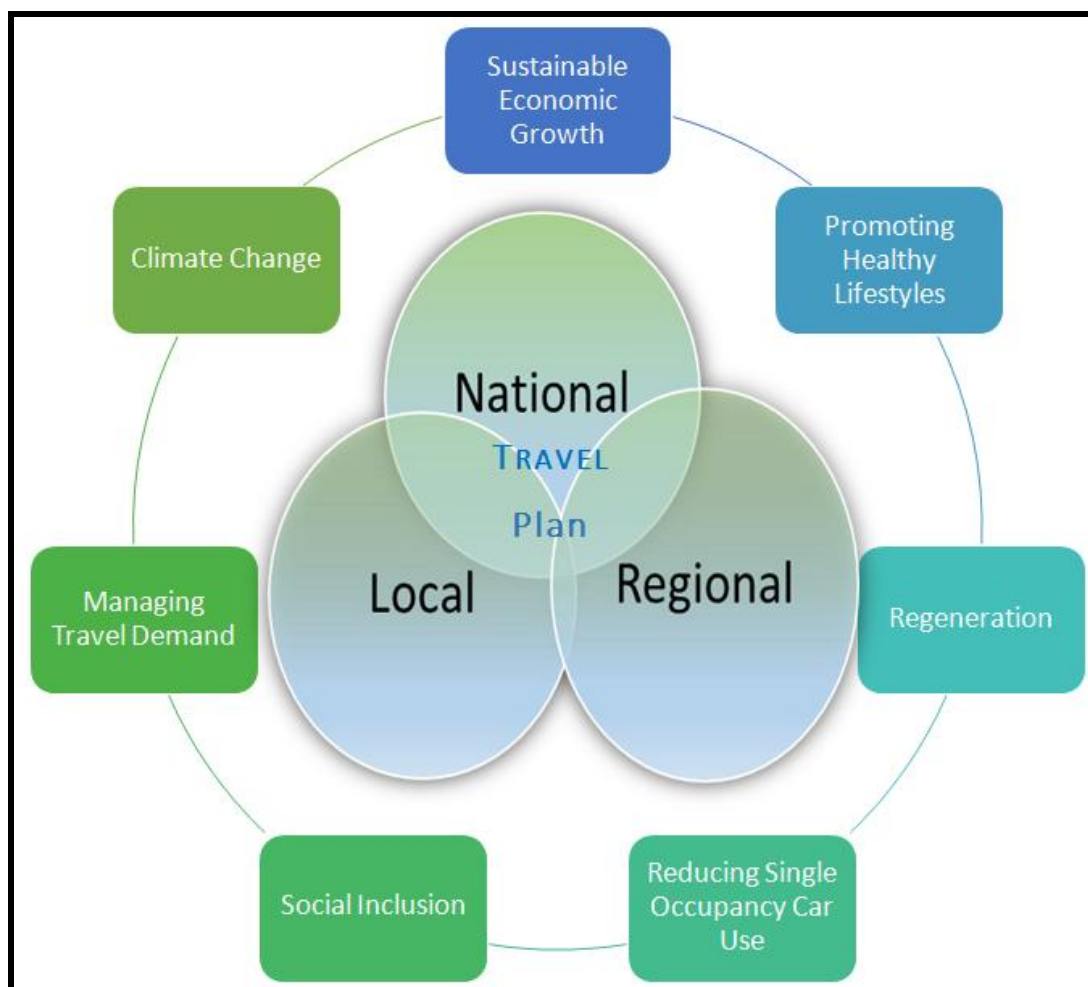
A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

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 provide benefits to all parties involved – public, private and community.

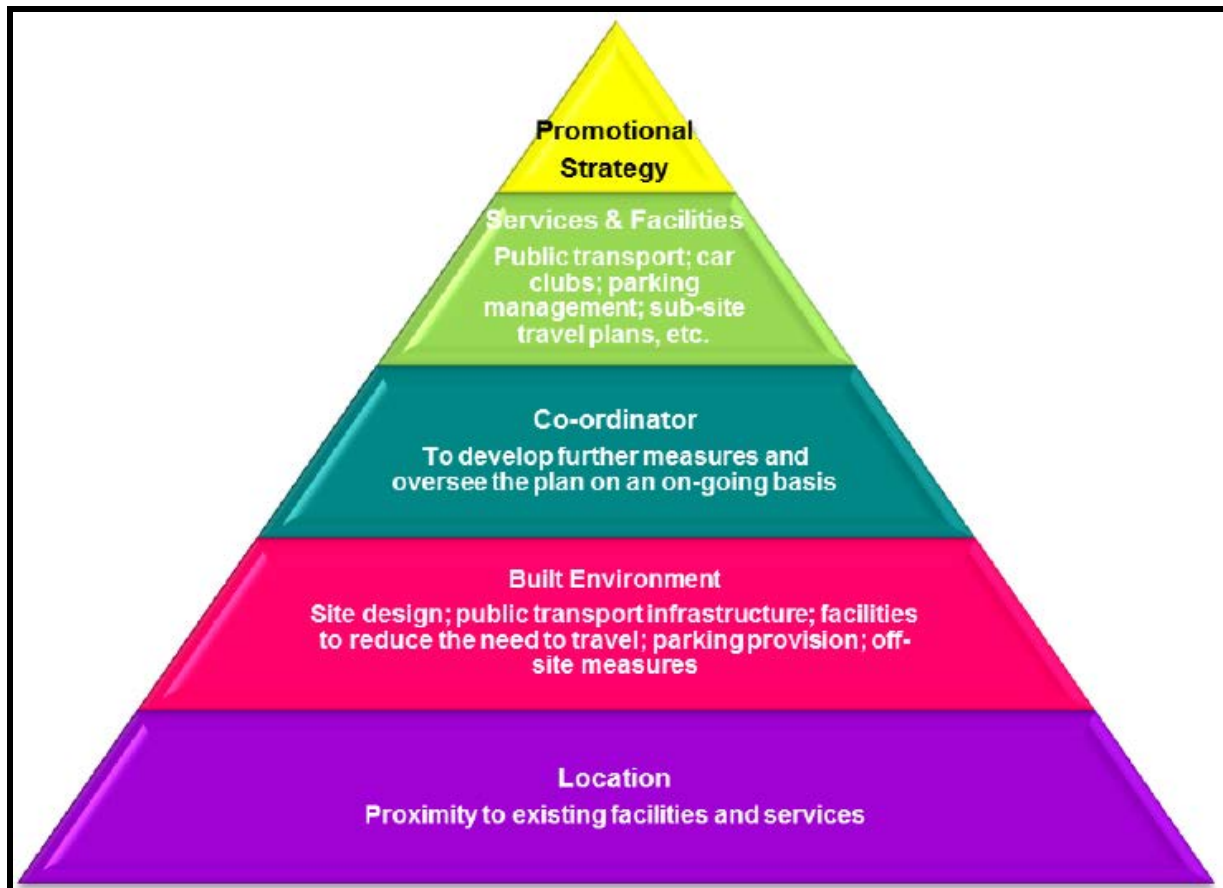
The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of residents in a new way and require partnerships between developers, local authorities, local business communities and residents.



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 within the Transport Assessment and to encourage residents, staff and visitors to travel by sustainable modes of transport".

As the site provides no onsite parking setting car targets is clearly unnecessary, the key area will be the management of staff and visitors.

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 Stanley Dock Ltd.

Aims and Objectives of a Travel Plan

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

1. Maximise the sustainability of trips to/from the site for all site users (namely the staff and visitors);
2. Increase awareness amongst site users of the alternative travel options from first occupation;

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of Stanley Dock Ltd.

How will the Travel Plan be managed?

This Travel Plan has been prepared to discharge and agreed planning condition. As the site does not a known occupier the key management will be via on site management and the TPC for the site.

Implementation of the Travel Plan

On the finalisation of the Travel Plan (following approval by the Travel Plan Officer at Liverpool City Council the document will be launched by the nominated Site Travel Plan Co-ordinator.

They will be task to deliver guidance to enable a promotion and awareness campaign will be launched encouraging staff to review their journeys to and from site, and to consider the provision of accessible transport alternatives.

The TPC will be responsible for developing and managing the business's Travel Plan. This will involve undertaking the staff surveys; target setting; identification and implementation of the detailed measures; marketing; monitoring and reporting to LCC.

To maximise success of the Travel Plan it is important that they are initiated from first occupation of the development. Where possible, the TPC should be appointed prior to the new units becoming available. If this is not possible, the TPC will be appointed and take the role up on occupation.

4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

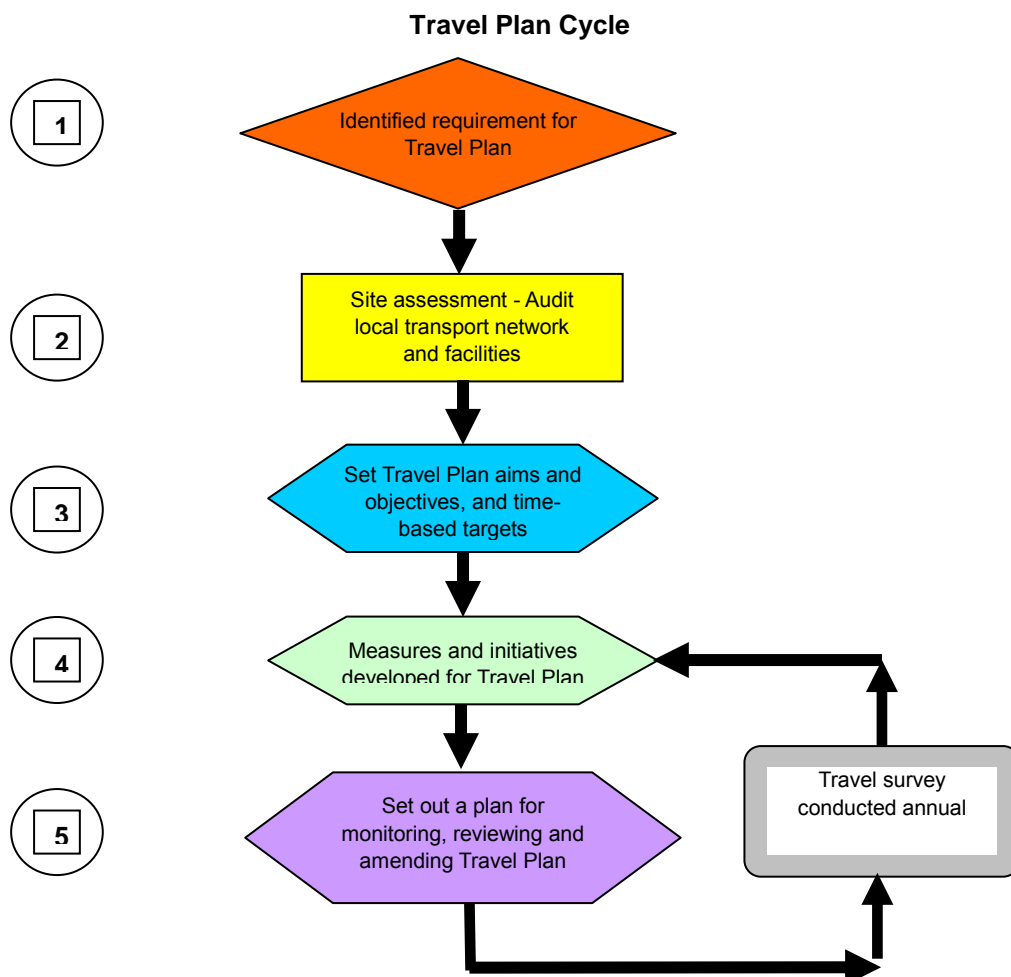
Development of a Travel Plan

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 Stanley Dock Ltd appointed Travel Plan advisor, 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.

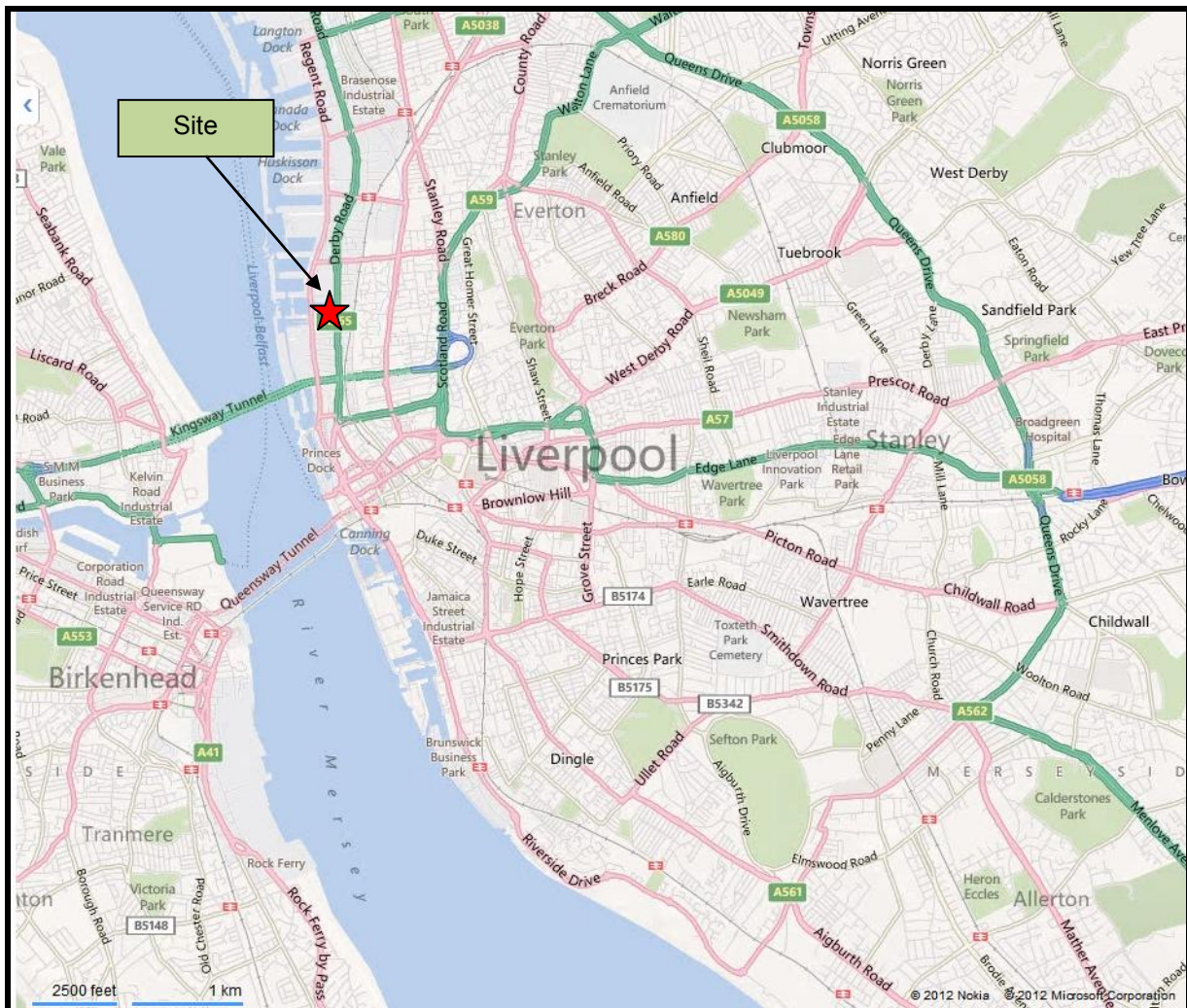


5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS

Site location context

The site is situated on the northerly edge of Liverpool City Centre in a mixed use employment and residential area to the west of the A 565 Great Howard St corridor.

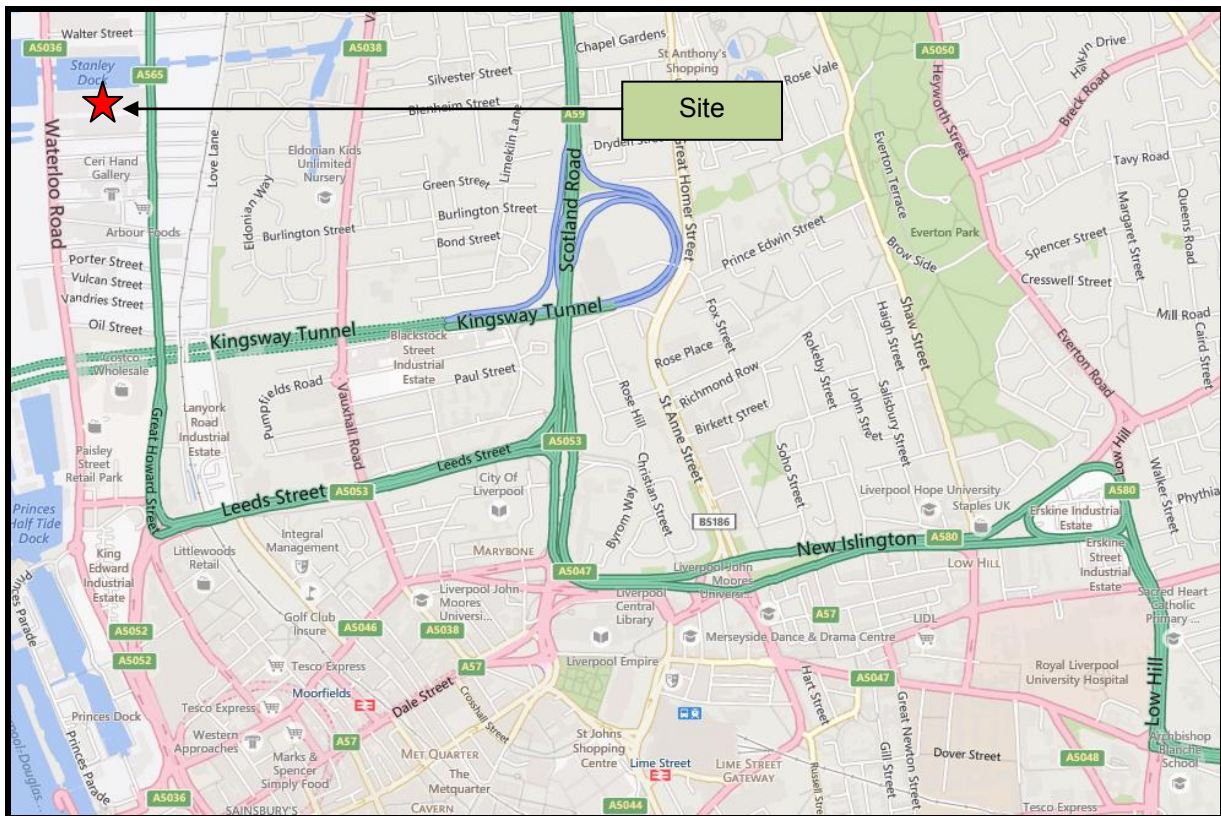
Situated approximately 1 km of the A580 leading to Edge Lane M62 corridor, the site is highly accessible by a variety of modes and is also within a reasonable walking distance of a wide variety of city centre facilities and attractions.



Site location plan in relation to neighbouring settlements and locally overleaf

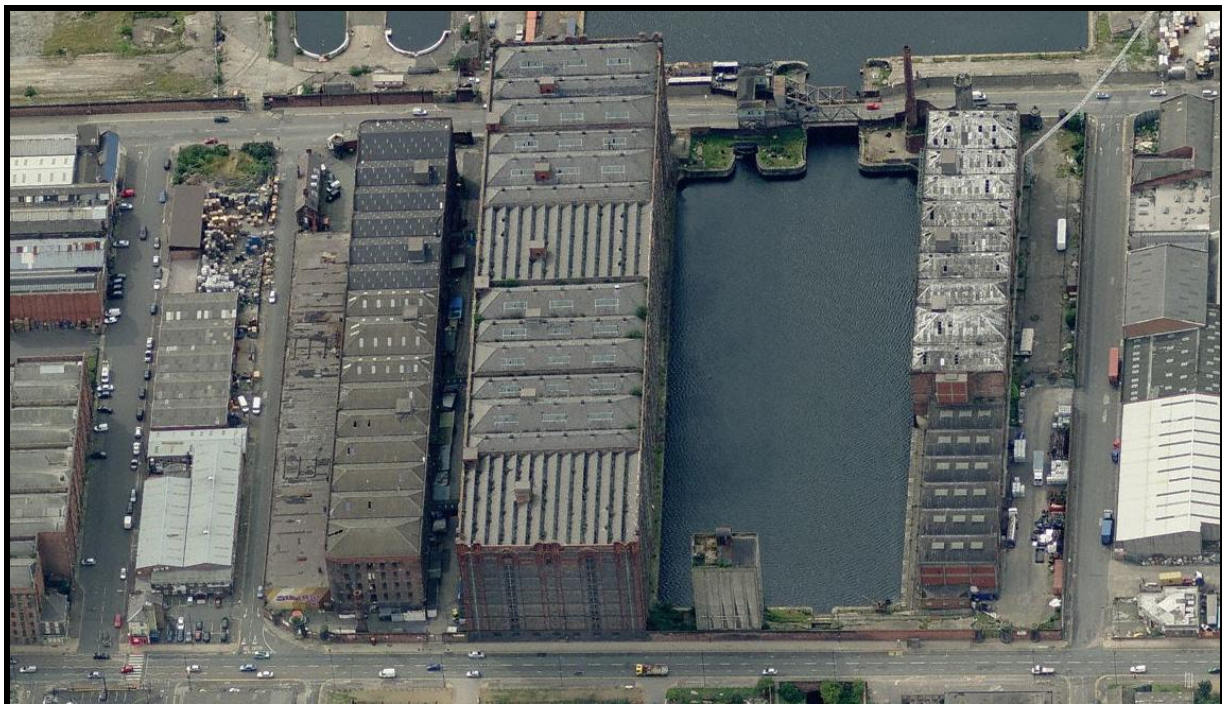
From the site, the A565 leads to the A5036 Leeds St and then the A580 corridor gives the most convenient access to the primary radial route corridors in Liverpool.

The A5047 Edge Lane for the M62 and areas to the east; the King Edward St corridor for destinations to the south; and the Great Howard St for access to Bootle and then the A59 to Southport, the M58 and areas to the north.



Local area setting and the site.

The site is to the north west of the University offer to the North of the city. .

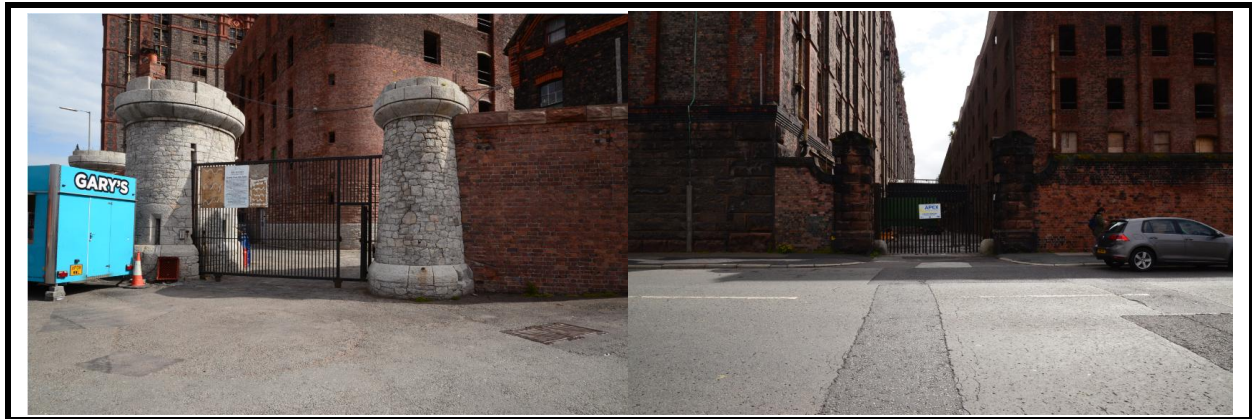


The building runs from Great Howard St to Regent Road.

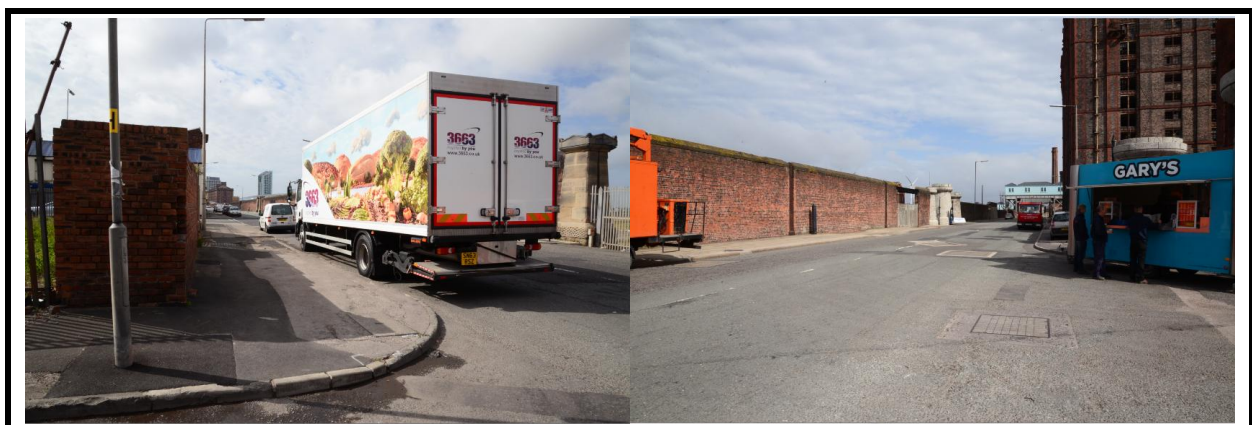
Local Highway Provision

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

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



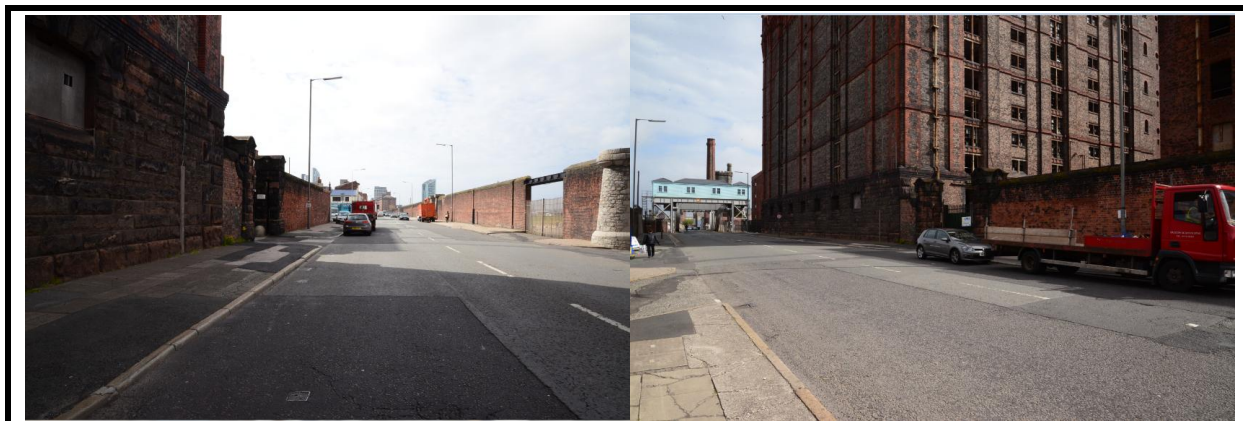
View of access points into site from Regent Road.



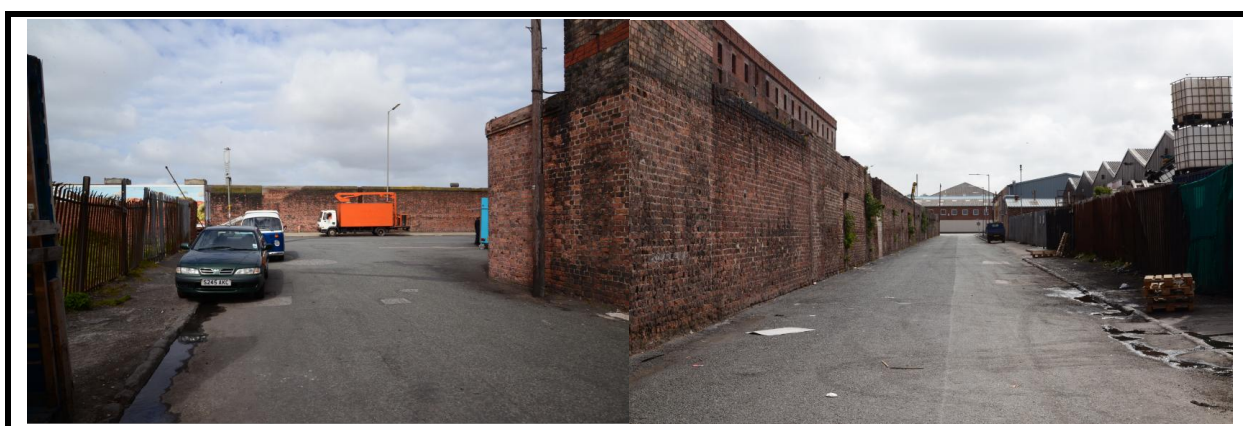
View left and right along Regent Street from Saltney Street



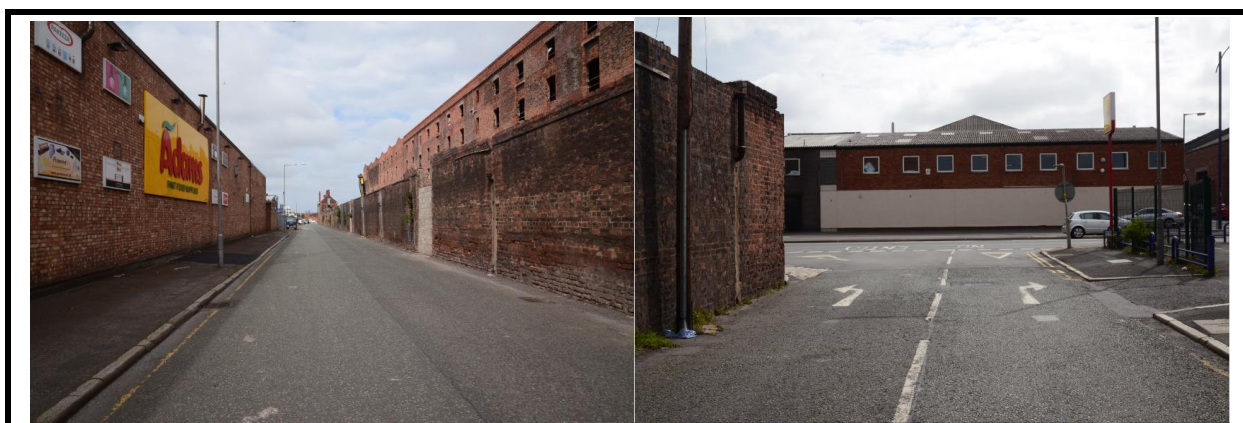
View left and right along Regent Street from site access



Approaches to site access points



View west and east along Saltney Street south edge of the site, Regent Street above and Great Howard St below



Saltney Street is two way with a no entry at the easterly end from Great Howard Street.



View left and right along Great Howard Street from Saltney Street



Crossing point south of site

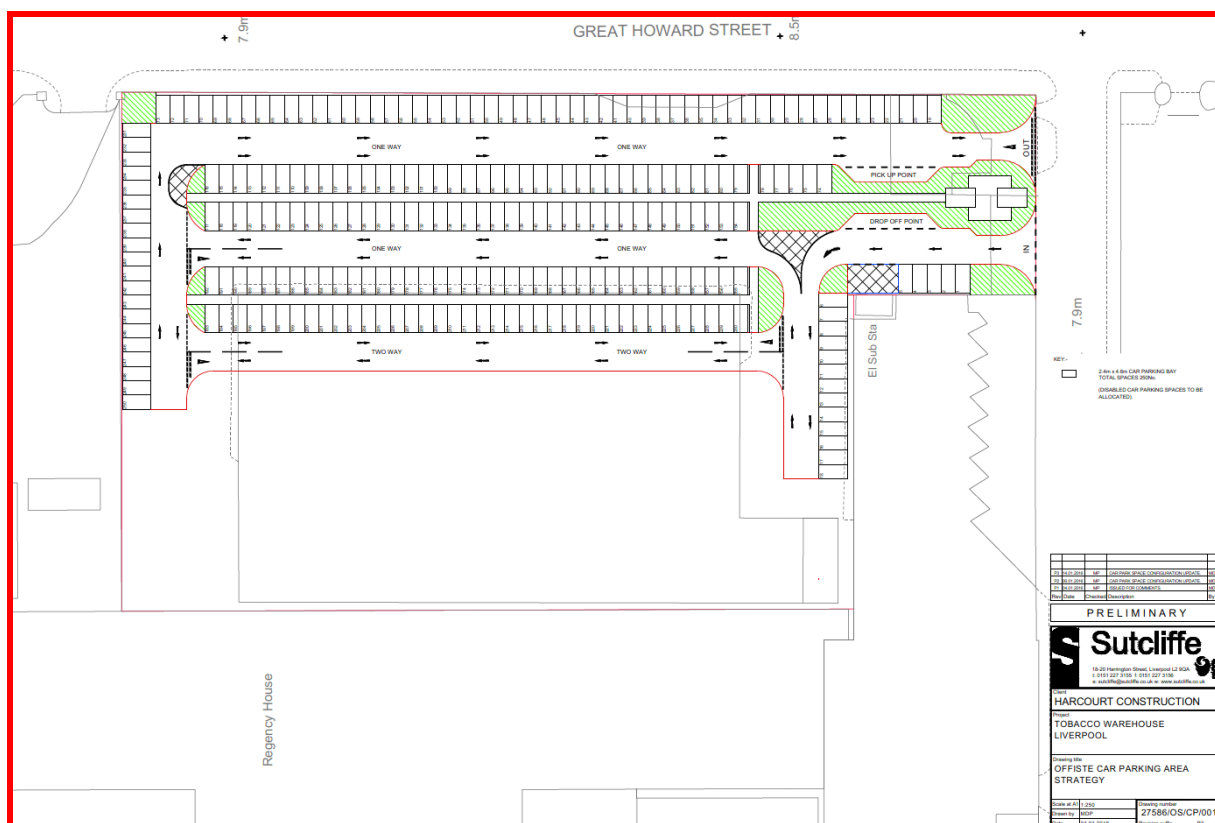


Great Howard St frontage

The scheme promotes 538 apartments, 5925 sqm of B1/D2 with a maximum of 30% office (1750 sqm) used for the comparison trip assessment with ancillary small scale communal facilities, including cycle store; bin store; reception / staff room / management; plant room and communal meeting area. 186 parking spaces are provided in the basement, 98 around the south warehouse and 450 off site along Walter Street on a phased basis. At total of 734.

Full details in architects drawings





Servicing strategy

The larger deliveries are accommodated using the space between the Tobacco warehouse and the South Warehouse as previously agreed.

Car and cycle parking Policy

Based on the policy set out the following calculations have been undertaken to set out the maximum parking that could be provided.

use	Car	Cycle	motorcycle	taxi	disabled
Exhibition space	4175 sqm at 1:25 sqm = 167 spaces	4175 sqm at 1:300 sqm = 14 spaces	4175 sqm at 1:750 sqm = 6 spaces		8 spaces
office	1750 sqm at 1:36 sqm = 49 spaces	1750 sqm at Staff 1:400 sqm = 4 spaces customer 1:300 – 6 spaces	1:875 sqm = 2 spaces	none	3 spaces
residential	1:1 = 538	1:1 secure = 538 plus 1:10 for visitors = 54	None but would use a car space if allocated to units	none	54 spaces or 10%
Total	754 spaces	549 secure and 30	8 spaces		65 spaces

		hoops			
--	--	-------	--	--	--

Cycle Spaces

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 will 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 would also be implemented:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to the home
- 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, including a student membership discount. 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 proposed spaces are in the ground floor for visitors and in the basement secure areas for residents and staff.

The proposed spaces are in the external space for the Sheffield type hoops for visitors accommodating some 68 cycles or 34 stands for the residential areas and for staff.

The 549 residential uses would by policy require 1:1 and these are delivered.

A total of 617 cycles spaces.

As the secured stands are shared the provision can cater for increases in users as the demand will be spread across the day from the different type of users in a similar manner to shared car parking spaces for residential uses. The stands will be managed by the onsite staff in the accommodation services.

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

Car spaces

The site is a highly sustainable location and thus consideration has been undertaken to provide a reduced car parking offer, it should be noted the area does not fit the zero parking requirements of the city centre but can support a more limited number of spaces.

186 parking spaces are provided in the basement, 98 around the south warehouse and 450 off site along Walter Street on a phased basis. At total of 734 is some 97% of the policy requirement.

Residential spaces will be on a first come basis as part of the lease arrangements, the external space cannot be used for parking as set out in the planning requirements.

The parking would be phased to provide 250 spaces in addition to the onsite giving a total 534 or 70% which is considered acceptable as a maximum given the investment in the bud service in the short/medium term as the wider investment is brought forward.

Given the distance to the new off site car park a valet service will be provide as part of the site management provision via a service charge.

It is considered that the 450 off site spaces will be designed and submitted for approval once 50% of the basement and south warehouses spaces are leased.

The first 250 spaces would subsequently be constructed and made available once 75% of the onsite parking is leased.

The next 100 spaces to be made available when 200 of the 250 spaces are occupied.

The remaining 100 spaces when 350 of the new spaces are occupied/leased.

Trip comparisons

The approach is the same as previously used and agreed.

Tobacco Warehouse: Vehicle Trip Rates (per 100sqm GFA or per Unit)						
	AM			PM		
Land-Use	In	Out	Total	In	Out	Total
B1 - Offices	1.258	0.086	1.344	0.078	0.777	0.855
C3 - Residential	0.066	0.181	0.247	0.130	0.078	0.208
D1 - Public Exhibition	0.122	0.008	0.130	0.038	0.126	0.164
Tobacco Warehouse: Estimated Traffic Generation						
	AM			PM		
Land-Use	In	Out	Total	In	Out	Total
B1 – Offices 1750 sqm	22	2	24	2	14	16
C3 – Residential 538 number	35	97	132	70	42	112
D1 - Public Exhibition 4175 sqm	5	1	6	2	5	7
TOTAL	62	100	162	74	61	135

These trips assume no trip or parking constraint, the site has limited parking offer as such these are very robust trip levels.

Trip comparisons 2008 to 2011

The following compares the 2015 to the 2008, it also allows easy comparison against the changes of the 2011 scheme.

Tobacco Warehouse: Traffic Generation Comparison Assessment						
	AM			PM		
Land-Use	In	Out	Total	In	Out	Total
2008 Consent	110	209	319	217	136	353
2011 consents	86	83	169	101	91	192
Difference	-24	-126	-150	-116	-45	-161
TOTAL of 2015 scheme	62	100	162	74	61	135
Trips compared to 2008	-48	-109	-157	-143	-75	-218

The scheme on a robust basis reduces the overall agreed trip levels, as such the focus is on none car modes for mitigation.

Non car mitigation

- Relocation and upgrading of the nearest bus stops to Merseytravel and LCC Highways requirements
- Pool cycle offer for residents to use at 10% of the cycle parking offer i.e. 55 and the onsite team manage access to them.
- Support to Go bike parking spaces external to site, 12 stands are offered, location to be agreed final location to be agreed as part of the s278 works.
- Support for the city car by providing 2 car spaces on the road outside the development on Regent Street or the site exit on Saltney Street final location to be agreed as part of the s278 works.
- Promotion of TRO in local area for limited parking/permit holders to control overspill parking if felt necessary final locations to be agreed as part of the s278 works.
- It is considered that the 450 off site spaces will be designed and submitted for approval once 50% of the basement and south warehouses spaces are leased. The first 250 spaces would subsequently be constructed and made available once 75% of the onsite parking is leased. The next 100 spaces to be made available when 200 of the 250 spaces are occupied. The remaining 100 spaces when 350 of the new spaces are occupied/leased.

In addition to the above a bus service will be provided as part of the travel plan, final route to be agreed but basic route shown overleaf.

The route would likely to be clockwise and available for site users and others as required.

It is normal that the site provide the annual running costs for the route over a 5 year period capped at £120k per year. However this does not take account of the revenue income that would be generated as the route would not be free.

The route would be tendered and the costs reduced as such the site would provide the shortfall in funding if any.

It is therefore considered that the site would provide the first years funding of 120k on occupation of the 200 unit, the route would operate for a year after tendering and the income/balance of the reduced running costs from the tender agreed as open book accounting and the shortfall for the 120k cap provided for the second year. This would repeat for the next 4 years, 5 year funding in total.

Ad an example the possible revenue to cover the full 120k would be £2310 per week income based on 365 day provision. Assuming a similar cost as the weekly pass of £18 this requires 128 users with a

return journey. The 20% local bus use based on the census data would suggest actual use at a level of around 50 users from the site in the initial years rising to 110 once fully occupied based on apartments only. The office, other uses and the nearby hotel/other local employment could add as a conservative view point 25% more users thus around 65 rising to 140. The site could be self financing around the 4 year mark.



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.

Walking and cycling

The proximity of the site in relation to the central core of Liverpool City Centre, pedestrian facilities are numerous and generally of good quality – particularly in areas which have experienced urban realm improvements as part of the City Centre Movement Strategy (CCMS) which seeks to discourage through traffic within the City Centre; has significant improvements to public transport facilities; and wide ranging urban realm / pedestrian enhancements.

The local area has excellent facilities to promote movement of pedestrians, zebra/puffin crossings, wide footways, and directional signage to aid visitors to the area.

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

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 0.8km yellow / 2km brown distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents/students to access a 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 edge of site lies well within this distance for the stops shown on Great Howard Street.

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.

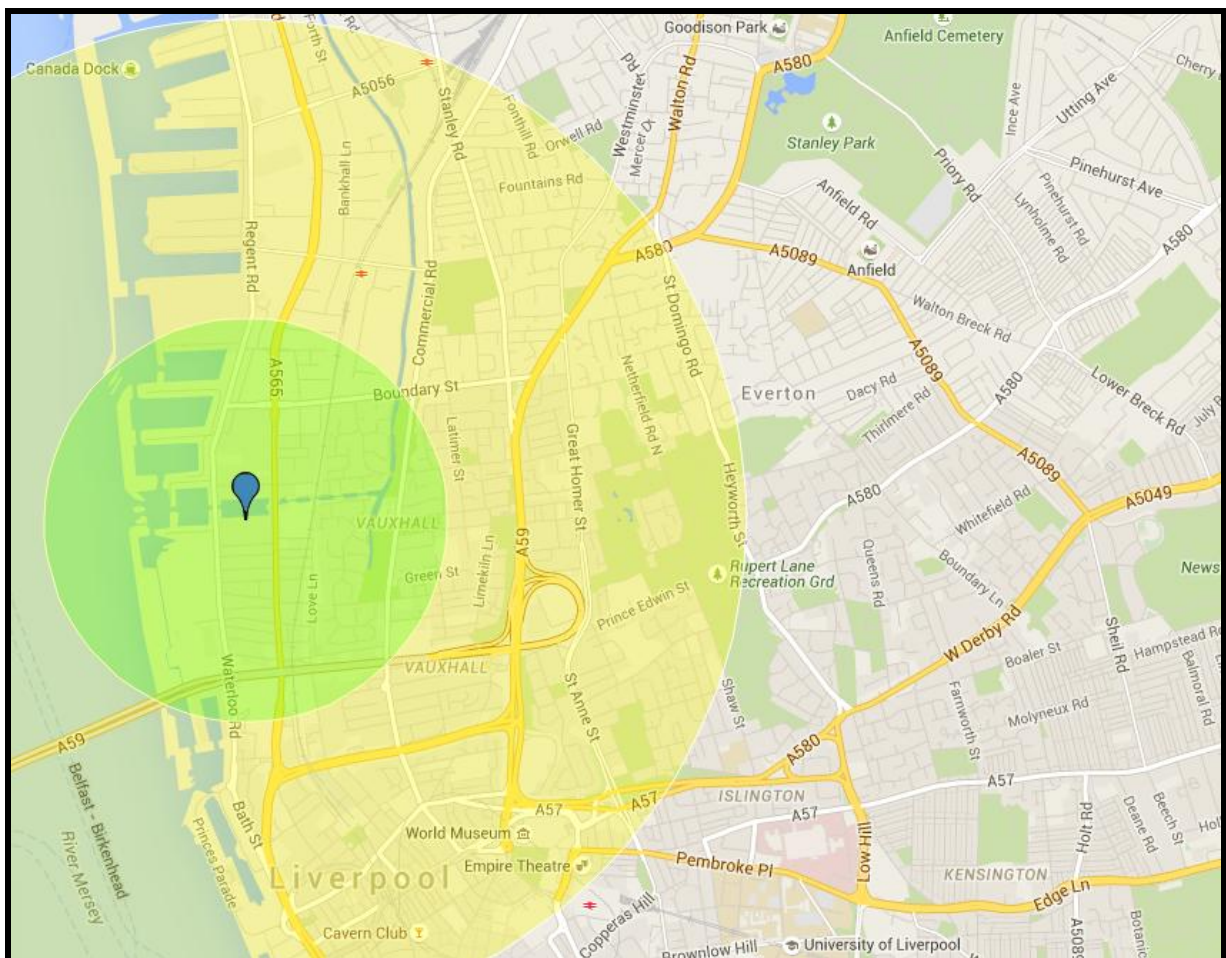
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

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

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



Walk Catchments

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

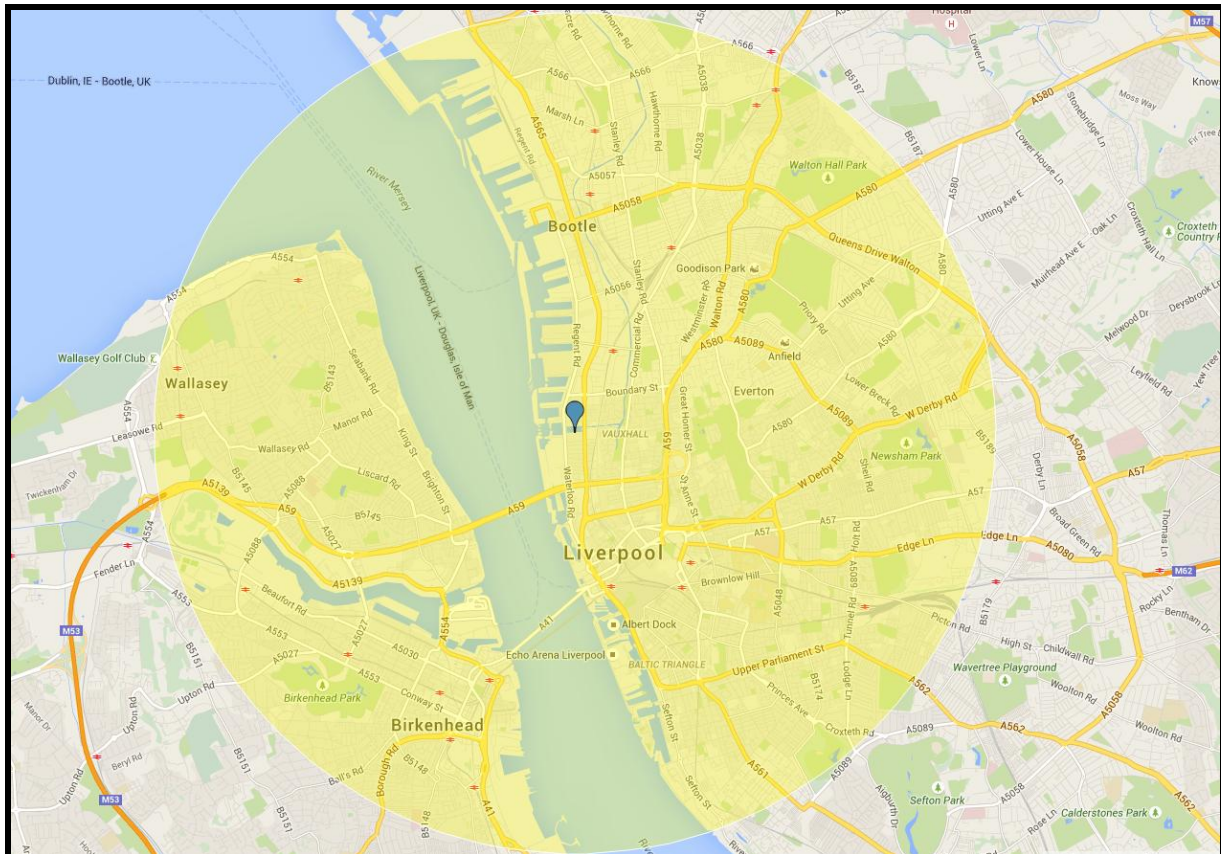
There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

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."

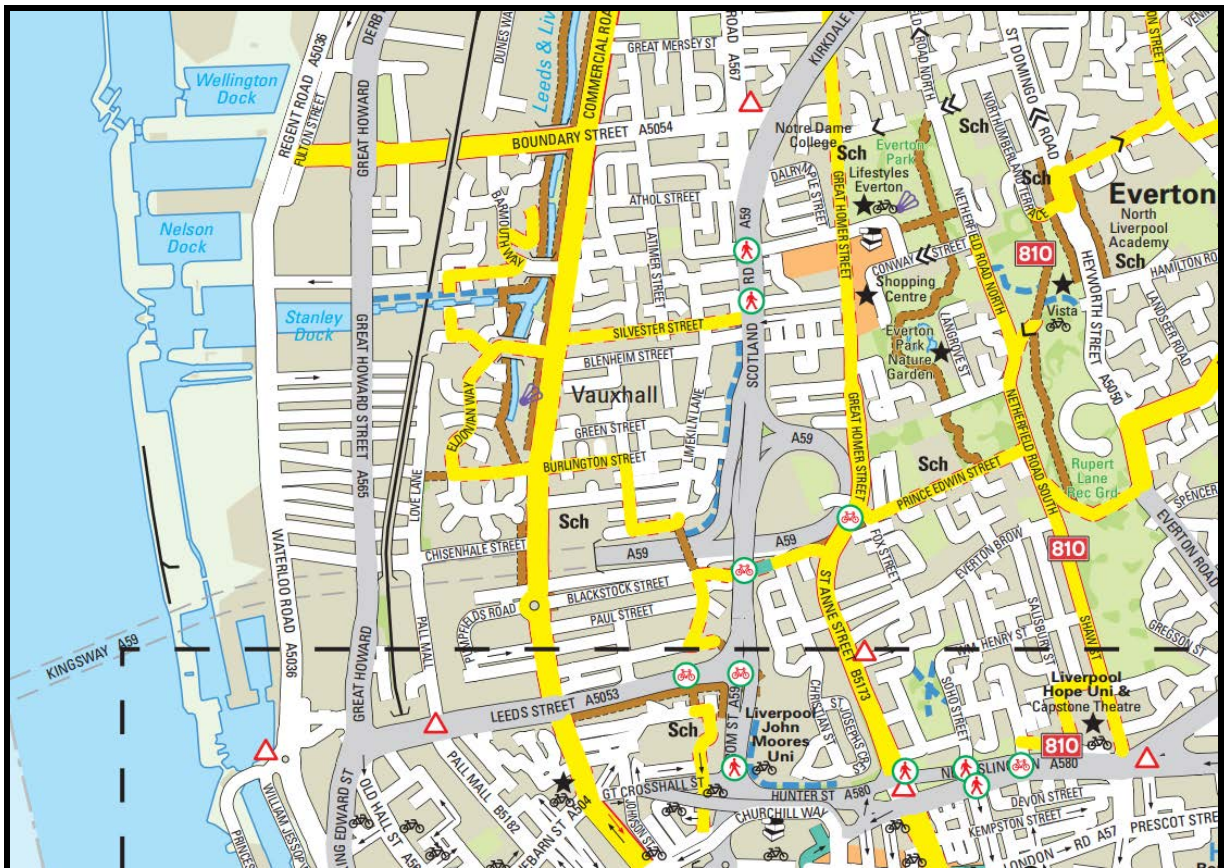
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

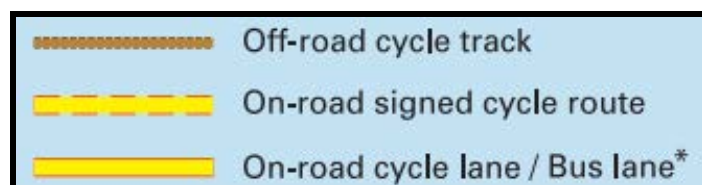
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has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

The yellow area 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 and local network below





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.

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).

As shown in the walking section the development site is located well within 400 metres from the nearest bus stops. The bus stops closest to the site are along Great Howard Street, as shown by the photo below.



Bus stops and services for the stops north above and south below of the site



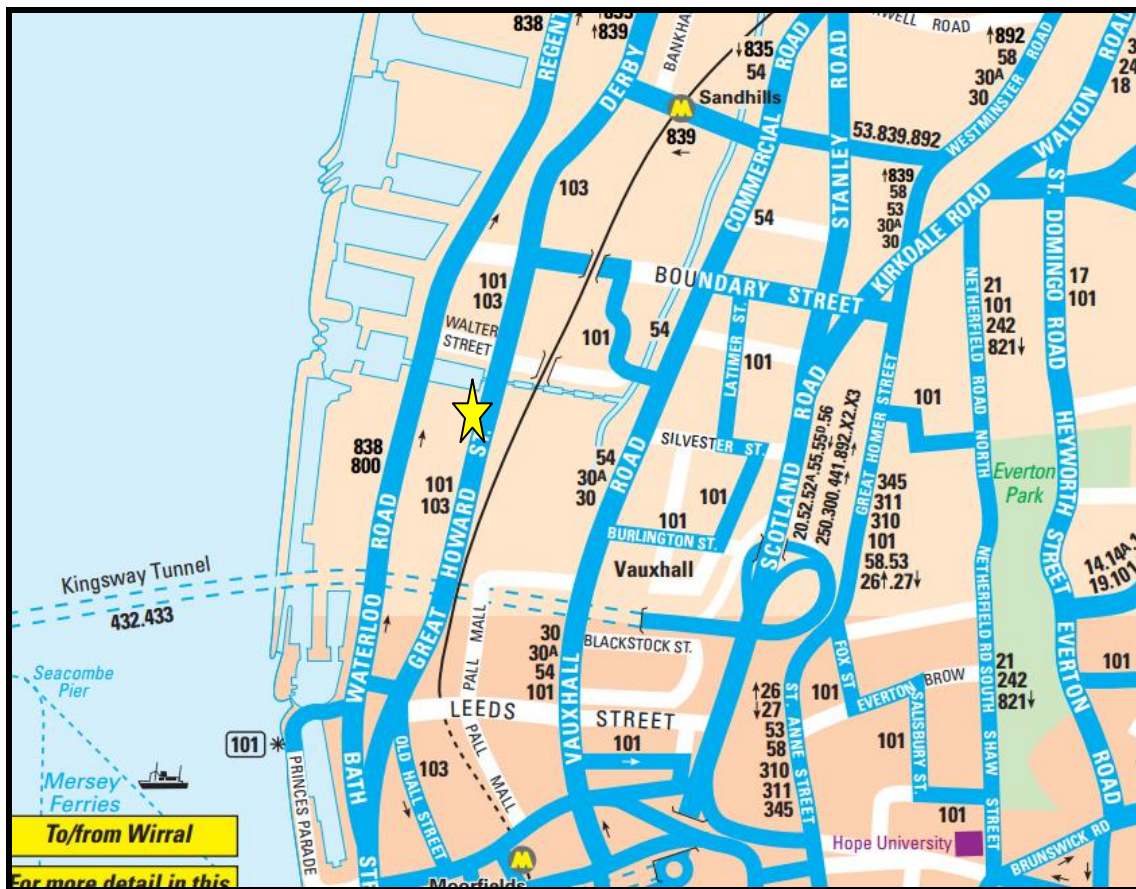
101 To: PRINCES PARADE Via: Paisley Street <small>Merseytravel bus service</small> <small>From 19/04/2015</small>		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.31am THEN EVERY 30 MINUTES AT 17 47 MINUTES PAST EACH HOUR UNTIL 6.01pm 6.31pm	7.31am THEN EVERY 30 MINUTES AT 17 47 MINUTES PAST EACH HOUR UNTIL 6.01pm 6.31pm	NO SERVICE
103 To: AIGBURTH VALE Via: Old Hall Street, Albert Dock (am only), Queens Dock (am only), Park Lane (pm only), Mill Street, Beloe Street, Aigburth Road <small>Merseytravel bus service</small> <small>From 20/04/2015</small>		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
6.46am 7.16am 7.48am 8.18am 8.48am 9.28am THEN NO SERVICE UNTIL 4.18pm 4.48pm 5.23pm 6.02pm 6.36pm	NO SERVICE	NO SERVICE

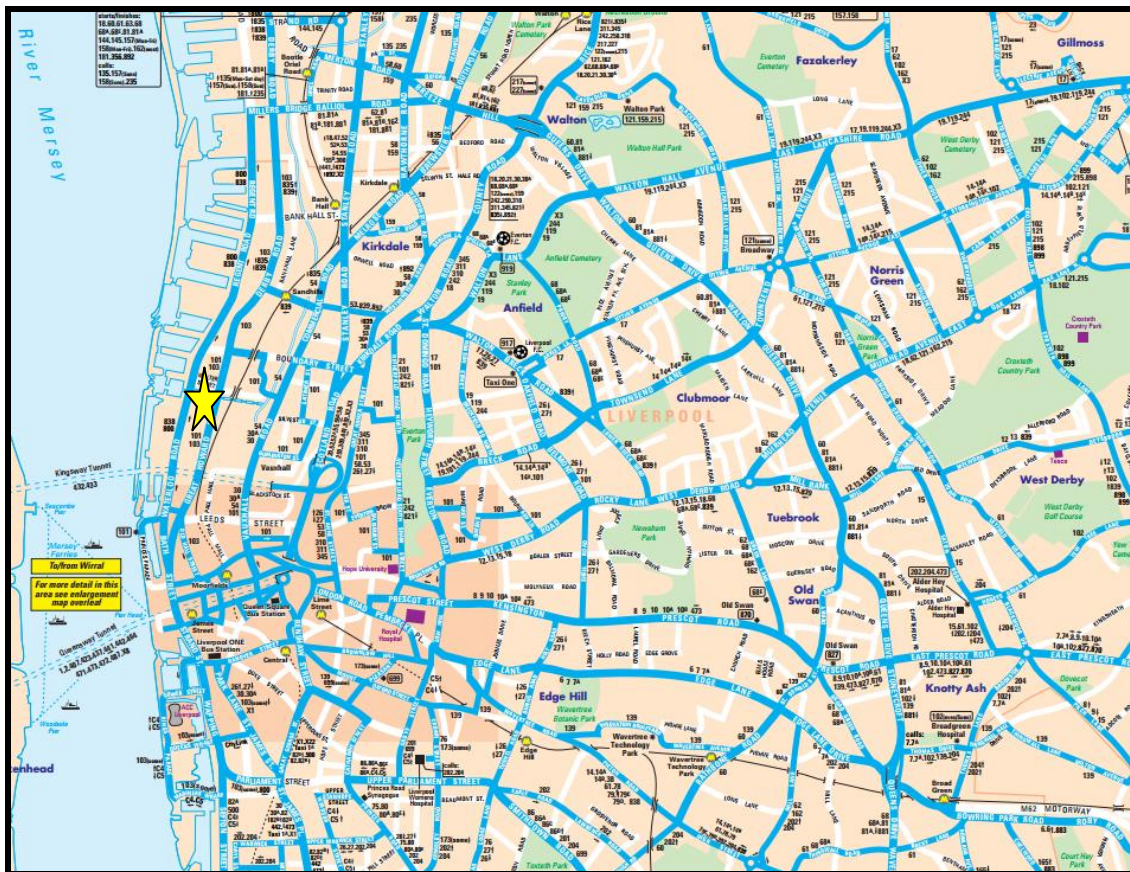
101 To: ROYAL LIVERPOOL HOSPITAL Via: Vauxhall Road, Latimer Street, Midghall Street, Queen Square Bus Station, London Road, Salisbury Street, Everton Braw, Great Homer Street, Netherfield Road North, Heyworth Street, Breck Road, West Derby Road, Everton Road, Low Hill, Prescot Street <small>Merseytravel bus service</small> <small>From 19/04/2015</small>		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.47am THEN EVERY 30 MINUTES AT 17 47 MINUTES PAST EACH HOUR UNTIL 5.17pm 5.47pm	7.47am THEN EVERY 30 MINUTES AT 17 47 MINUTES PAST EACH HOUR UNTIL 5.17pm 5.47pm	NO SERVICE
103 To: WATERLOO Via: Derby Road, Rimrose Road, Crosby Road South, Church Road, Crescent Road, Cambridge Road, Crosby Road North, South Road <small>Merseytravel bus service</small> <small>From 20/04/2015</small>		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
6.34am 7.04am 7.34am 8.04am 8.44am 9.14am THEN NO SERVICE UNTIL 8.04pm 8.34pm 8.13pm 8.50pm 8.14pm 8.49pm	NO SERVICE	NO SERVICE
800 To: SEAFORTH (LIVERPOOL FREEPORT) Via: Millers Bridge, Derby Road, Rimrose Road <small>Merseytravel bus service</small>		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.40am	NO SERVICE	NO SERVICE
838 To: SEAFORTH (LIVERPOOL FREEPORT) Via: Millers Bridge, Derby Road, Rimrose Road <small>Merseytravel bus service</small>		
MONDAY TO FRIDAY	SATURDAY	SUNDAY
7.38am	NO SERVICE	NO SERVICE



800 To: SEAFORTH (LIVERPOOL FREEPORT) Via: Millers Bridge, Derby Road, Rimrose Road			Merseytravel bus service
MONDAY TO FRIDAY	SATURDAY	SUNDAY	
7.39am	NO SERVICE	NO SERVICE	
838 To: SEAFORTH (LIVERPOOL FREEPORT) Via: Millers Bridge, Derby Road, Rimrose Road			Merseytravel bus service
MONDAY TO FRIDAY	SATURDAY	SUNDAY	
7.28am	NO SERVICE	NO SERVICE	

Regent Road stop west of site





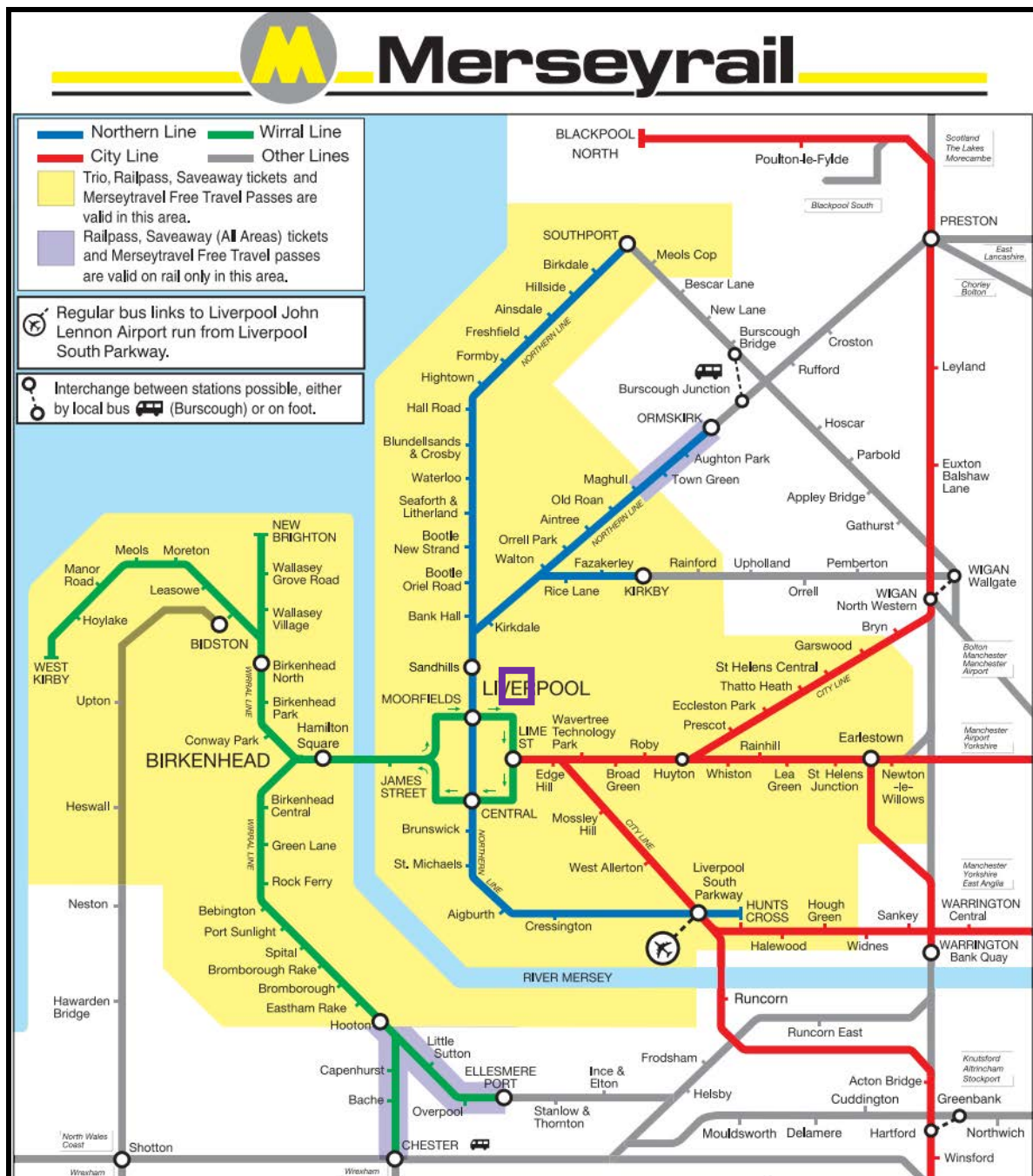
Local bus routes

Rail network

The local rail station is outside the 800m walk distance at 1.4km from policy which still allows the site to access a wide catchment area via rail and possibly cycle/taxi connection.

Liverpool Lime Street is a main transport interchange points for Liverpool and the surrounding area. In addition to the rail services there are numerous buses stop outside the station.

These services provide an opportunity for the residents to access the wider area from the proposed development via public transport.



Rail network

Private hire

As with most cities the taxi offering is supplemented by private hire vehicles pre booked for pick up and drop off, ideally suited for evening leisure trips etc.

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 Travel Plan Co-ordinator will be undertaken by the nominated TPC, this will ensure that new residents 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 resident 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, 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 annual review of the Travel Plan which would be delivered within 6 months.

From then on meetings should be held when major changes or is agreed otherwise on an annual 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 city 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 accommodation 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 home
- 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.

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

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

Publicity Campaign

Raising awareness of the sites intentions of its Travel Plan can be done through 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 residents 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 limited in car offer the need to undertake detailed surveys is felt unnecessary for the residential base as such the key focus will be on linking into other user networks in the area and the bus systems, travel information packs and updates etc.

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

Census data has been reviewed to enable and inform the target setting.



Method of Travel to Work (QS701EW)	E00034361		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	65	%	196630	%	3228744	%
Work Mainly at or From Home	0	0.0	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	1	1.5	1102	0.6	20719	0.6
Train	3	4.6	9962	5.1	89429	2.8
Bus, Minibus or Coach	12	18.5	38601	19.6	267140	8.3
Taxi	0	0.0	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	19	29.2	95678	48.7	2021199	62.6
Passenger in a Car or Van	3	4.6	11805	6.0	197661	6.1
Bicycle	2	3.1	4062	2.1	70557	2.2
On Foot	24	36.9	25208	12.8	351807	10.9
Other Method of Travel to Work	1	1.5	1383	0.7	19863	0.6

These indicate for residential accommodation a mode share of 36.9% walk, 3.1% cycle, 24.6% bus/train and 29.2% car.

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.

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 residents and 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.

Programme

Assumed start 2016:

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

Task	Timeframe
Appoint TPC and inform LCC and Merseytravel of contact details	1 month before occupation
TPC to assimilate information / travel packs	Upon appointment of TPC and for 2016 Sept intake
TPC to distribute information packs	At completion
Travel Surveys to be undertaken	After 75% occupancy is achieved or 6 months after occupation whichever is sooner
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	24 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.