DTPC

Report No. J914
January 2018

FRAMEWORK TRAVEL PLAN

**PROPOSED RESIDENTIAL ACCOMMODATION
WHITTLE STREET, LIVERPOOL**

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CONTROLLED DOCUMENT

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WHITTLE STREET, LIVERPOOL

C O N T E N T S

1. INTRODUCTION

DTPC has been appointed by FCH Architects on behalf of Mr Paul Lloyd to prepare a Framework Travel Plan (FTP) associated with their proposed associated with the proposed residential accommodation Whittle Street, Liverpool.

The application relates to a site located in the urban area currently un-used other than off street parking which will be redeveloped.

Development Proposal

The application relates to a proposed 177 apartments 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 student accommodation to manage its future occupants and 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 CO_2 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

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 additional 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
• Healthy life expectancy • Health inequalities	• 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	• 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	• 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 • 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 and businesses in a new way and require partnerships between developers, local authorities, local business communities and residents.
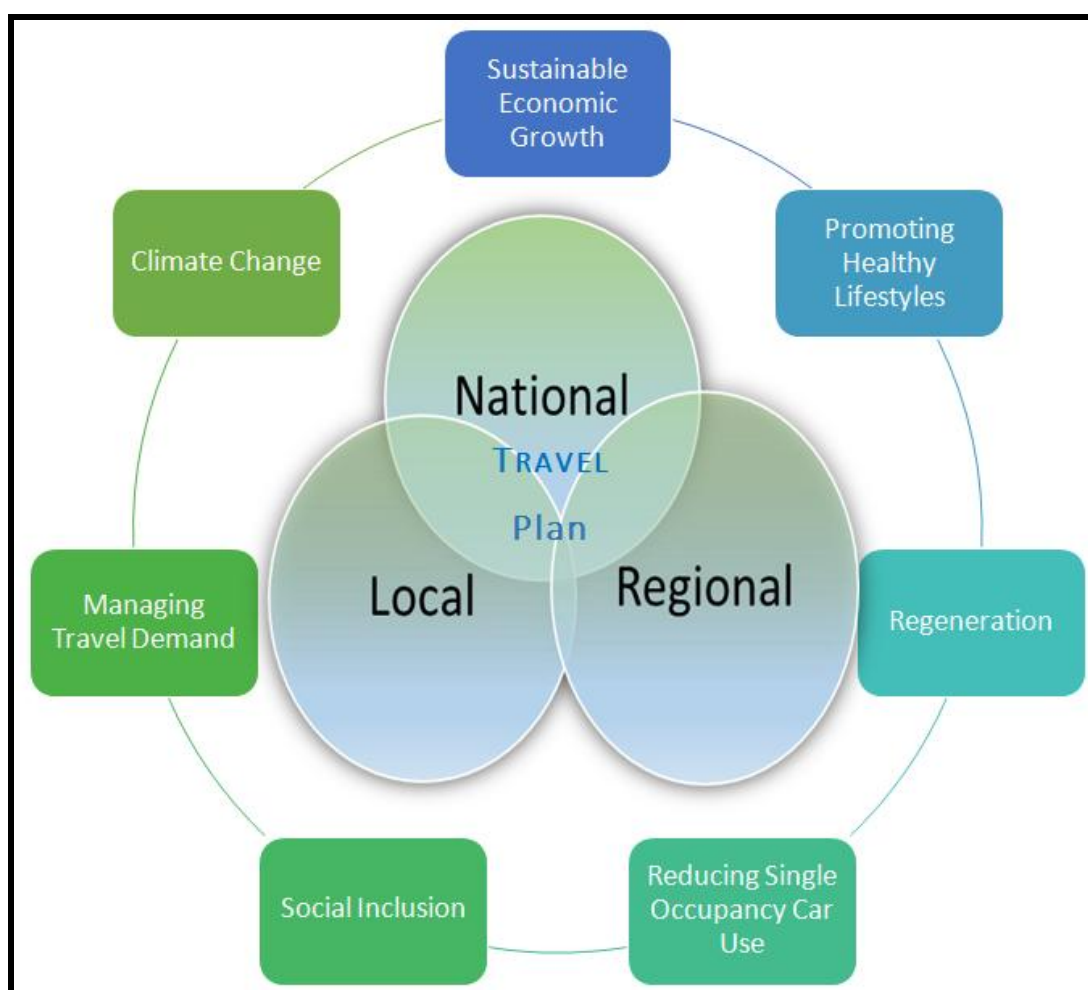
How the Travel Plan accords with planning policy

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.
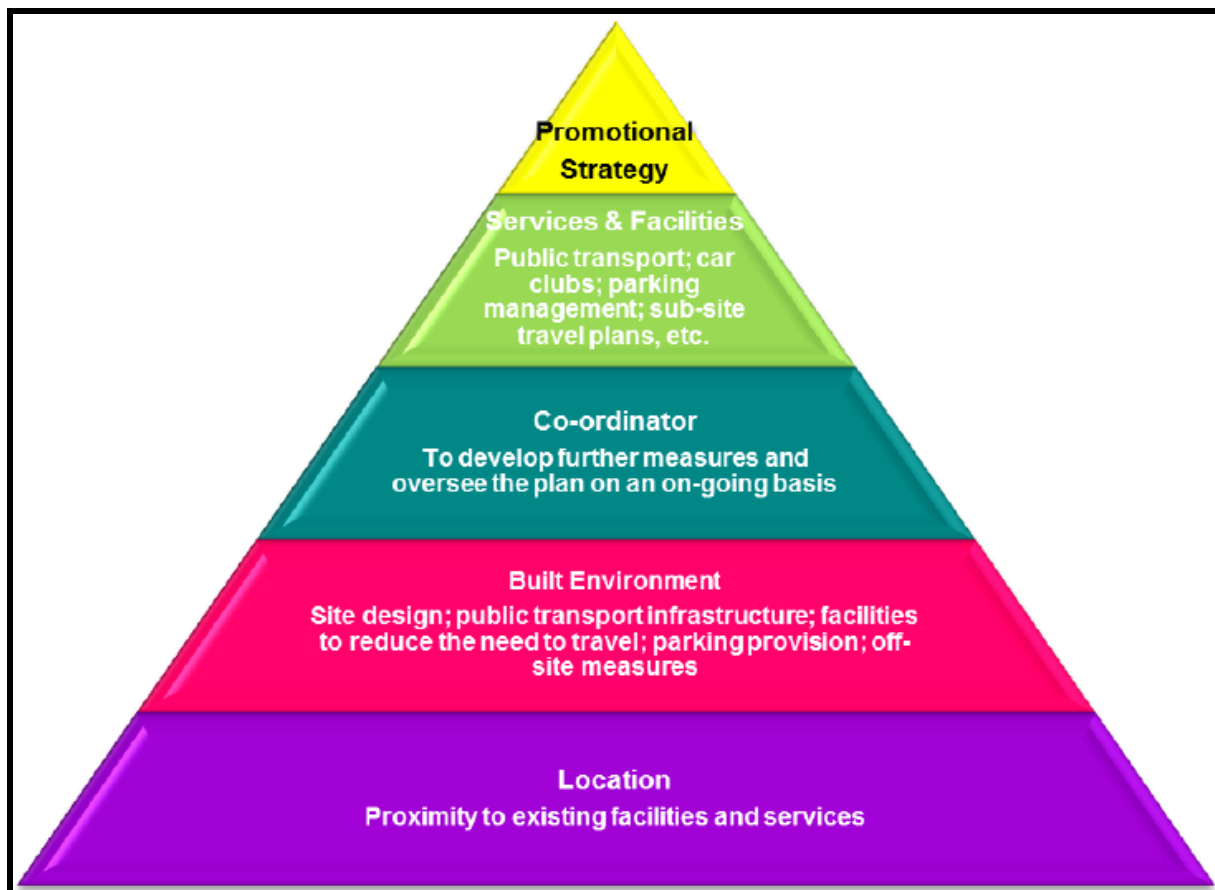
Travel Plan Triangle

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 staff, occupants and visitors to travel by sustainable modes of transport".

As the site provides limited 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 the developer.

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 residents 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 the developer.

How will the Travel Plan be managed?

This Travel Plan has been prepared in support of a detailed planning application. 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 on behalf of the developer.

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.

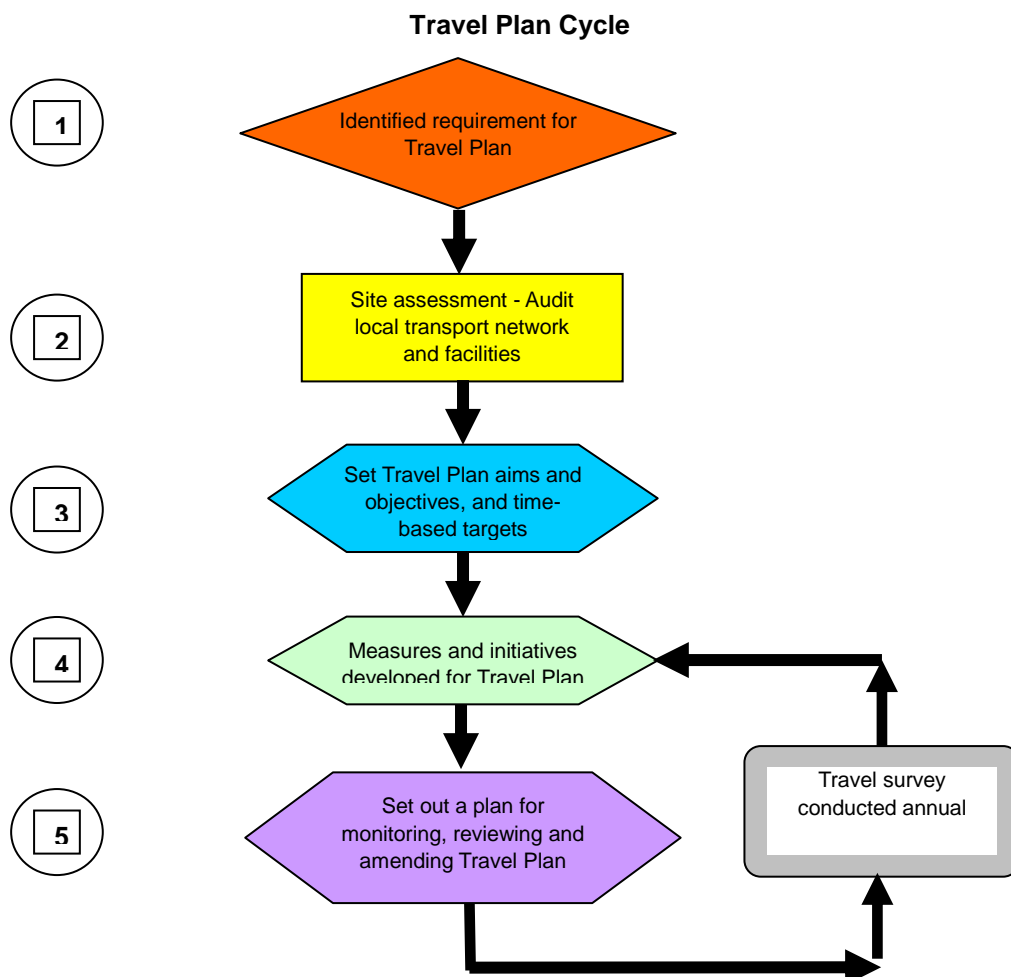## 4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

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 the developers 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.

Travel Plan Cycle

1	Identified requirement for Travel Plan
2	Site assessment - Audit local transport network and facilities
3	Set Travel Plan aims and objectives, and time-based targets
4	Measures and initiatives developed for Travel Plan
5	Set out a plan for monitoring, reviewing and amending Travel Plan

Travel survey conducted annual

5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS

Site location context

The site is situated on the northerly edge of Liverpool City Centre.

Situated approximately 2.5km from Lime Street Station and lying within 3.2 km of the Edge Lane M62 corridor, the site is accessible by a variety of modes and is also within a easy walking distance of a wide variety of the District centre facilities and attractions.
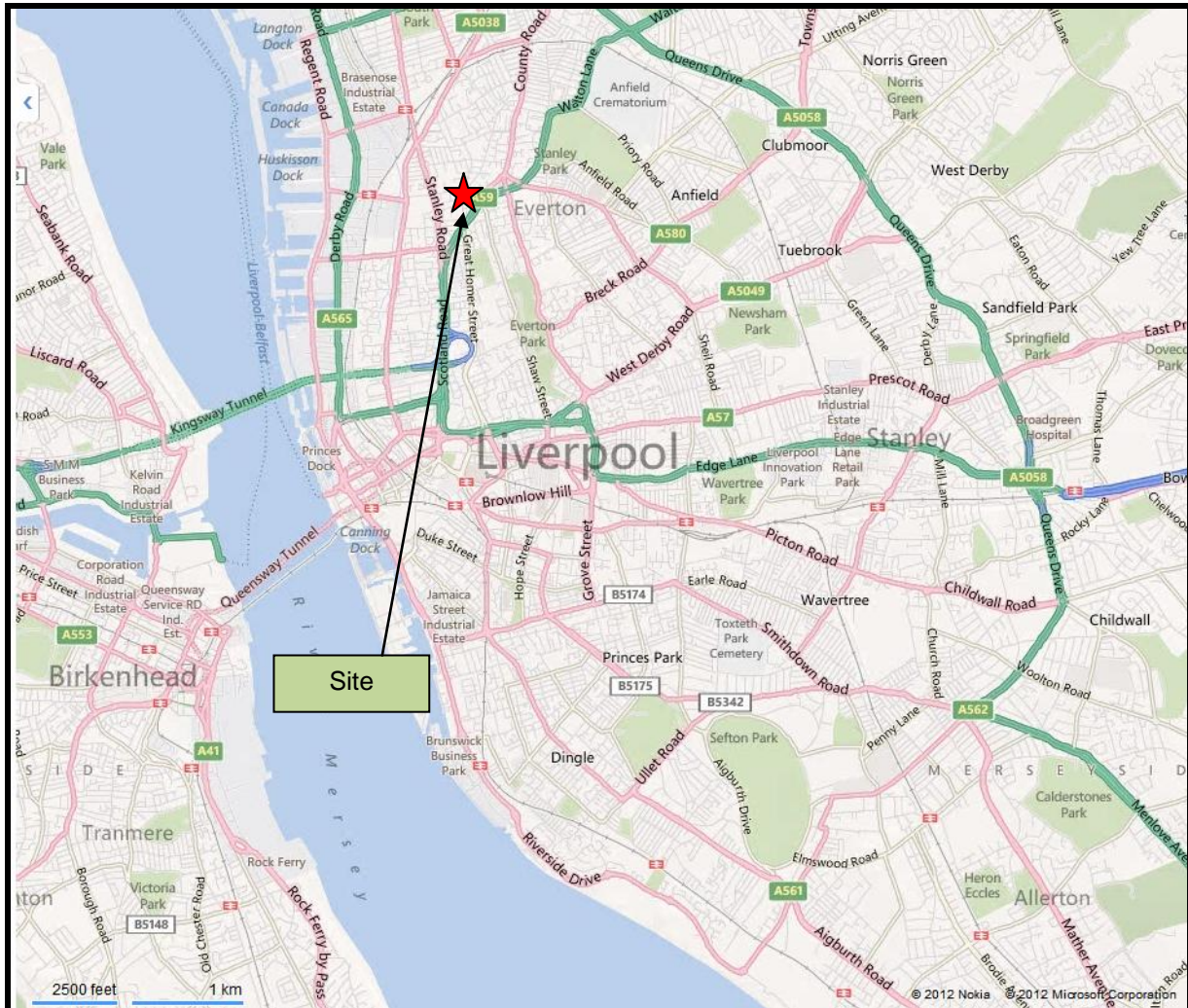
Site location plan in relation to neighbouring settlements and locally overleaf

From the site, Kirkdale Road links to the Great Homer Street/St Anne Street corridor runs south to the A580 corridor runs east/west linking to the A5049 to the eat and A5052 corridors with the A59 to the west and thus to the strategic highway network and thus the wider Merseyside area.

The A59 also runs north/south parallel to Great Homer Street/St Anne Street corridor linking to the city centre.
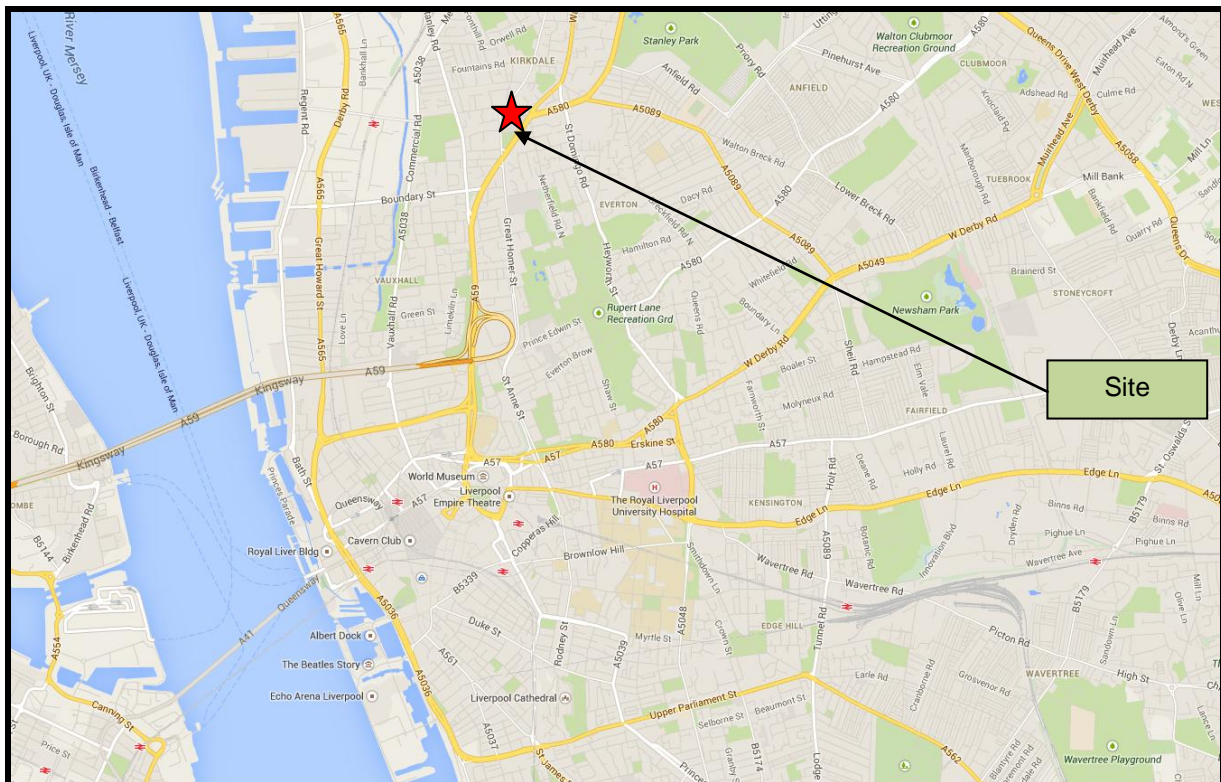
Local area setting and the site.

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 primarliy an urban city centre catchment containing local services/retail units.

From site observation the area has a typical traffic flow charateristic 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

The site is currently accessed from Whittle Street which runs between A59 Kirkdale Road and Smith Street.

The site has a grassed area and an access leading to off street parking.

Smith Street view north and south along frontage

View along internal access route

Kirkdale Road view north and south along frontage
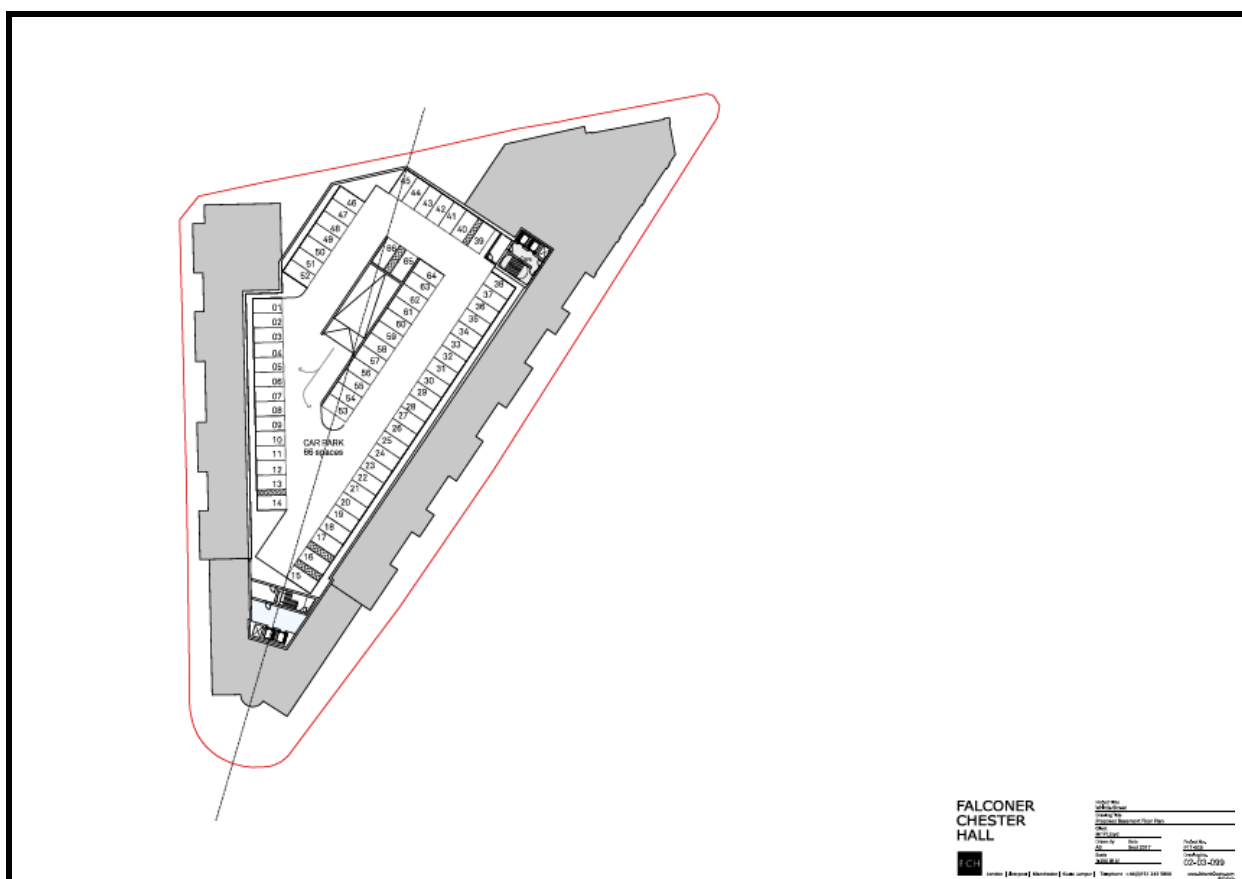

View along Whittle Street

View left and right Whittle St/Smith St junction

Proposals

The proposed development comprises 177 apartments, ancillary gym and shared lobby, 88 cycle spaces, 6 motorcycle spaces and 121 car spaces. There is a 321 sqm commercial unit expected to be a local coffee shop or split for store etc to serve the local area. Full details in architects drawings.

Basement and Site Layout

Servicing strategy

The larger deliveries are accommodated using the lay bys for a large refuse vehicle on Whittle Street.

Smaller vans/deliveries can be accommodated internally.

Car parking Policy and review

The highly accessible nature of the scheme as with most centre type schemes would require staff to use walk/cycle/car share/public transport as their chosen mode of transport. These are set out in the sustainability chapter.

Liverpool Unitary Development Plan 2006-2016

Whilst the UDP itself cannot implement new transport schemes or control transport services, its land use policies must link to and support the transport objectives and proposals of the LTP. In this respect the UDP will have two key roles to play:

- *Protect sites for new transport proposals; and*

- *Ensure that the design and location of all other new development contributes to more sustainable travel patterns.*

Policies influencing the location, density, design and mix of land uses are found throughout the UDP and are used to help reduce the need to travel and the length of journeys. For instance, development that would generate significant travel demand should be located in the City Centre or

district centres, and any alternative location must have ready access by public transport, cycling or walking. Appropriate sites must be allocated for such development where possible.

Policy T12, Car Parking Provision in New Developments

All new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, to meet the minimum operational needs of the development. Additional space for non-operational car parking will be permitted up to a maximum standard. This will be determined by:

• The nature and type of use;

• Whether off-site car parking would result in a danger to highway and pedestrian safety;

• Whether the locality in which the proposed development is located is served by public car parking facilities;

• Whether off-site parking would result in demonstrable harm to residential amenity; and

• The relative accessibility of the development site by public transport services.

Abstracts from the SPD

The Local Transport Plan for Merseyside 2006/7–2010/11, Supplementary Planning Guidance Note 8, provides the current parking standards to be adopted throughout Merseyside. Table 7.1 contains a summary of the parking standards and the number of spaces required within the development in-line with the published standards.

4.15 When dealing with residential parking, a request will be made for developers to make provision for a ratio of 0.70;1 parking spaces to dwellings.

Where a developer is unable to achieve this , or where this is not desirable, a request for access to be improved by other modes, either through contributions or direct improvements on the ground, will be made.

4.16 We may encourage lower levels of parking, along with adequate support for walking, cycling, public transport and travel plans, where:

- The development is in an accessible location (such as within the City Centre, District or Local Centre), or where there is good public transport access (see accompanying Accessibility Maps, map 2);

- Initiatives to reduce traffic are planned for, or are being introduced, in the area; and

- There is adequate off-street parking within 400m or potential for shared use of spaces (for ex-ample, in mixed-use developments).

4.17 In such circumstances where lower levels of car parking are not provided the reasons why should be stated in the completed Accessibility Checklist.

Car parking policy is set out below:

Policy summary

Key items for reference in support of the site reduced parking offer.

All new developments including changes of use, which generate a demand for car parking will be required to make provision for car parking on site, **to meet the minimum operational needs of the development.**

Whether off-site car parking would result in a danger to highway and pedestrian safety;

Whether off-site parking would result in demonstrable harm to residential amenity; and

The relative accessibility of the development site by public transport services.

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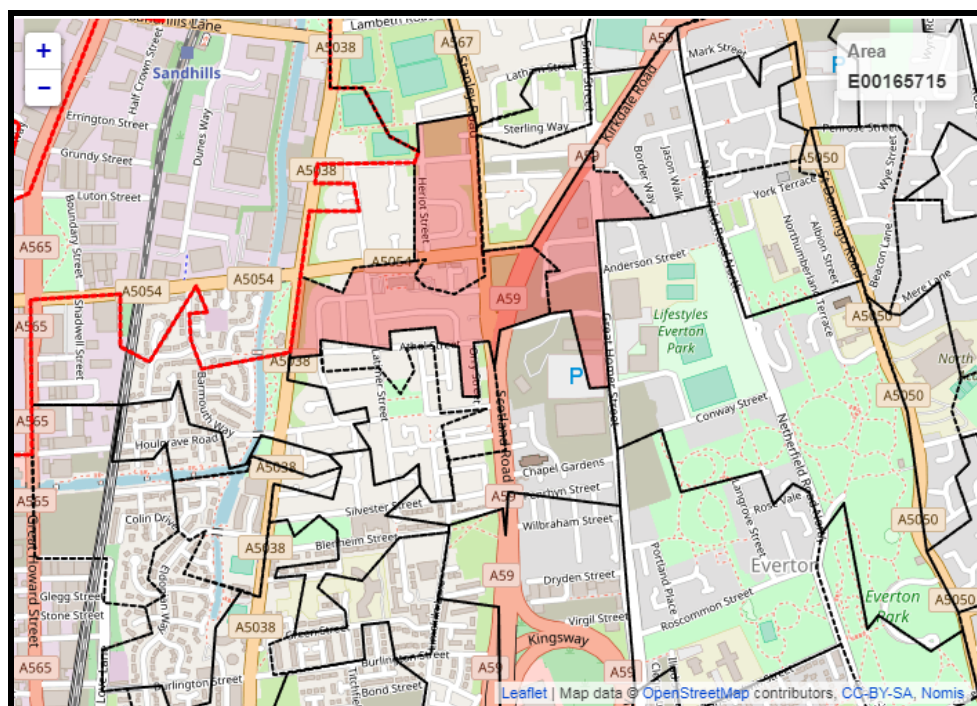
There is adequate off-street parking within 400m or potential for shared use of spaces (for example, in mixed-use developments).

C3 - Dwelling Houses	
Vehicle Type	**Standard**
Cycles	Houses – No minimum
	Flats – 1 secure space for every 1 flat, plus 1 visitor cycle stand per 10 units
	Sheltered Housing – 1 secure staff cycle space per 10 units, plus cycle parking for visitors
People with disabilities	Wheelchair housing – 1 space per dwelling, with dimensions suitable for use by people with disabilities.
	General housing – where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 5 units, 1 space per 10 units or part therefore, with dimensions suitable for use by people with disabilities.
General Car Parking (Guideline)	Car Free:
	0 spaces per dwelling
	City Centre:
	Flats – Average of 0.70 space per dwelling
	Outside the City Centre:
	Flats – 1 space per dwelling
	Houses – Average of 1.5 spaces per dwelling

The site is a sustainable location. The policy requirement of 1 space per flat would equate to a maximum demand of 177 car spaces.

The site offers 121 spaces in an unallocated format or 68%.

Census data shows the area has low car ownership reflective of its location and accessibility.

Car or Van Availability (QS416EW)			Liverpool		North West	
	E00034349; E00034356; E00034371		Metropolitan District		Region	
All Households	316	%	206515	%	3009549	%
No Cars or Vans in Household	232	73	95281	46	841667	28
1 Car or Van in Household	79	25	78775	38	1279984	43
2 Cars or Vans in Household	4	1	27031	13	707398	24
3 Cars or Vans in Household	0	0	4358	16	138371	20
4 or More Cars or Vans in Household	1	0	1070	1	42129	1

It also shows that the ownership does not mean car use at the same level.

Method of Travel to Work (QS701EW)			Liverpool		North West	
	E00034349, 356, 371		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	167	%	196630	%	3228744	%
Work Mainly at or From Home	0	0.0	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	1	0.6	1102	0.6	20719	0.6
Train	3	1.8	9962	5.1	89429	2.8
Bus, Minibus or Coach	62	37.1	38601	19.6	267140	8.3
Taxi	4	2.4	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	51	30.5	95678	48.7	2021199	62.6
Passenger in a Car or Van	12	7.2	11805	6.0	197661	6.1
Bicycle	0	0.0	4062	2.1	70557	2.2
On Foot	33	19.8	25208	12.8	351807	10.9
Other Method of Travel to Work	1	0.6	1383	0.7	19863	0.6

These indicate for a mode share of 19.8% walk, 0% cycle, 39.5% bus/train and 30.5% car, 7.2% by car share.

This shows that for a site of 177 units the parking demand locally would be 70 spaces, much reduced from the 177 from policy. The 121 spaces are based on a ratio of 1:0.68.

The accessibility of the area is a key factor in lower parking offer.

The District centre is an easy 15-20 minute walk, the Universities and other employment are in 5-15 minutes.

Walkers have clear routes with controlled crossings provided across major roads, some routes such as Kirkdale Road have already been upgraded as part of LCC investment programme.

Improved routes are provided alongside the scheme connecting to existing routes, crossings and bus stops.

Cycling routes are alongside the site with controlled crossing points of major routes, a significant part of the wider LCC area is accessible by cycle and will be enhanced by the city bike station offer.

Bus stops are adjacent to the site giving a high frequency access to major routes and connections.

The area is this considered to be well connected to the non car mode routes to enable a view to be taken of the need for offering parking which is likely to lead to cars parked but not used.

The census data shows 30.5% car use for the area, well below the policy target of spaces.

Trip rates and assessment

Reference has been made to the census data for the local area to ascertain the level of car use to provide an indicator of the need to provide car spaces to policy.

The area has lower car use, 30.5% use of cars in the peaks travel to work thus supporting lower trip movements locally.

The area has a higher walk mode reflecting the location.

Apartments are recognised as having lower trip levels associated with each unit.

The flows from the proposed uses have also been assessed and shown below with reference to other approvals as necessary for similar uses.

Recent approvals for residential development set out the following trip rates and thus the trips for the proposed development itself:

Development	Size Sqm GFA	Trip Rates				Corresponding Trips			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Flats	177	0.058	0.17	0.129	0.078	10	30	23	14
Total						40		37	

As shown above the analysis of the Proposed Development, including its size, development mix and proposed parking provision, has shown that the anticipated development traffic during operational phases is unlikely to have a significant effect on the operation of the junctions at the Site, and would

not cause any significant increase in congestion. In addition, the proposals include measures to promote sustainable travel patterns and a significant percentage of journeys to and from the Site are assumed to be taken by modes of transport other than private car.

The proposal would therefore have little or no adverse impact on the local network.

## 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;
2. Accessibility by public transport.

Facilities

The 1km catchment encompasses a large area to the north of Liverpool including employment, education and leisure opportunities as well as the Project Jennifer District centre.
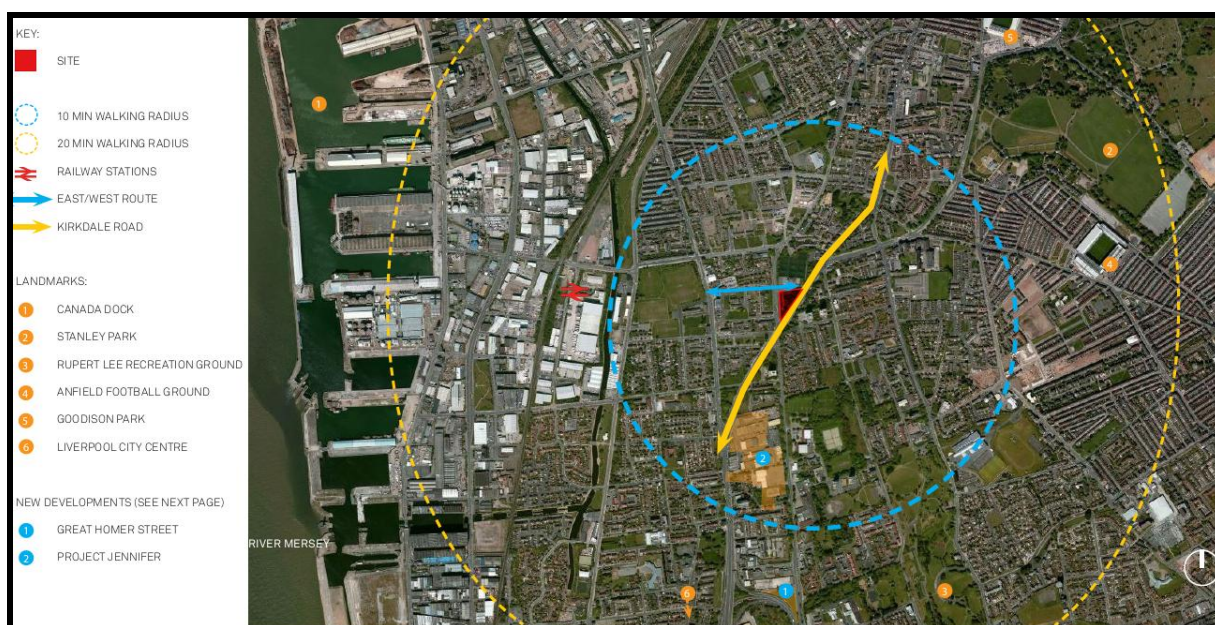
Facility	Approximate Walking Distance
Church	375 metres
Fountain |centre/Nursery	400 metres
Local Centre Shopping Area inc PFS	500 metres
Doctor/Pharmacy Stanley Road	500 metres
Our Lady Primary School	535 metres
University	2km metres
Hillside High School	2.5km

Sample of Local Facilities

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 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 site lies well within this distance for the stops shown on Smith 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.
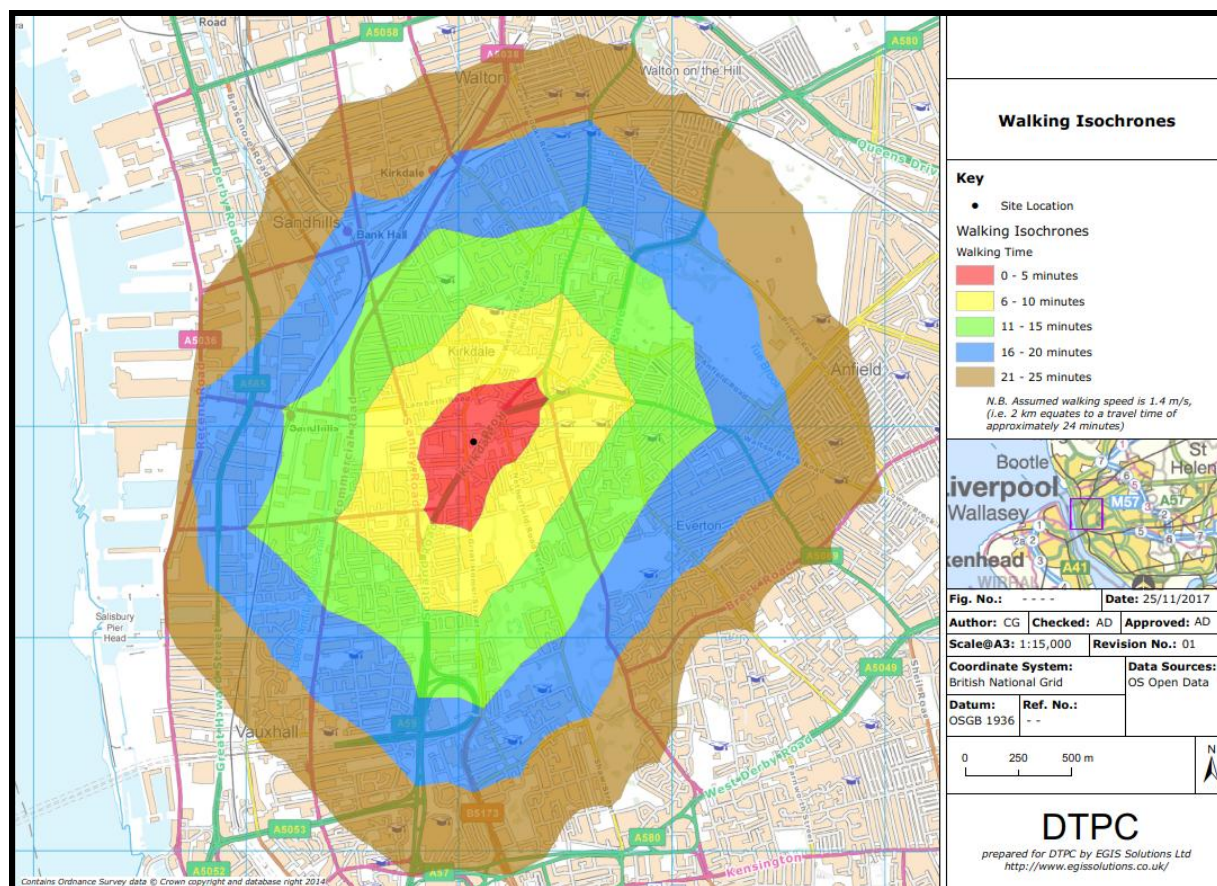
Walk Catchments

Clearly, there is also potential for walking to form part of a longer journey for residents and visitors 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.
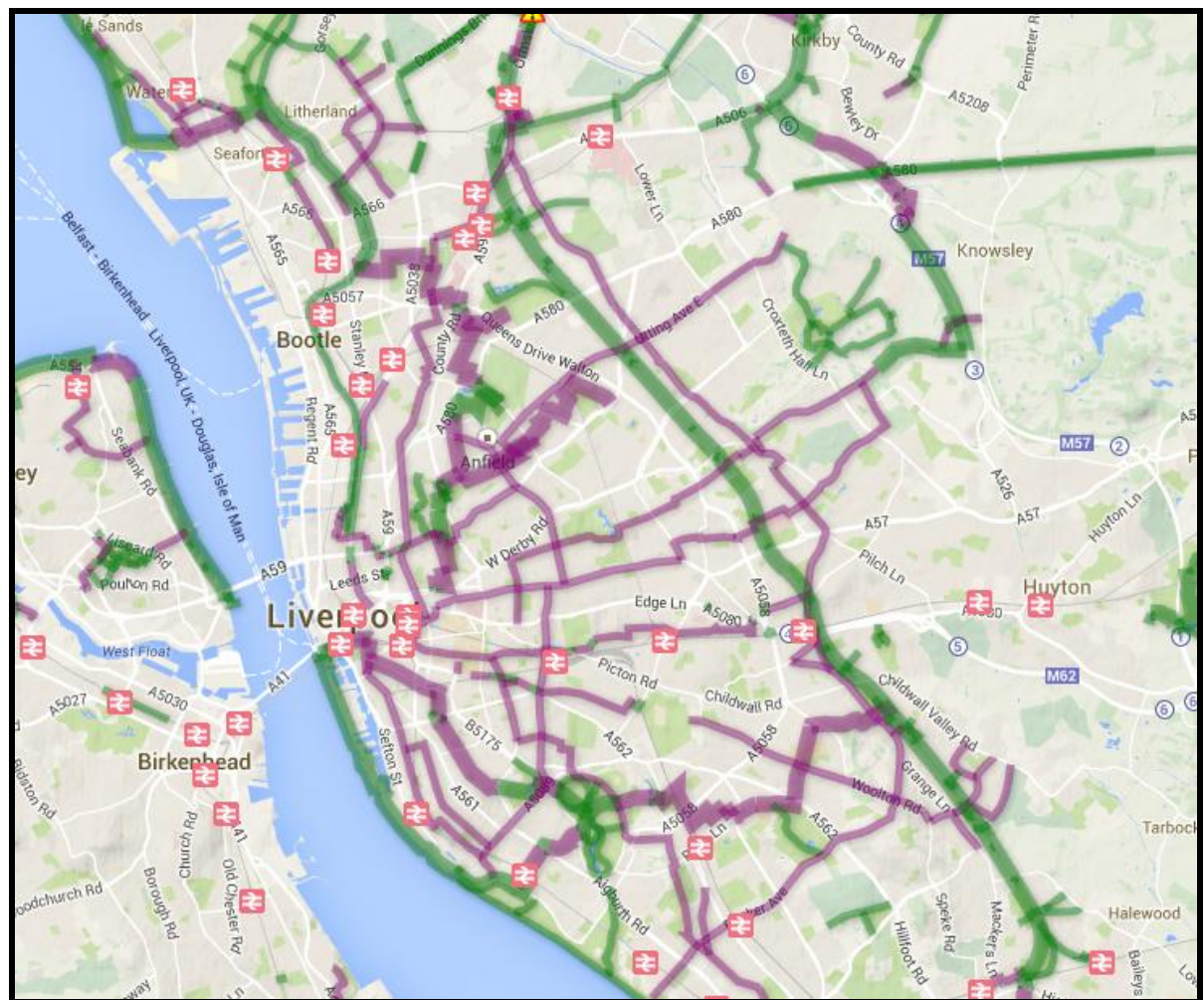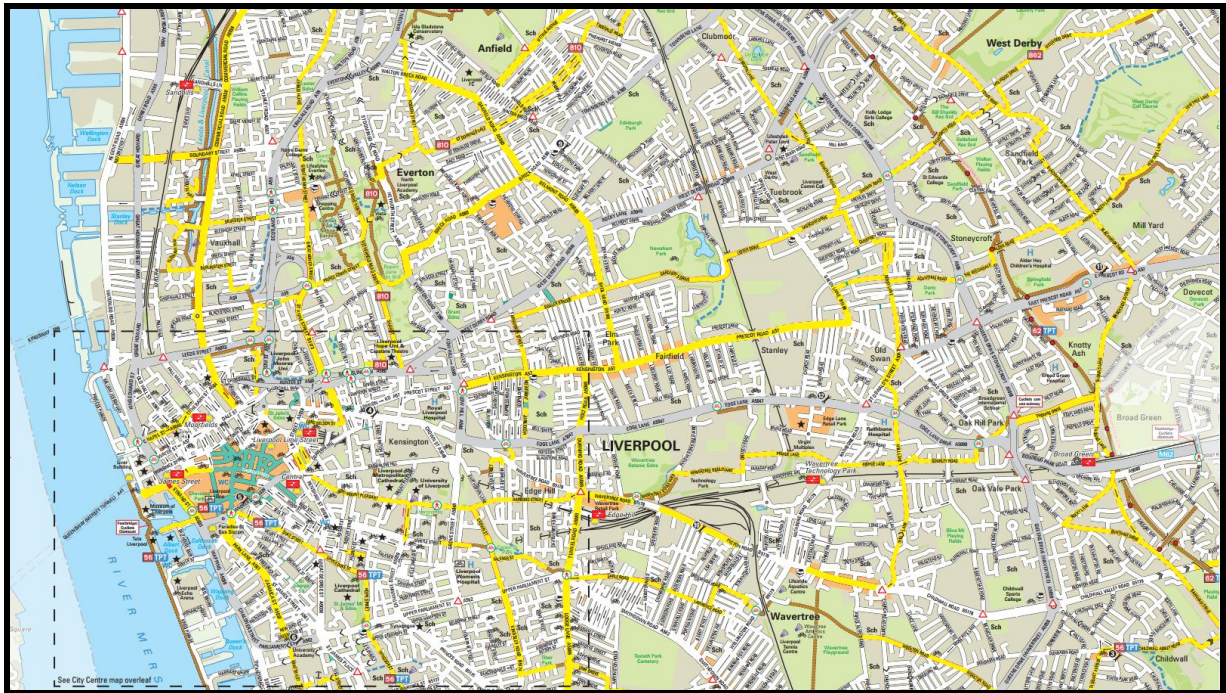
The brown area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.
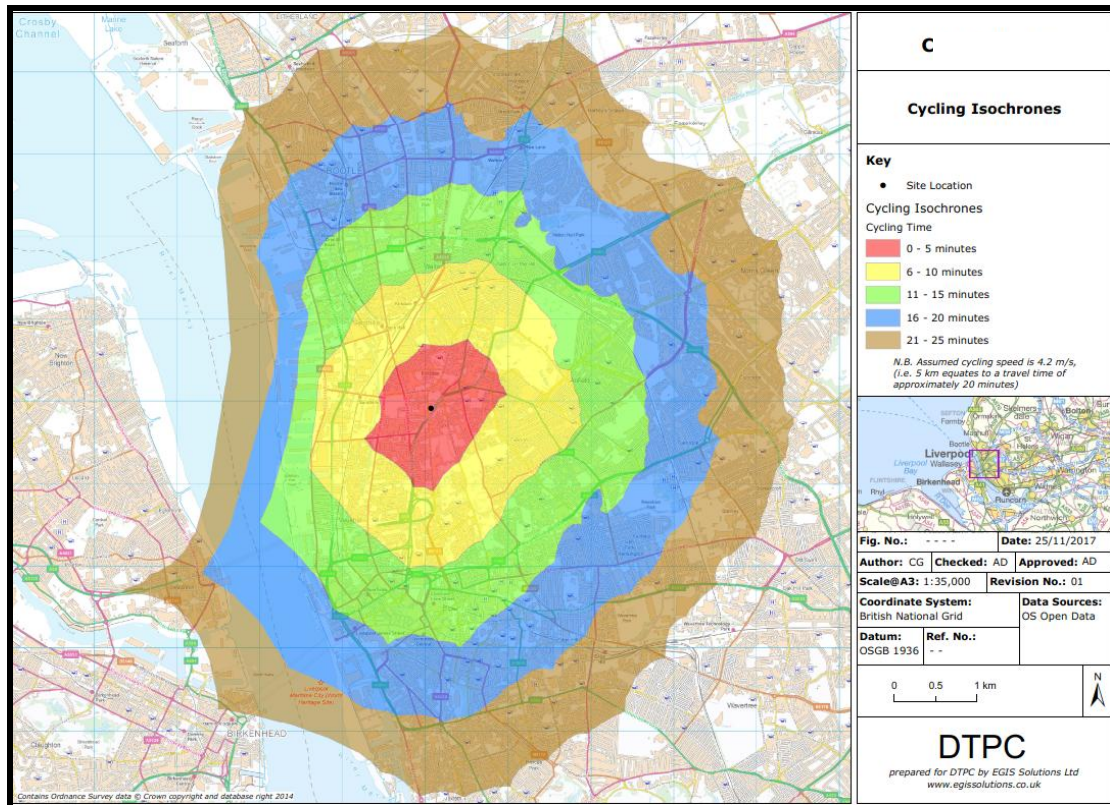
Cycle Catchments
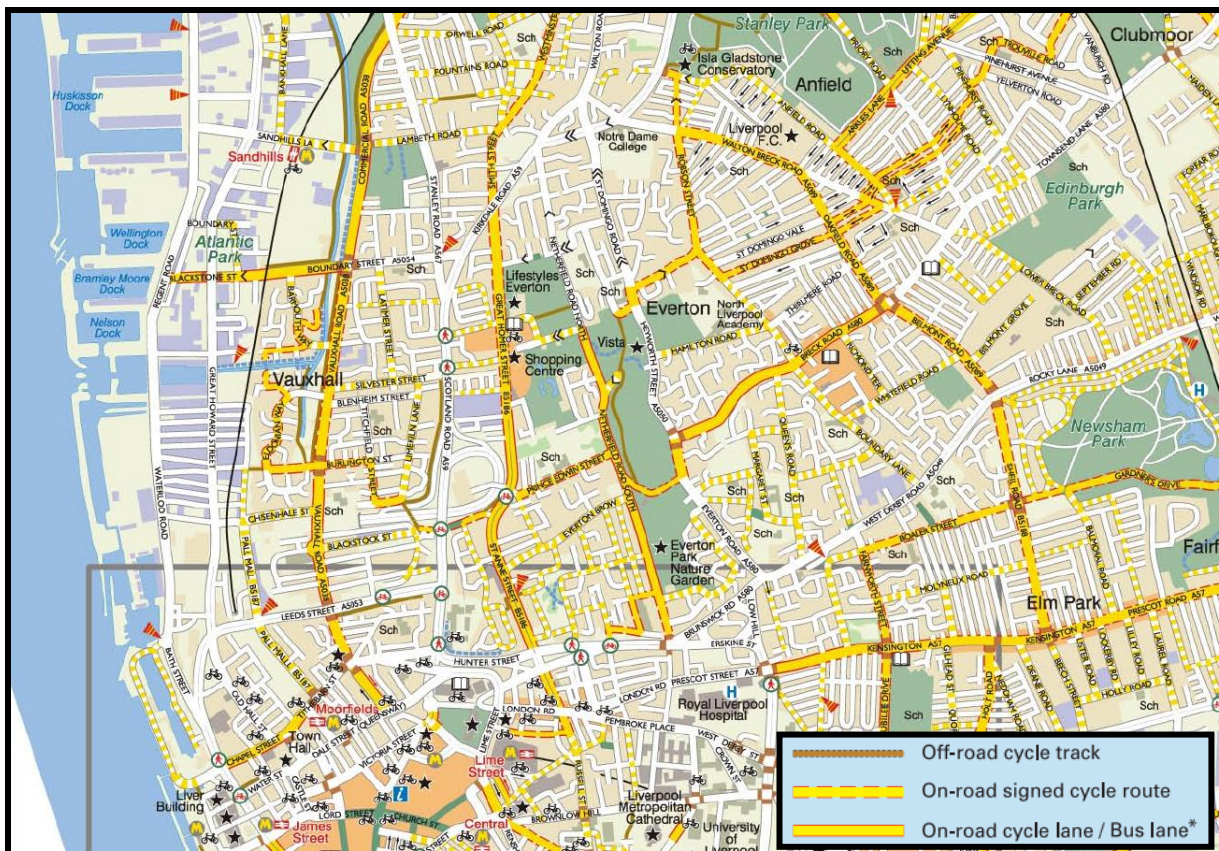
Local area and wider network

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

The 'Everton Park and the Mersey' route map may be useful for residents:
http://www.letstravelwise.org/files/80318448_cycle-route-map-everton-park-mersey.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).

As shown in the walking section the development site is located well within 200 metres from the nearest bus stops.

The bus stops closest to the site are along Smith Street, as shown by the photo below.

Bus stop and services for the Smith Street corridor adjacent to the site
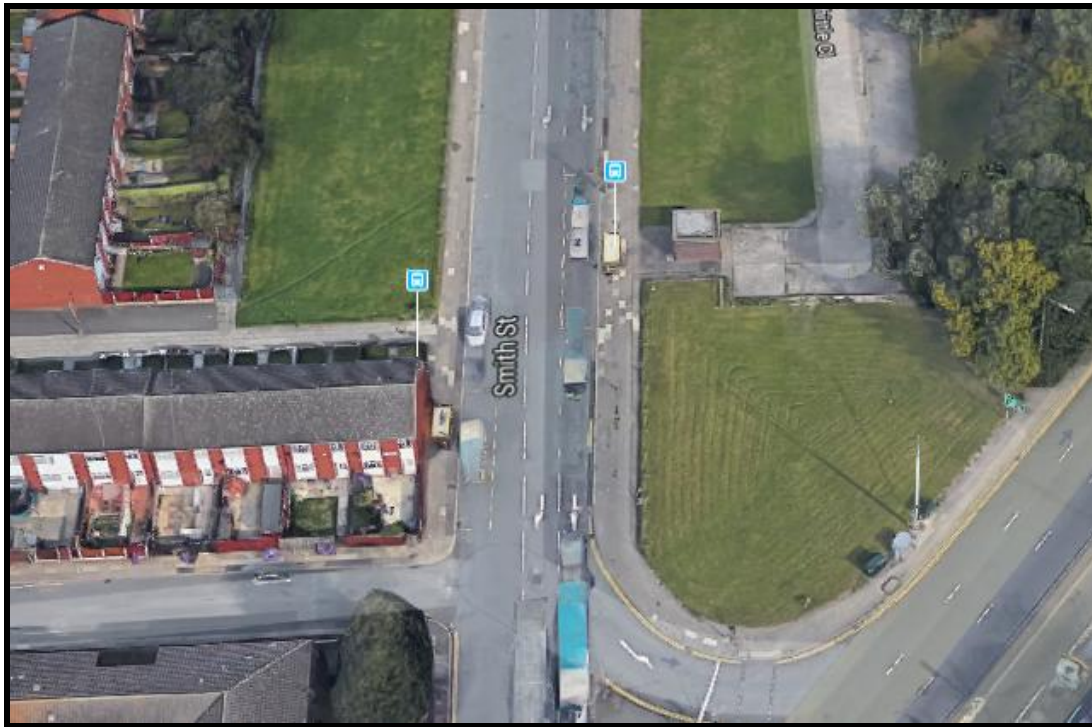
58 To **City Centre** (Queen Square Bus Station)
Via **Great Homer Street**
From 11/01/2015

Mondays to Fridays		Saturdays		Sundays	
6am	0610 0640	6am	0650	**No service**	
7am	0713 0743				
8am	0813 0848		Then every **30** minutes at		
9am	0918 0948		20 and 50 minutes past		
10am	1020 1050		each hour until		
		6pm	1820		
	Then every **30** minutes at				
	20 and **50** minutes past				
	each hour until				
3pm	1520 1550				
4pm	1624				
5pm	1700 1730				
6pm	1805 1834				

Operated by **Arriva**

58A To **City Centre** (Sir Thomas Street)
Via **Vauxhall Road, Tithebarn Street, Moorfields, Dale Street, North John Street, Victoria Street**
From 23/04/2017

Mondays to Fridays		Saturdays		Sundays	
7pm	1925	7pm	1925	8am	0825
8pm	2025	8pm	2025		
9pm	2125■	9pm	2125■		Then every **hour** at 25 minutes
10pm	2225■	10pm	2225■		past each hour until
11pm	2325■	11pm	2325■		
				8pm	2025
				9pm	2125■
				10pm	2225■
				11pm	2325■

Operated on behalf of **Merseytravel**

53 To **City Centre** (Queen Square Bus Station)
Via Great Homer Street, London Road, Lime Street

From 03/09/2017

Mondays to Fridays

6am	0608	0623	0638	0648
	0658			
7am	0708	0718	0723	0728
	0737	0746	0753	0759
8am	0806	0812	0819	0825
	0832	0838	0845	0851
	0858			
9am	0904	0911	0917	0926
	0934			

Then every **6/7** minutes until

5pm	1748	1756		
6pm	1804	1814	1824	1834
	1844	1856		
7pm	1908	1923	1938	1953
8pm	2008	2023	2038	2053
9pm	2108	2123	2138	
10pm	2208	2238		
11pm	2308	2338		

Saturdays

6am	0608	0623	0638	0653
7am	0708	0723	0736	0749
8am	0801	0809	0821	0831
	0841	0851		
9am	0901	0911	0921	0928
	0934			

Then every **6/7** minutes until

4pm	1650	1656		
5pm	1706	1716	1726	1736
	1746	1756		
6pm	1806	1816	1826	1836
	1853			
7pm	1908	1923	1938	1953
8pm	2008	2023	2038	2053
9pm	2108	2123	2138	
10pm	2208	2238		
11pm	2308	2338		

Sundays

7am	0705	0735		
8am	0805	0835		
9am	0905	0920	0935	0950

Then every **15** minutes at **05 20 35** and **50** minutes past each hour until

9pm	2105	2120	2135
10pm	2205	2235	
11pm	2305	2335	

Operated by **Arriva** and **Stagecoach**

Bus services Smith Street

Bus stops Kirkdale Road and services below

Buses

| 2A | 2E | 20 | 26 | 310 | 345 |
| 892 | 919 | X3 | | | |

Wider and Local bus routes
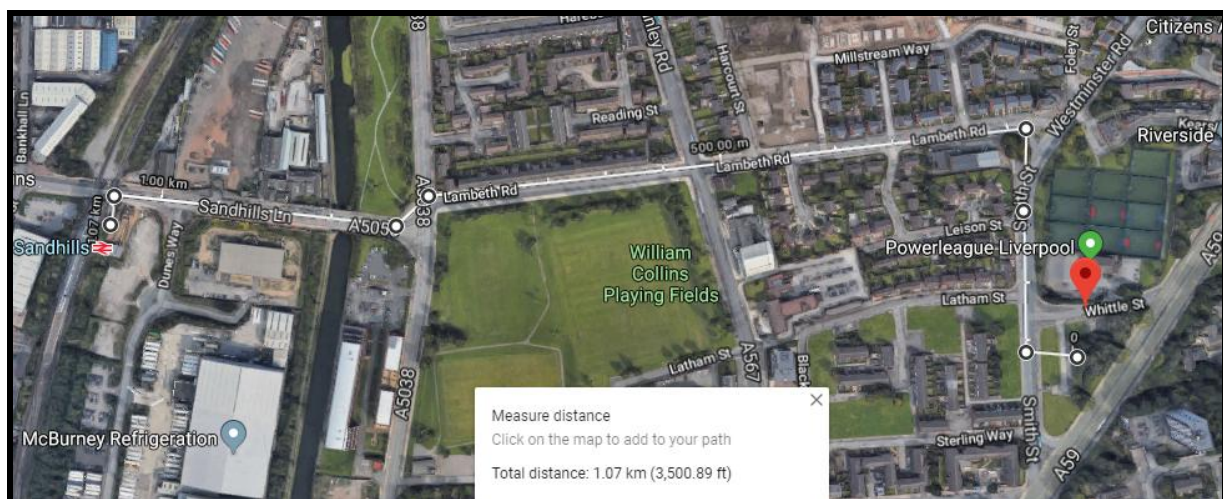
Rail network

The local rail station is well within the 5km cycle distance from policy and allows the site to access a wide catchment area. Park and ride or kiss and ride can be used along with cycle and ride usage.
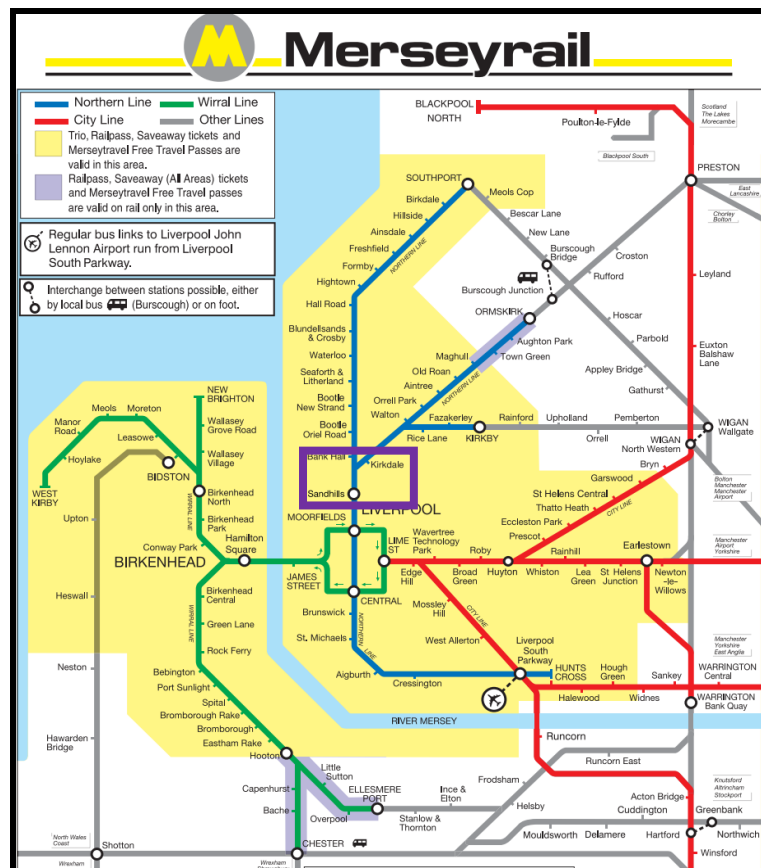
Rail network

Sandhills Station links 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.

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 very 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 must be actioned before the occupation of the new accommodation takes place. 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 re-garding 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
- To set out the management of the students arrivals and departures at the beginning and end of term etc.

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 arrange-ments, 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 with advisors to formulate and implement a comprehensive pick up and drop off management strategy
5. Working in partnership with other organisations (e.g. local authority / Sustrans Living Streets) on the development of safer cycling and walking routes
6. Drawing into the TP other initiatives that could support it (such as Internet / Intranet development)
7. Promoting the concept and development of the TP with publicity and awareness events as appropriate
8. Keeping abreast of developing TP techniques.

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 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:

- 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.

Motorcycling

The use of motorcycling will be promoted to encourage motorise transport used that has less impact on the environment than cars, takes less road space and reduces the scale of parking needed either on site or at destination.

Consideration would be given when forward planning to:

- Promote and publicise

- Provision of reflective bands to encourage use outside daylight hours. On request 1 per household.

Car Sharing – to reduce single occupancy car trips
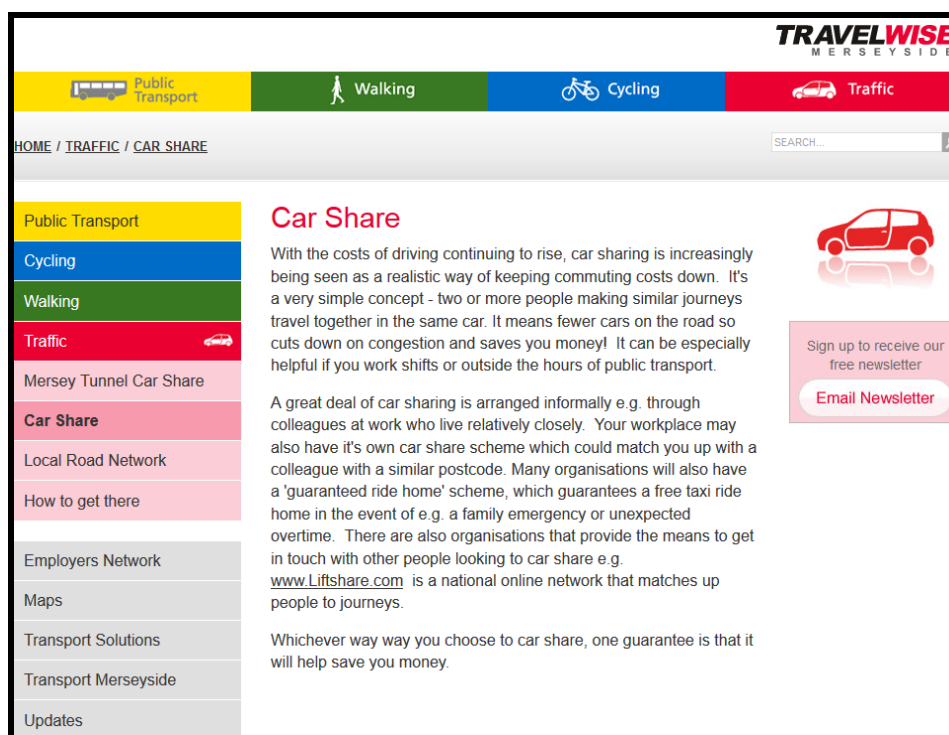
It is anticipated that the scheme will be able to access the Travel wise car share scheme delivered local via http://www.letstravelwise.org/content70_Car-Share.html. The site states "Sharing a car with someone else to and from work could save you up to £1000 a year on parking and petrol costs. A car with 2 people in it is twice as efficient, takes up much less road space, uses half the fuel and produces half the pollution as 2 cars with just one driver each".

- **FREE** to use - simply share travel costs
- Find drivers and passengers on-line instantly
- Find information on travel and public transport
- Reduce the congestion and pollution on our roads
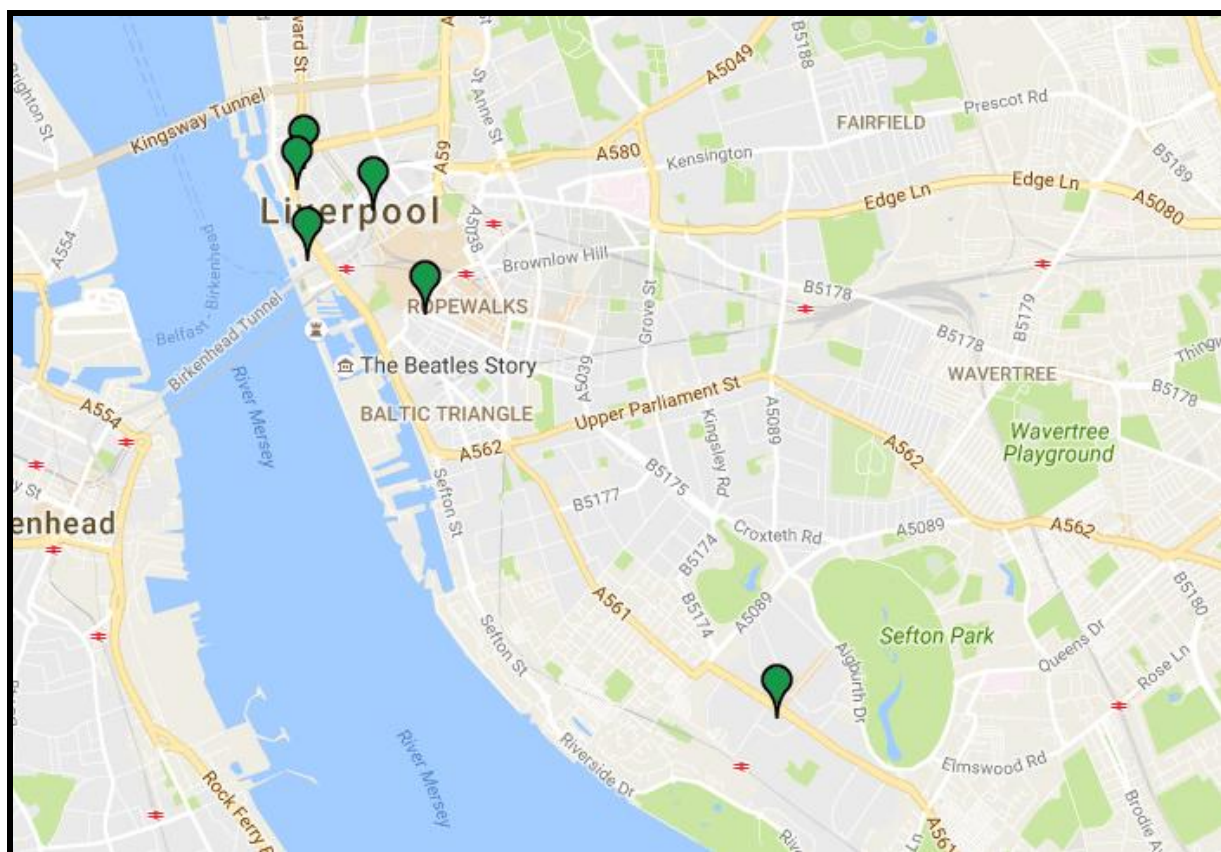
It is powered by award-winning *lift*share.com software programme.

City car Club

Liverpool City Car club is operated by Enterprise and provides access to cars for ad hoc journeys across the centre.

Typical locations.

OUR MEMBERSHIPS ARE DESIGNED WITH YOU IN MIND

PERSONAL PLANS

UNDER 22	STANDARD PLAN	ENHANCED PLAN	VAN ONLY
£6 per month	**£7** per month	**£20** per month	**£20** per year
with Under 22, you aren't able to buy down your waiver excess	or save £24 annually with our annual membership - just £60	Discounted hourly and daily rates. Perfect for our more regular users.	Benefit from a lower annual membership fee, which gives you access to all our vans across the UK.

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.

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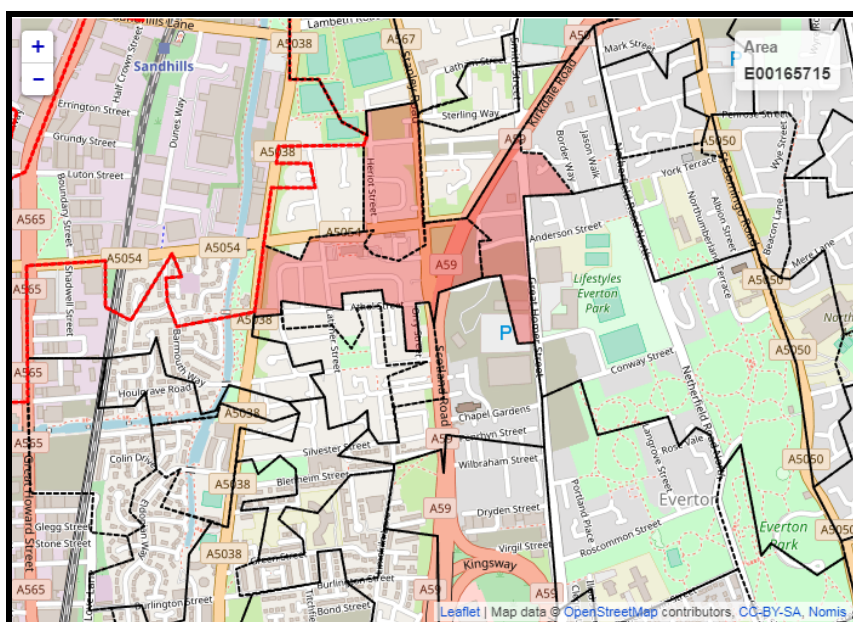
There are a number of measures that will be taken in the short term in order to promote sustainability.

These include:

- Provide all new 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

Census data shows the area has low car ownership reflective of its location and accessibility.

Car or Van Availability (QS416EW)			Liverpool		North West	
	E00034349; E00034356; E00034371		Metropolitan District		Region	
All Households	316	%	206515	%	3009549	%
No Cars or Vans in Household	232	73	95281	46	841667	28
1 Car or Van in Household	79	25	78775	38	1279984	43
2 Cars or Vans in Household	4	1	27031	13	707398	24
3 Cars or Vans in Household	0	0	4358	16	138371	20
4 or More Cars or Vans in Household	1	0	1070	1	42129	1

It also shows that the ownership does not mean car use at the same level.

Method of Travel to Work (QS701EW)			Liverpool		North West	
	E00034349, 356, 371		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	167	%	196630	%	3228744	%
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On Foot	33	19.8	25208	12.8	351807	10.9
Other Method of Travel to Work	1	0.6	1383	0.7	19863	0.6

These indicate for a mode share of 19.8% walk, 0% cycle, 39.5% bus/train and 30.5% car, 7.2% by car share.

It shows that the car use is substantially less than the wider area and NW region as such a mode spit target would be to ensure that the central ward mode splits are obtained.

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 resident 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.

	2011 census	2018 Target	2018 actual/change
Walking /cycle	19.8	21.8	2.0
Bus/Train	39.5	39.5	0
Taxi	2.4	2.9	0.5
Motorcycle	0	0.5	0.5
Car (driver)	30.5	27.5	-3.0
others	0.6	0.6	0
Total	100%	100%	

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 each year 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 2018 pre occupation:

- Appoint Travel Coordinator after start on site but at least 3 months before completion.
- Prepare the welcome packs before completion
- Provision of secure, cycle parking and shower facilities

From Day One

All residents to be issued with promotional material / non-car access maps with accommodation offer letter.

Display notice board / bus timetable information etc at occupation

Following Occupation

Within 6 months of first occupation unless otherwise agreed issue the final travel plan and packs to LCC. Provide an annual report 12 months after submission of the final travel plan.

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.

Action Plan - Tasks			
Task No.	Description	Responsibility	Timescale
1	Prepare and agree Travel Plan	All	A.S.A.P
2	Appoint Travel Plan Co-ordinator (TPC)	developer	3 month prior to first occupation
3	Preparation of Travel Pack	TPC	Prior to occupation
3a	Details of where the closest bus stops are and where they can access detailed timetable information e.g. transport direct	TPC	Prior to occupation
3b	A copy of the timetables for the local bus services	TPC	Prior to occupation
3c	A map of local amenities and key services	TPC	Prior to occupation
3d	Information on the health benefits associated with increased walking and cycling, including how travelling by sustainable modes can be a simple way of incorporating exercise into your daily routine	TPC	Prior to occupation
3e	Details of where residents can access free cycle maps.	TPC	Prior to occupation
4	Issue Travel Pack	TPC	On-going as residents occupy dwellings
5	Regularly update Travel Pack	TPC/ developer	On-going
6	Undertake baseline travel survey	TPC/ developer	Within 3 months of the occupation of 50% of dwellings
7	Review and agree revised trip generation/mode share targets	TPC/ developer /LCC	Within 3 months of baseline travel survey
8	Prepare and submit Full Travel Plan	TPC/ developer	Within 3 months of baseline travel survey
9	Undertake annual travel survey	TPC/ developer	Annually following baseline travel survey
10	Prepare annual report	TPC/ developer	Annually following baseline travel survey

| 11 | Issue annual report | TPC/ developer | On request |

Remedial Measures

If the monitoring of the TP shows the targets of the plan are not being met, the TPC will undertake a more detailed survey of residents to fully understand their travel characteristics across a number of trip purposes in order to assess if there are any barriers to residents accessing alternative modes of travel to the car.

The results of the surveys will be used to introduce new sustainable travel initiatives. This could include public transport vouchers, cycle vouchers, car park management measures or further initiatives deemed appropriate and agreed with the local highway authority