



DTPC

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June 2019

INTERIM TRAVEL PLAN

PROPOSED RESIDENTIAL ACCOMMODATION AND MIXED USES LAND AT ORIEL STREET AND NAYLOR ST, LIVERPOOL PHASE 1 (SOUTH OF ORIEL STREET)

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CONTROLLED DOCUMENT

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CONTENTS

	Page
1. INTRODUCTION.....	3
Development Proposal.....	3
Purpose of report	3
Liability of Report	3
2. NATIONAL AND LOCAL POLICY GUIDANCE	4
National Policy	4
Transport White Paper (TWP).....	4
National Planning Policy Framework	4
Addressing health equity within travel plans	5
Local government has a new role in improving health.....	5
3. WHAT IS A TRAVEL PLAN	10
What is a Travel Plan?	10
How the Travel Plan accords with planning policy.....	11
Aims and Objectives of a Travel Plan	12
How will the Travel Plan be managed?.....	12
Implementation of the Travel Plan	12
4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS	13
Development of a Travel Plan	13
5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS.....	14
Site location context	14
Local Highway Provision	15
Development Proposals	19
6. ACCESSIBILITY BY MODE	31
Introduction.....	31
Facilities	31
Walking and cycling.....	31
Public Transport	37
Rail network	39
Private hire	40
Summary	40
7. TRAVEL PLAN MEASURES.....	41
Travel Plan Co-ordinator	41
Travel Pack – to encourage residents to travel sustainably.....	42
Sales and induction.....	42
Walking.....	42
Cycling.....	43
City car club.....	43
Car Sharing – to reduce single occupancy car trips	44

Motorcycling	45
Public Transport	45
Shopping and goods Delivery and on line shopping.....	45
Personal Travel Packs:	45
Personal Travel Planning:	46
Publicity Campaign	46
Quick Wins	46
Mode split monitoring	46
Targets.....	47
Monitoring.....	48
Programme.....	48
Budget.....	49
Travel questionnaires samples	50

1. INTRODUCTION

DTPC has been appointed by Roman Summer Planning on behalf Smith Young Architecture Ltd to prepare an Interim Travel Plan (FTP) associated with the proposed residential accommodation led development Land at Oriel Street and Naylor Street, Liverpool.

Development Proposal

The application relates to a proposed residential accommodation development 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 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 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 2018 has replaced the previous 2012 version and sets out the policy framework for sustainable development and supersedes the previous advice.

Unlike the previous version the new NPPF sets out limited advice on travel planning:

It does set out priorities for movements:

Para 108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Para 110. applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles,
- d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Para 111. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

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.

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

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

3. WHAT IS A TRAVEL PLAN

What is a Travel Plan?

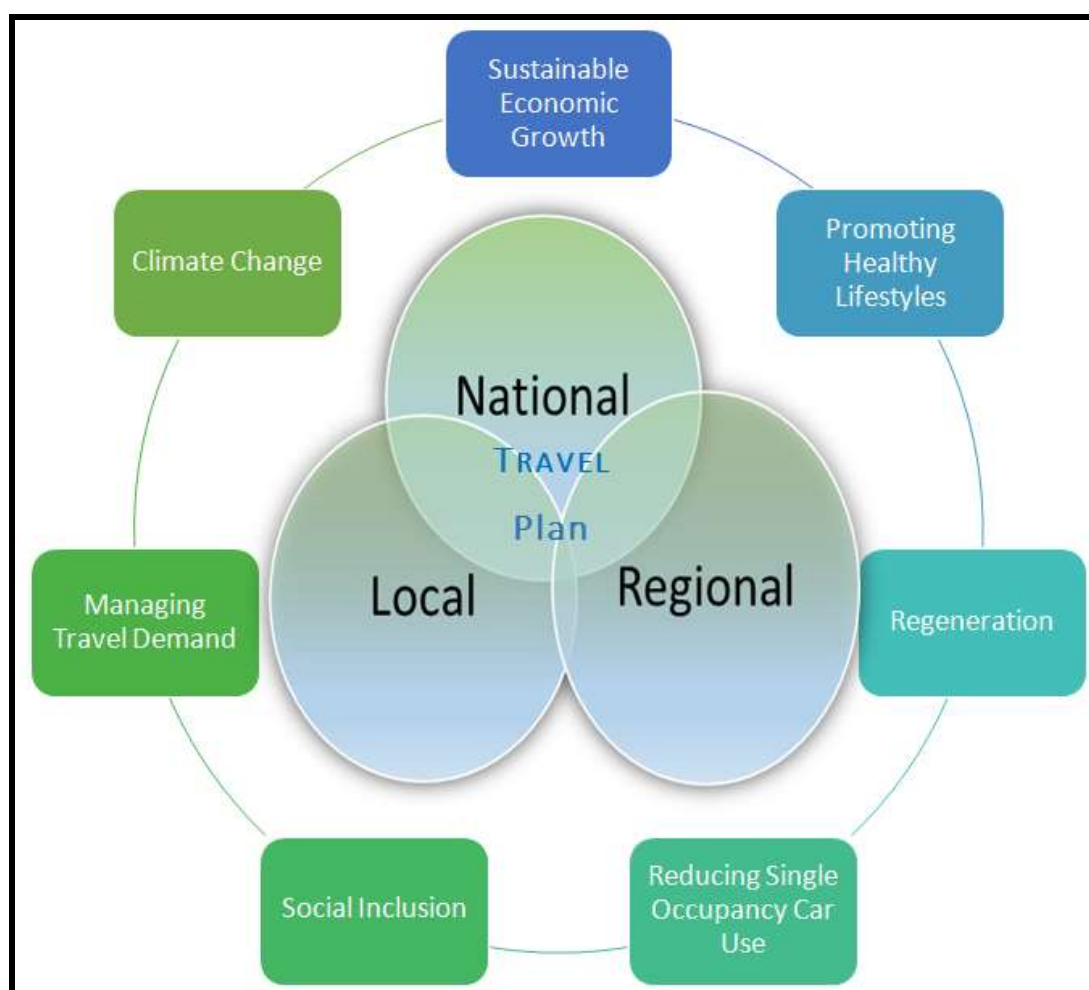
A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

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

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

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

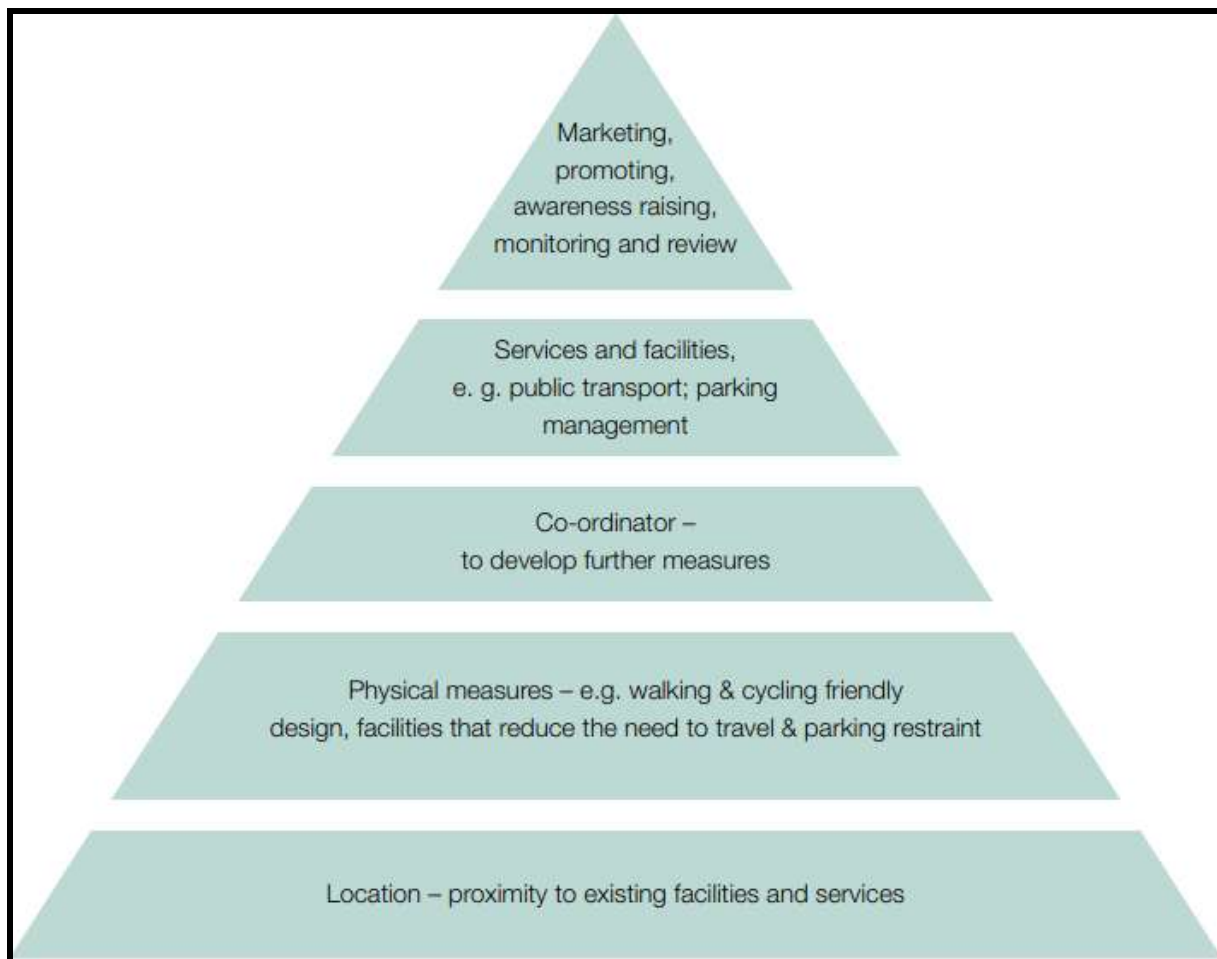
The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of occupants and staff in a new way and require partnerships between developers, local authorities, local communities and new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



How the Travel Plan accords with planning policy

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

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



Travel Plan Pyramid

It can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought.

At Level 1, the base of the pyramid, the **choice of location** for the development, provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport.

At Level 2 are all the **physical aspects** of the development that can be expected to influence travel.

At Level 3 is the input of a **site travel co-ordinator** to co-ordinate the ongoing development and management of the plan.

At Level 4 are the **services and facilities** to be delivered as part of the travel plan to help meet transport needs as appropriate.

At Level 5, the top of the pyramid, is **awareness raising, marketing and information**. These are measures designed to ensure that people know about the services and facilities provided through the travel plan and to encourage more sustainable travel.

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 the residential accommodation provider.

How will the Travel Plan be managed?

This Travel Plan has been prepared in support of a detailed planning application. As the site has 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 J&V Mcvey.

They will be task to deliver guidance to enable a promotion and awareness campaign will be launched encouraging residents and 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 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

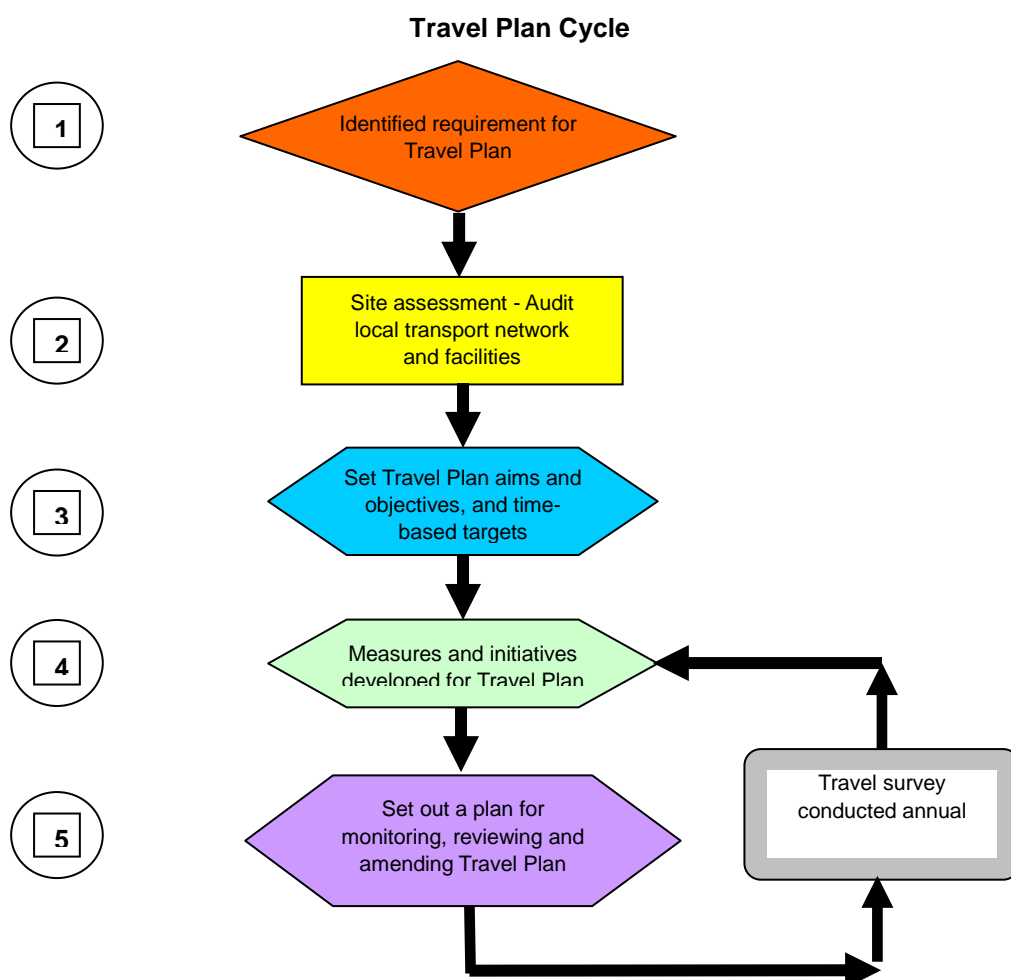
Development of a Travel Plan

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 J&V Mcvey 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.

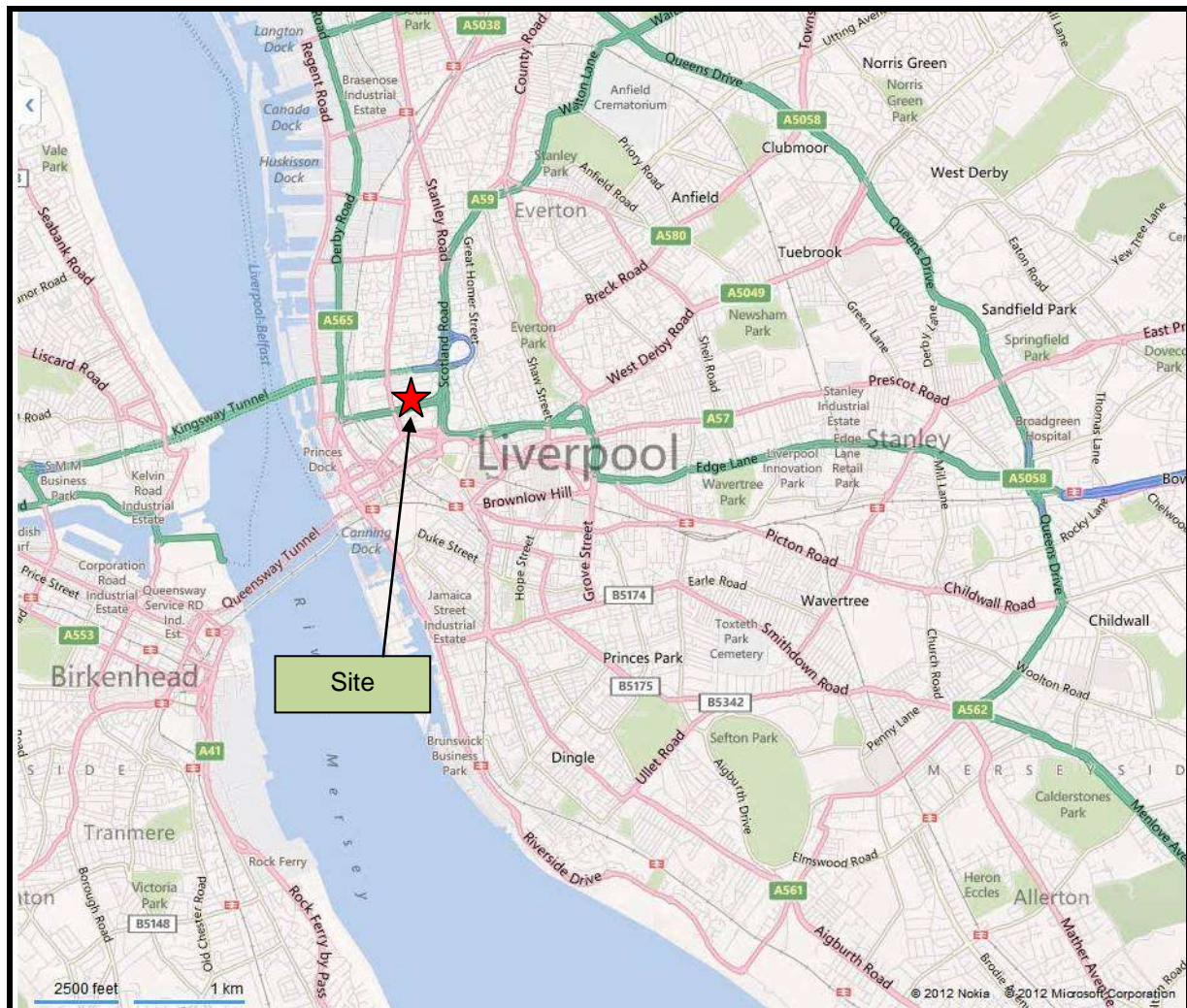


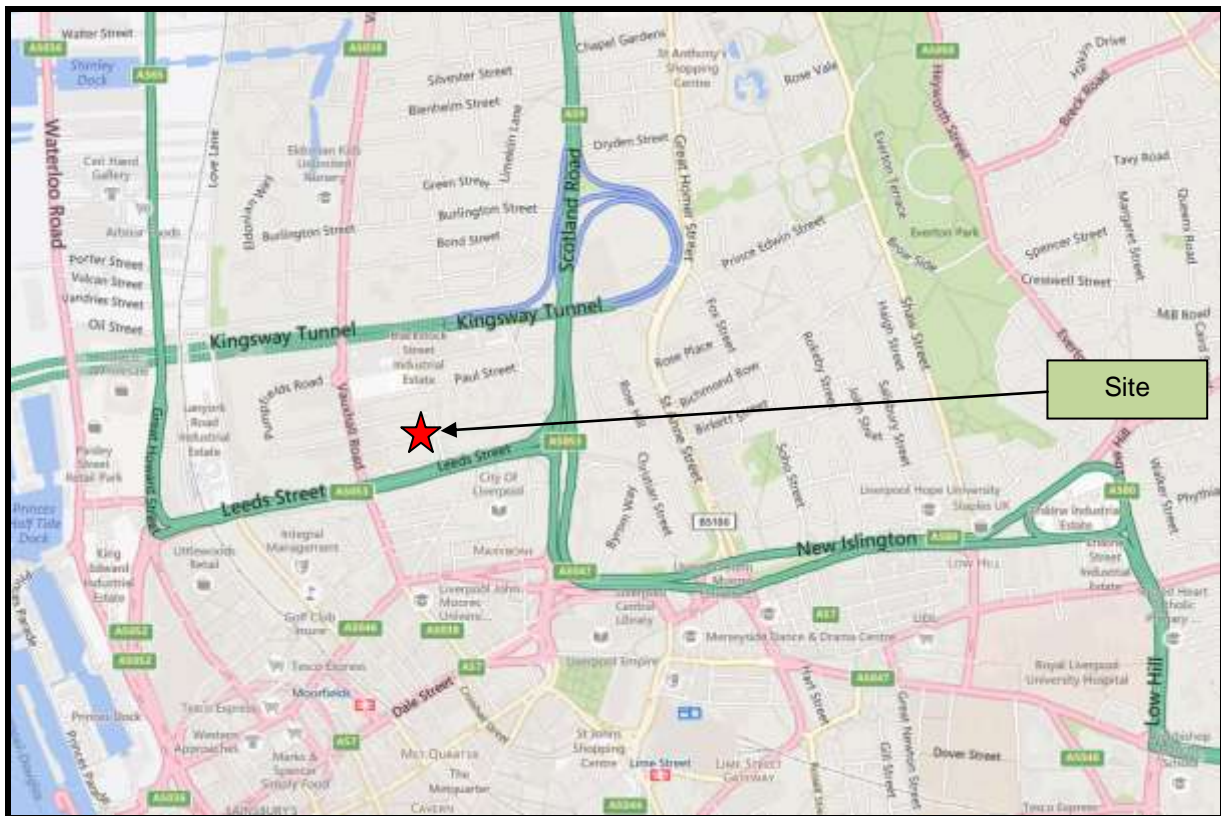
5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS

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 Byrom 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.





Local area setting and the site.

The site is to the west of the University offer to the NE/E of the city. All a within an easy walk of the site which also has a number of existing student/residential blocks around the site.



Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban 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.



To the east of the proposed site Byrom Street runs in a north south alignment and forms two arms of the major four arm signalised junction with Great Crosshall Street and Hunter Street. The road is of dual carriageway standard in both directions, with pedestrian crossing facilities including tactile paving provided on the northern arms of the signalised junction.

To the north Byrom Street links with the A59 Scotland Road and provides access to the strategic route network including the M6 (North), St Helens, Widnes, Liverpool Airport and the Wallasey Tunnel. To the south Byrom Street provides direct access to Liverpool City Centre with its associated retail and commercial areas.

Given its role as a primary route into and out of Liverpool City Centre Byrom Street, including the signalised junction with Great Crosshall Street/Hunter Street, is heavily trafficked in both a northerly and southerly direction.

Naylor Street runs in a west-east direction linking St Bartholomew Road to the east with Vauxhall Road to the west. This links to a number of north south links leading to the Liverpool City Centre crossing Leeds Street. The Leeds St/Byrom St junction has pedestrian and cycle crossing facilities linking to the east and the University complex some 350m away.

To the west Freemasons Row runs from Vauxhall Street in an easterly direction along the southerly edge of the site. This terminates in a large circular turning area.

Gladstone Street runs along the westerly edge of the site.

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



Route leads from Leeds Street to City centre via Fontenoy Street



Naylor Street looking west and east at the Gladstone Street junction



Left and right at the St Bartholomew Road junction with Naylor Street



West and east along Naylor Street at the junction with St Bartholomew Road



Paul Street from Vauxhall Street



Paul Street west and east mid way along Paul Street



Oriel Street west and east mid way along route

Development Proposals

The scheme promotes a full planning application for 6.58 hectares of brownfield land on the northern edge of Liverpool City Centre:

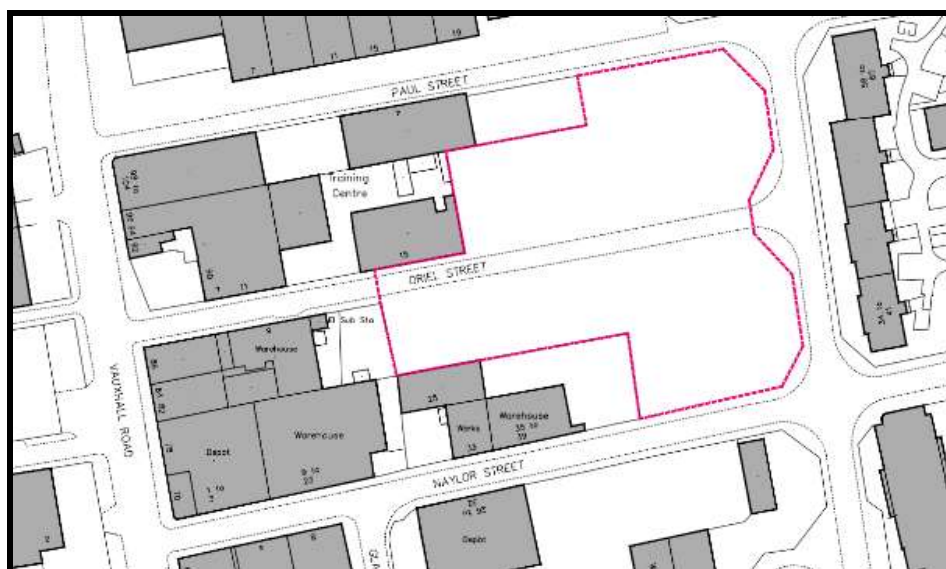
To Erect 8 combined buildings (A-H) ranging from 5 and 12 storeys containing 395 residential apartments in a mix of studios, 1 and 2 bedrooms (including 5% fully accessible units), cycle, car parking areas totalling 135 spaces (34% provision for apartments), Lower ground / ground floor mixed commercial uses in 11 units with a variety of proposed uses (A1, A2, A3, A4, A5, B1(a), D1 and/or D2).

An existing area for 6 city bikes is to the easterly side of the scheme.



External Site Layout

The scheme occupies some 60% of the Oriel Street length and provides a step change in its character that would form the basis of the remaining section as and when it comes forward for redevelopment.

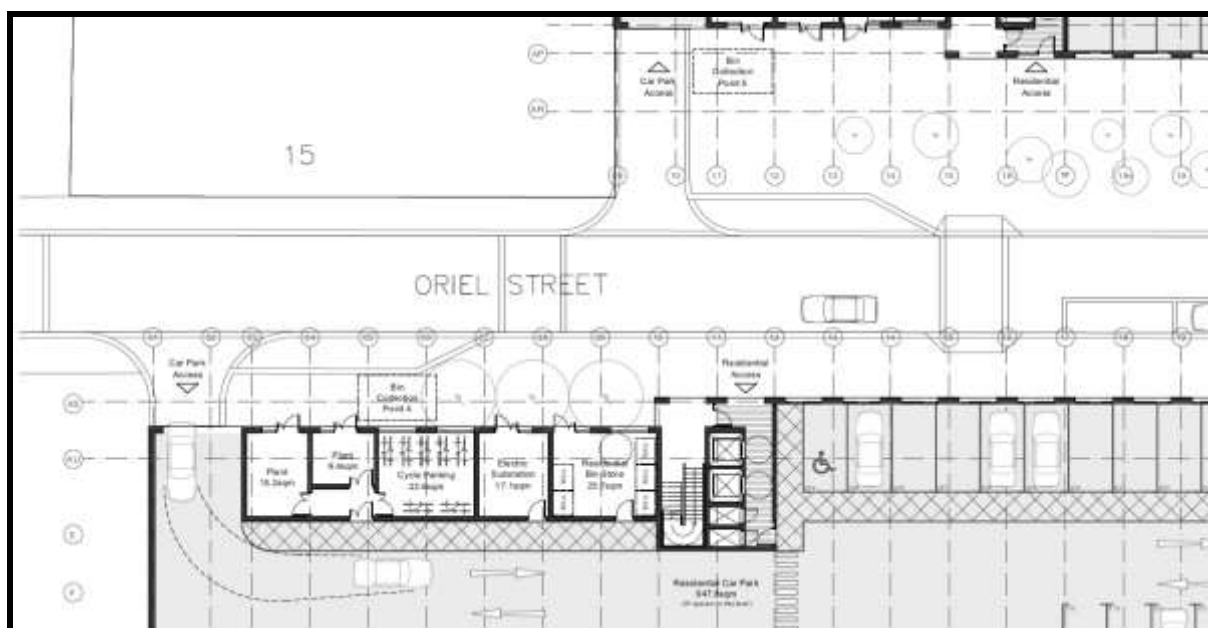


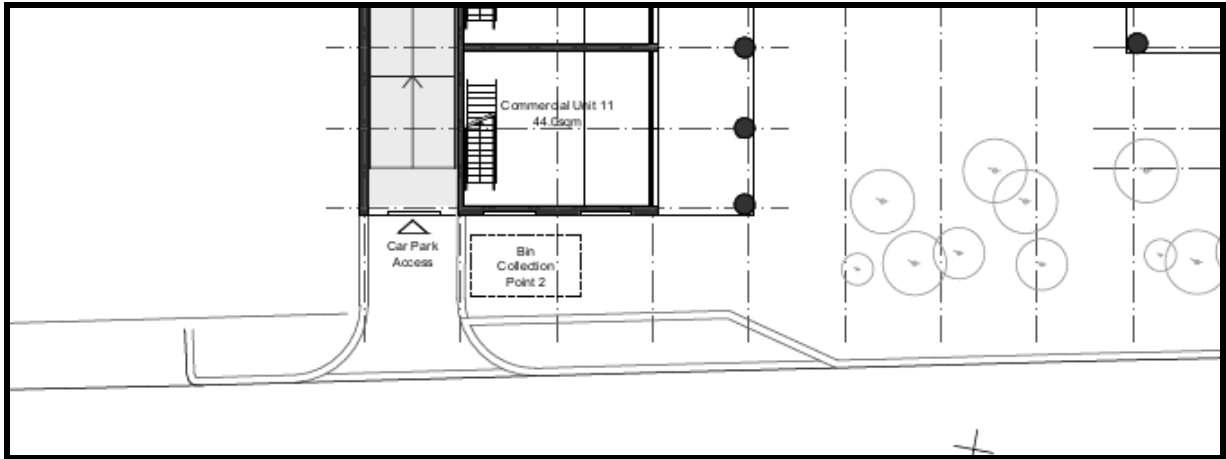
As such in addition to the external space design submitted consideration should be given to the reduction of the radii with St Bartholomew Road to 4 or 6m. This will still accommodate the occasional larger vehicle as necessary but visually show that the use of the road has changed in character.

Access and servicing

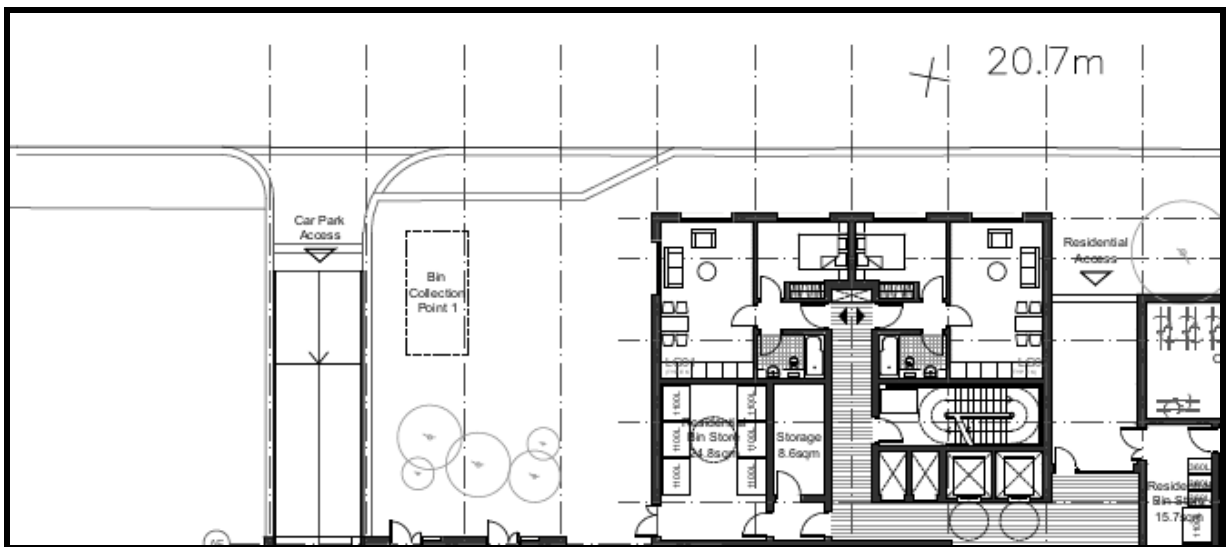
The site keeps the through movements along the urban grain with access points to the basement car parks on Paul, Oriel and Naylor Street.

The opportunity to provide a lay by on Naylor Street has been assessed to allow bins to be emptied etc adjacent to the car park access area. This has also been used a template for the two lay bys on Oriel Street and the final lay on Paul street.

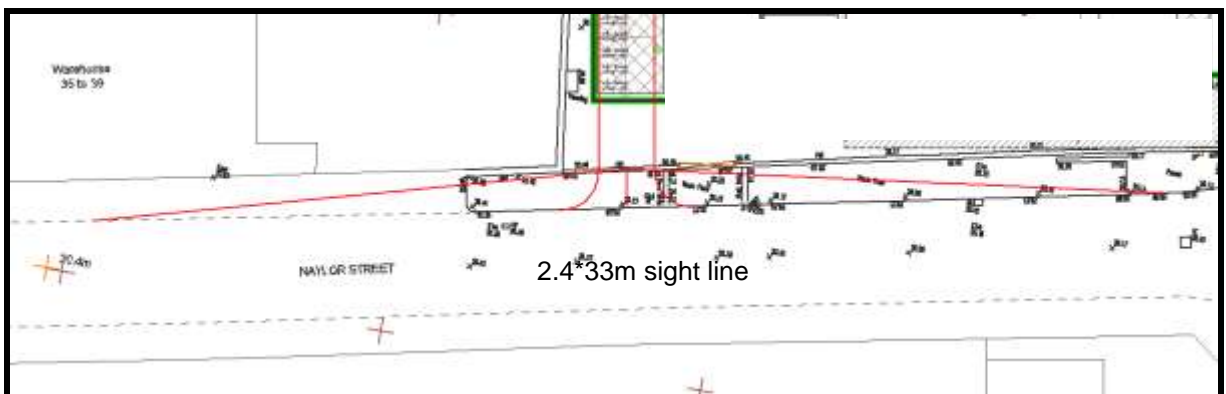


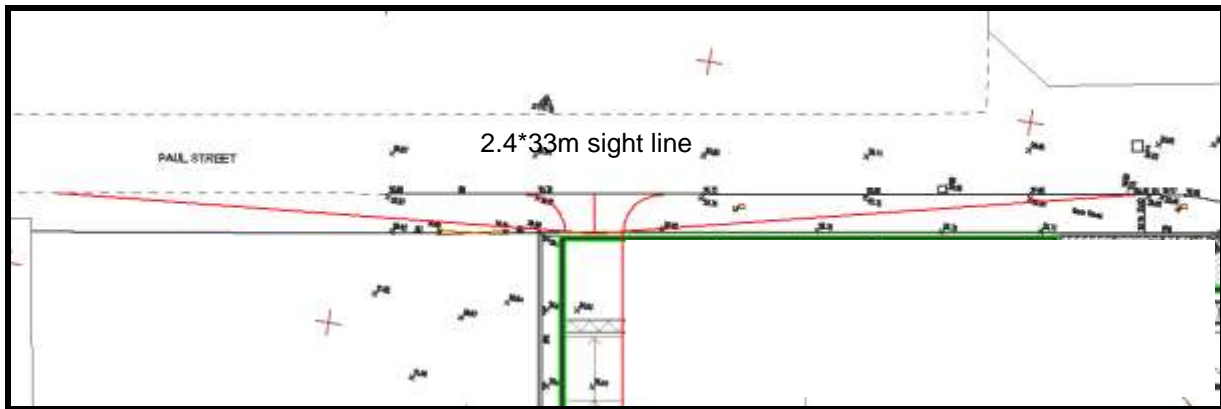


The lay-bys have the addition of a 2m path alongside the site edge which will be adoptable.



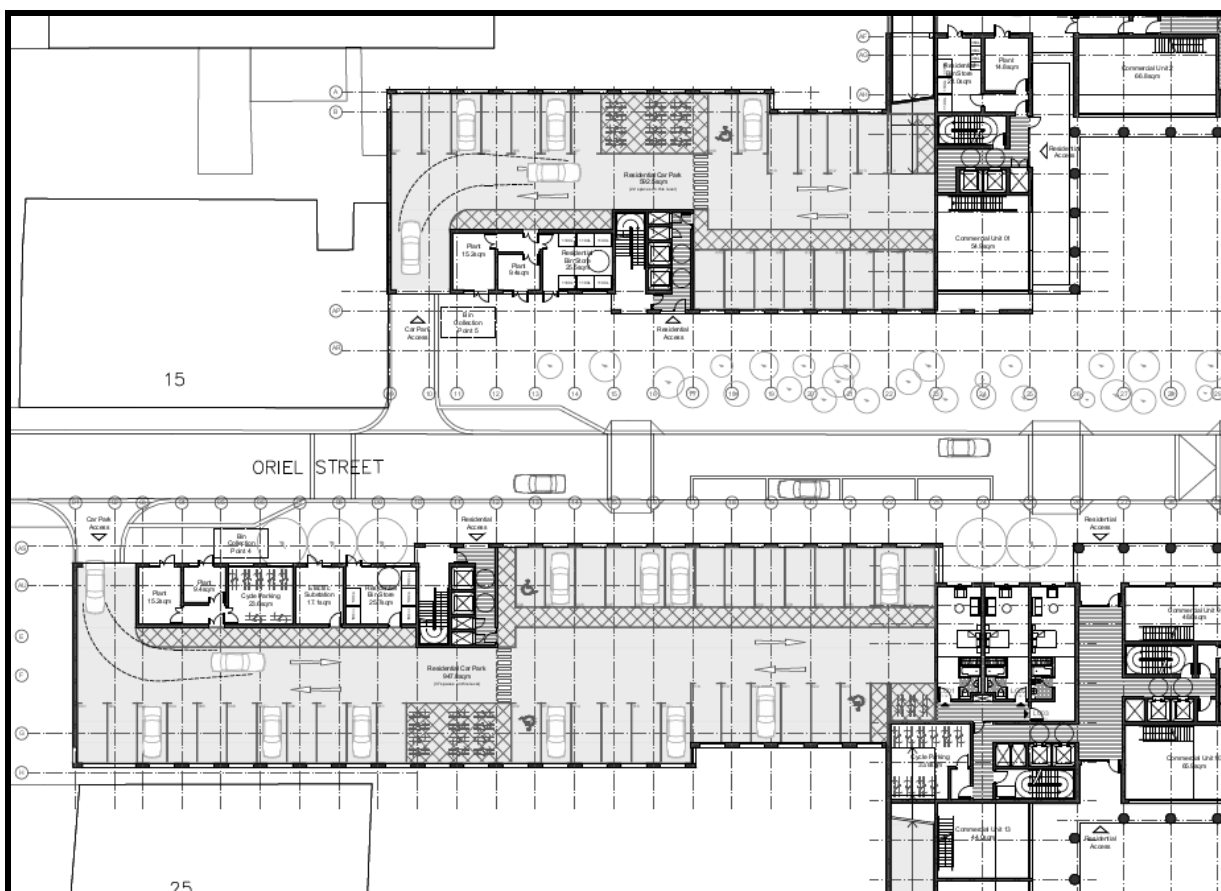
The car parking exit points have 2.4*33m sight lines based on a 25mph road speed.





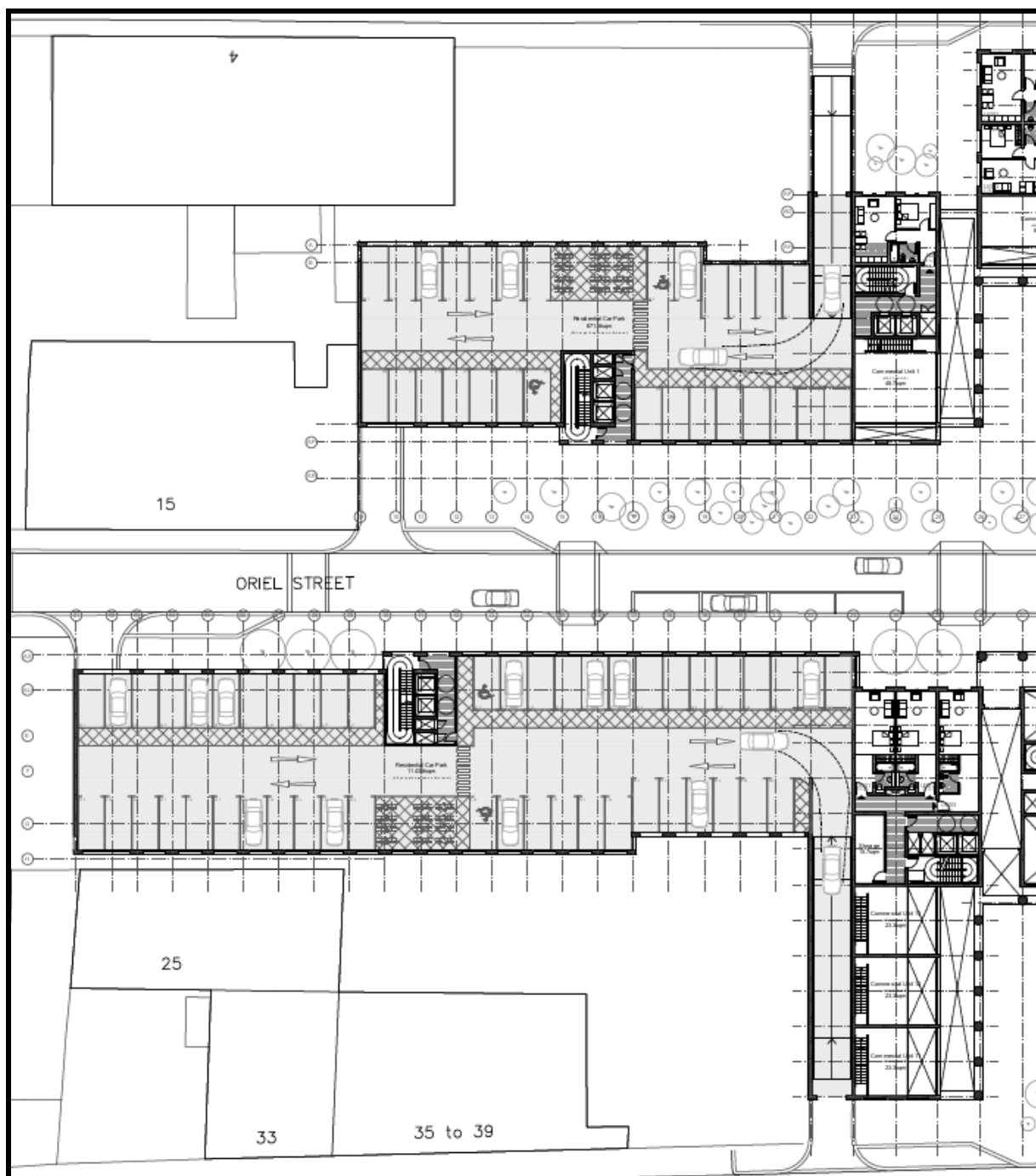
Car parking

The layout is shown below and forms two lower ground floor areas.



There are also two upper ground floor levels to accommodate additional parking.

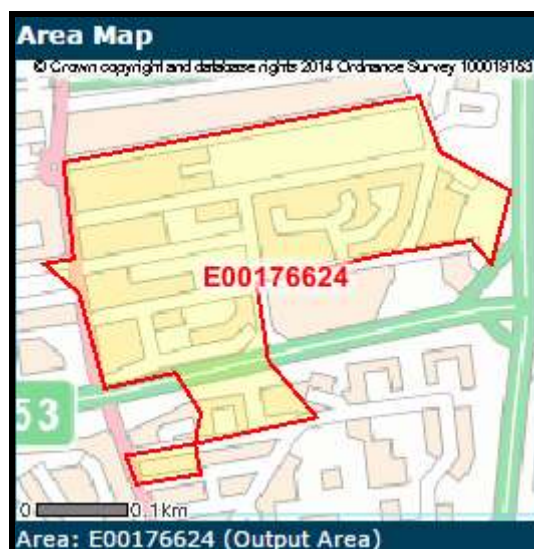
These are accessed by a ramp that will be controlled by red/green lights to ensure no issues arise on the ramp.



The parking policy review set out the credentials of the site to accord with policy for zero/lower parking levels. In addition the census for travel to work for the area has also been reviewed.

Census mode split

The table below sets out the 2011 census data mode split to compare the actually travel plan survey data to and inform the target setting.



Method of Travel to Work (QS701EW)	E00176624		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	266	%	196630	%	3228744	%
Work Mainly at or From Home	8	3.0	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	5	1.9	1102	0.6	20719	0.6
Train	25	9.4	9962	5.1	89429	2.8
Bus, Minibus or Coach	27	10.2	38601	19.6	267140	8.3
Taxi	2	0.8	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	69	25.9	95678	48.7	2021199	62.6
Passenger in a Car or Van	35	13.2	11805	6.0	197661	6.1
Bicycle	1	0.4	4062	2.1	70557	2.2
On Foot	92	34.6	25208	12.8	351807	10.9
Other Method of Travel to Work	2	0.8	1383	0.7	19863	0.6

These indicate for a mode share of 34.6% walk, 0.4% cycle, 19.6% bus/train and 25.9% car, 13.2% by car share. It should be noted the area has a significant student block but these have dedicated parking thus increasing the use of cars locally.

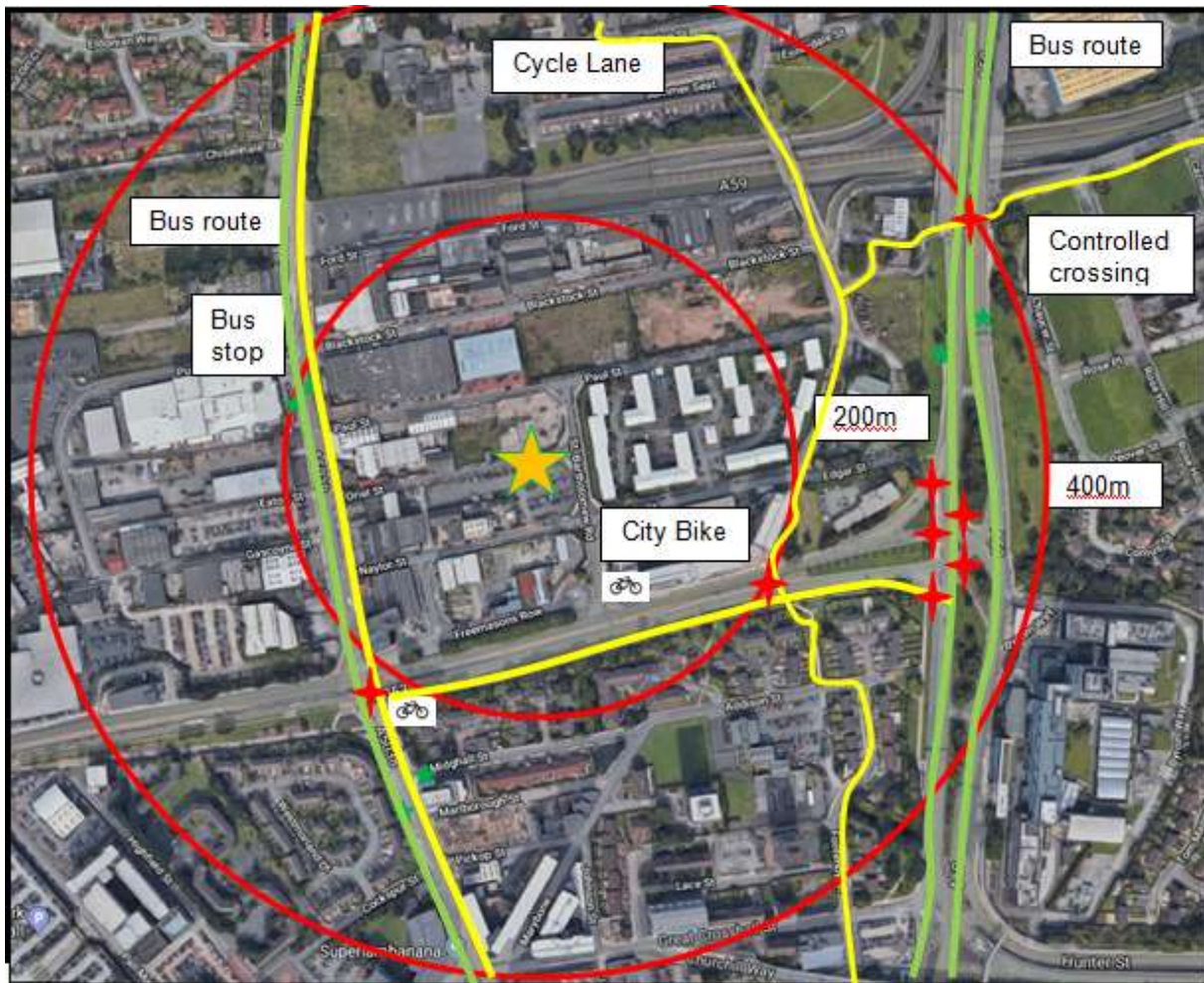
This shows that for a site of 240 units the parking demand locally would be 62 spaces, much reduced from the 168 from policy.

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

The city 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 Leeds Street 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.



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 26% car use for the area, well below the policy target of spaces.

The image shows car parking during the day even with reduced parking offer, hardly a good use of space.

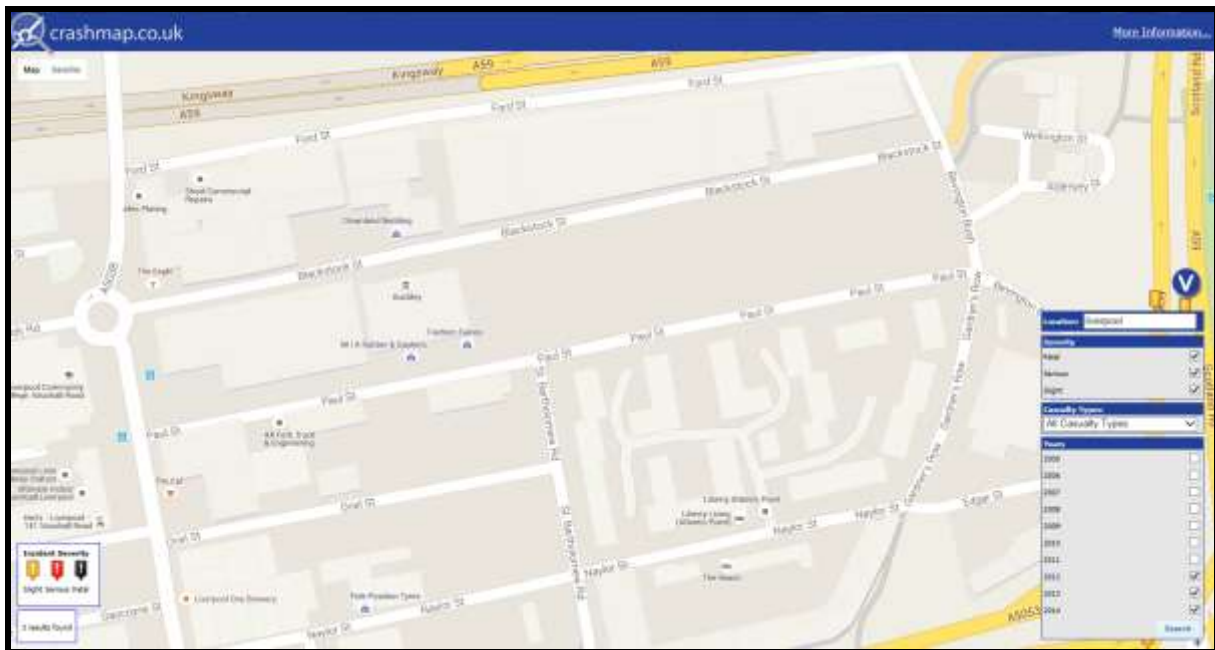


The wider area has uncontrolled on street parking along sections of the road. The amber sections are working day, unmarked areas 24 hour no waiting and the green sections no restrictions in place.



The site is clearly accessible and lies in an area forming the edge of the city centre related well to employment, retail and the universities.

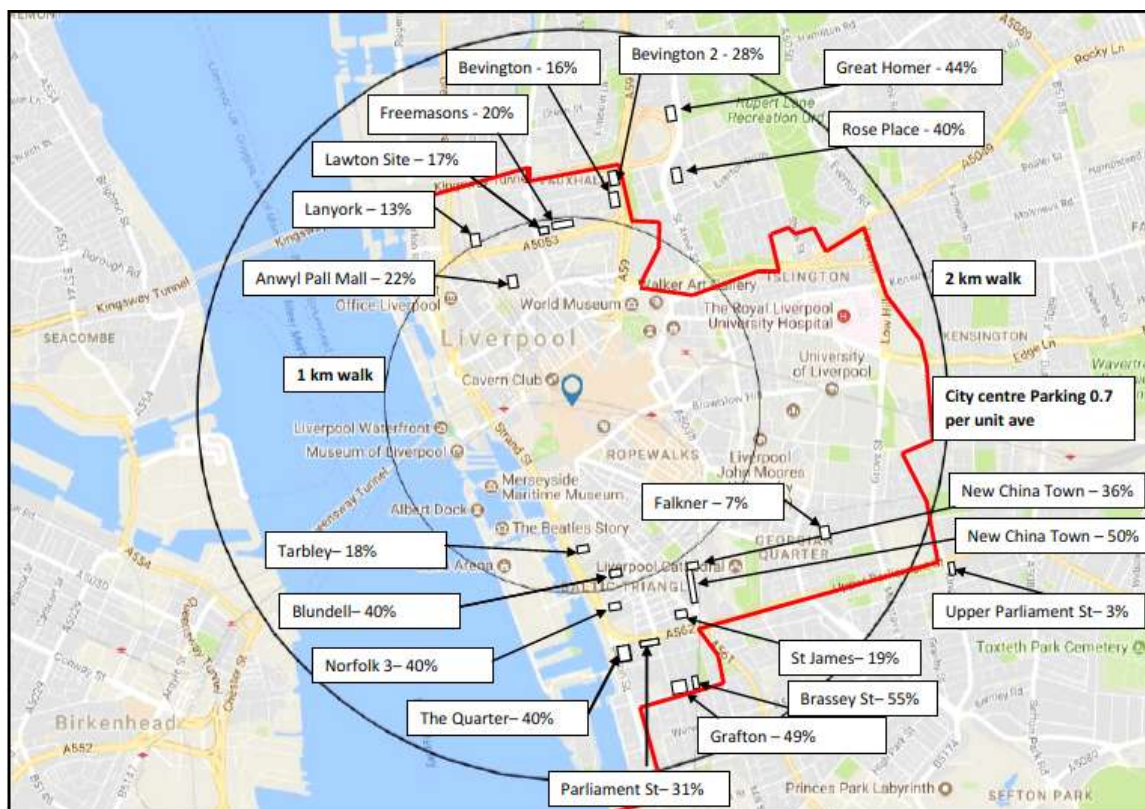
It has on street parking all within the 400m policy level with little control other than corner protection for movements at junctions. A significant section of this in the 200m radius of the site. The area has residential properties but these already have parking adjacent to them during the day and night with no notified amenity issues.



In the last three years the area has no accident records in the side streets assessed as such it would be reasonable to conclude that the parking does not give rise to a safety issue that requires action.

It is proposed that the accommodation would be 135 spaces, this equates to 0.34 per unit against the 0.7 per unit from the general parking policy.

Locally approved schemes provide between 0.13 and 0.28 per unit in the city area and 0.4/0.44 per unit beyond the city edge reflecting the accessibility of the area.



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.

As stated before car parking for visitors to the accommodation or those using the area as a shared trip/employees car sharing etc can use the local parking offer.

The parking offer is considered appropriate for the scheme and its location.

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 would be given when forward planning to:

- Increase the provision of safe, secure parking as demand grows, this may be more pool cycles if space does not allow new stands.

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.

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 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 secure areas for residents and staff.

The proposal also involves the provision of stands with a capacity of 264 cycles and 44 external spaces.

An existing area for 6 city bikes is shown to the easterly side of the scheme.

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.

Servicing strategy

The larger deliveries are accommodated using the on street lay by areas to the east and west of the site frontage this arrangement is typically used and found acceptable by LCC Highways for the scale of development proposed.

The site management will be responsible for ensuring the bins are taken from storage to the designated pick up locations in a timely manner and return them following emptying.

Refuse will be 1 to 2 times per week dependant on use/bin storage needs. Deliveries will be ad hoc in nature but mainly vans and a low number per day, maintenance as needed across the year.

Trip levels

The approach is the same as that used and agreed for the adjacent Freemasons development.

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, 26% 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 on Pall Mall 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	240	0.019	0.047	0.051	0.037	5	11	12	9
Commercial	645	1.324	0.199	0.239	0.957	9	1	2	6
Total						26		29	

The residential trip rate is based on parking at 0.7 ratio, the site offers 135 spaces at a ratio of 0.34 for 395 units, thus a factor of 0.471 can be applied to the trip levels from 0.34/0.7.

Development	Size Sqm GFA	Adjusted Trips				Adjusted Trips			
						AM Peak		PM Peak	
		Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Flats	240					2	5	6	4
Commercial	645					4	1	1	2
Total						12		13	

The fallback based on 218 car spaces assuming a very low turnover of 0.5 trips per spaces gives of AM 109 two way and PM 109 two way would be a reasonable view of the movements in the area would mean a nett change of -89 two way in the AM and -86 two way PM.

To be robust for this assessment and the AQMA flows if no adjustment is made regarding the parking offer reduction the nett change would be -63 AM and -59PM two way flows.

Mitigation

The site is proposing to:

Based on the mode split and the parking offer the site considered that membership of the city cycle club for the 5 years of the travel plan for a max of 25% of the residents is considered a good basis for the support of cycle use, for each year. At £60/year this for 395 units equates to **£29625** if fully taken up. This will be managed by the on site team and TPC through the FTP.

Support to the annual metro card for area C £631/year, for first year only for 25% of the residents equates to **£62311**

Promotion through the TRO of a city car club space at the rear site frontage for car users not allocated a space.

In addition a similar member ship of the car club based on demand but full cost year 1 and 2, half cost year 3 and 4 and 25% of costs year 5. At £60/year this for 395 units equates to **£27100** over the 5 years if fully taken up. This will be managed by the on site team and TPC through the FTP. This will be managed by the on site team and TPC through the FTP.

Provide a contribution to the wider area study/management of movement and parking if required capped at £20k.

Loading bays as part of the s278 locations to be finally agreed.

6. ACCESSIBILITY BY MODE

Introduction

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

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

1. Accessibility on foot and cycle and
2. public transport.

Facilities

The local area and edge of the city area has a wide range of facilities on offer.

Facility	Name	Distance from Site
Open Space	William Collins Playing Fields	1.8km
School/Nursery	The Trinity Catholic Primary School	550m
	Liverpool Community College, Vauxhall Road	170m
	Holy Cross Catholic Primary School	400m
	Kidsunlimited Day Nursery	650m
Leisure	Ark Health Club	700m
	CrossFit Liverpool	850m
Food Retail	Bargain Booze Convenience Store	250m
	Tesco Express, Dale Street	750m
Post Office	Liverpool Post Office	1.2km
Bank	Yorkshire Bank	700m
	RBS Bank	850m
Health	Boots Pharmacy	260m
	Marybone Health Centre	280m

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, 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 400m desirable distance to bus stops based on urban studies corresponds to a walk time of 5 minutes, based upon typical normal walking speed, the site lies well within this distance for the stops shown on Vauxhall Road.



400m, 800m and 2000m walk isochrones reflecting 5, 10 and 25 minutes walk journeys are shown overleaf.

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.

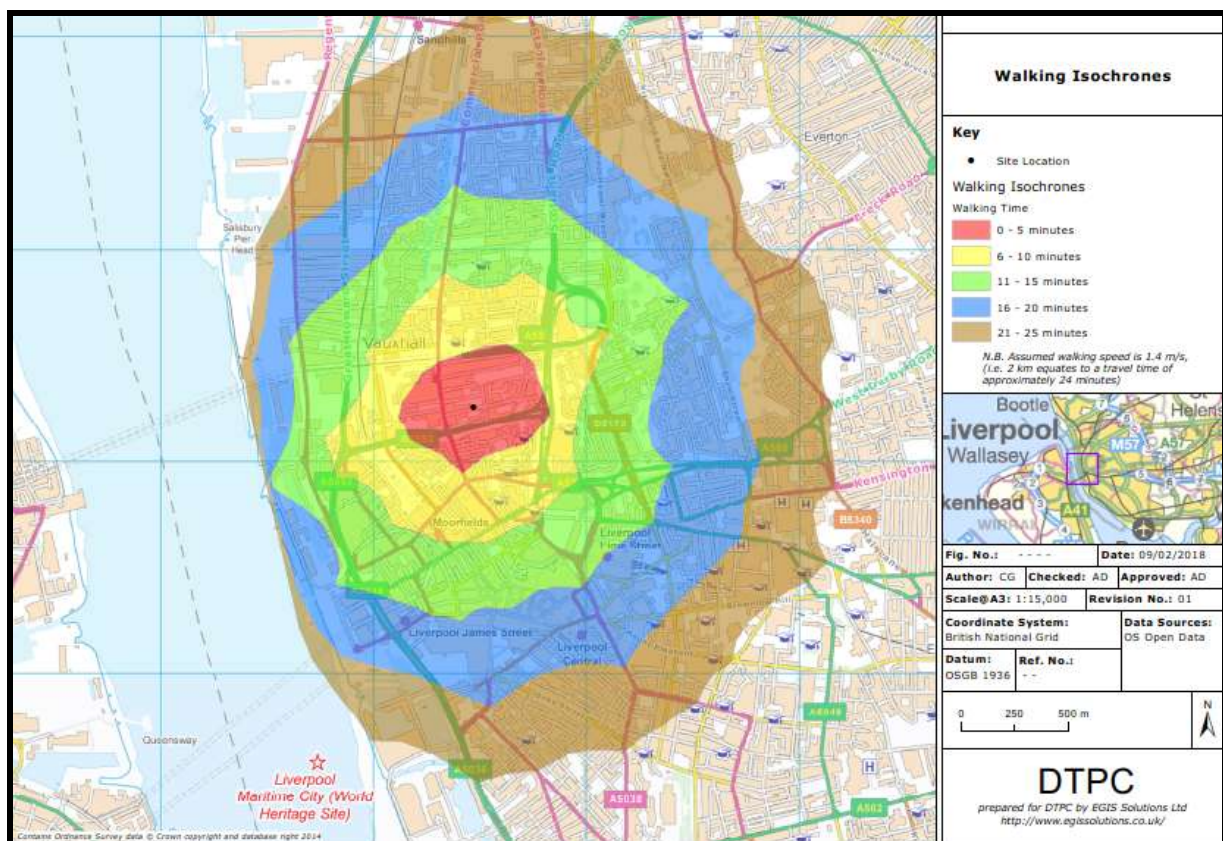
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

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.

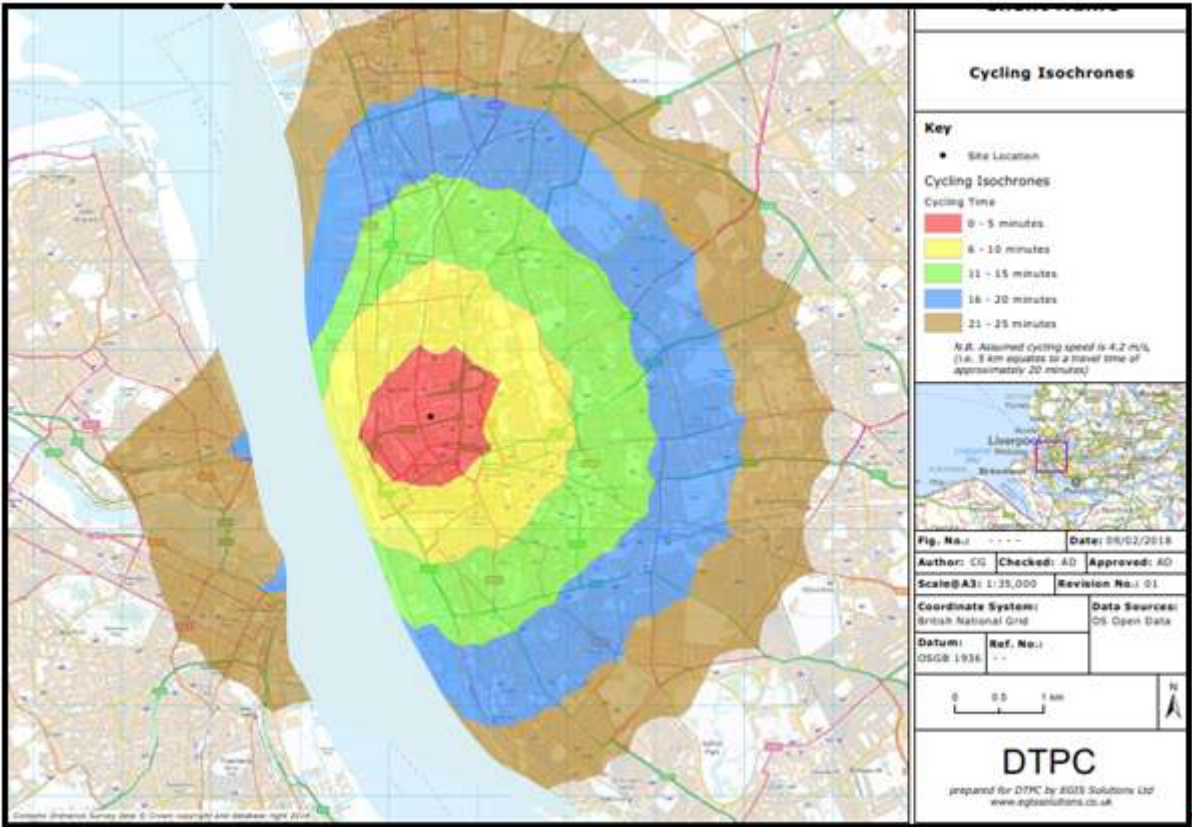
Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"

The CIHT guidance ‘Cycle Friendly Infrastructure’ (2004) states that: “Most journeys are short.

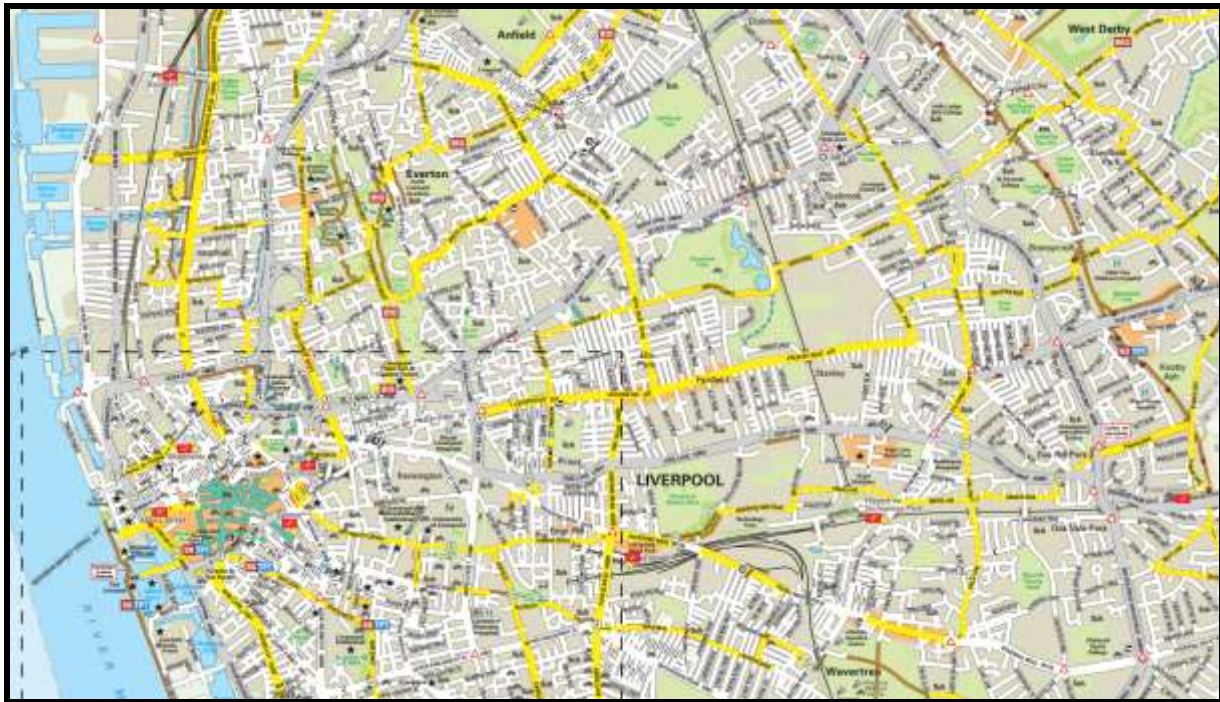
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

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 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 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.



St Bartholomew Rd/Leeds St City Bike 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.

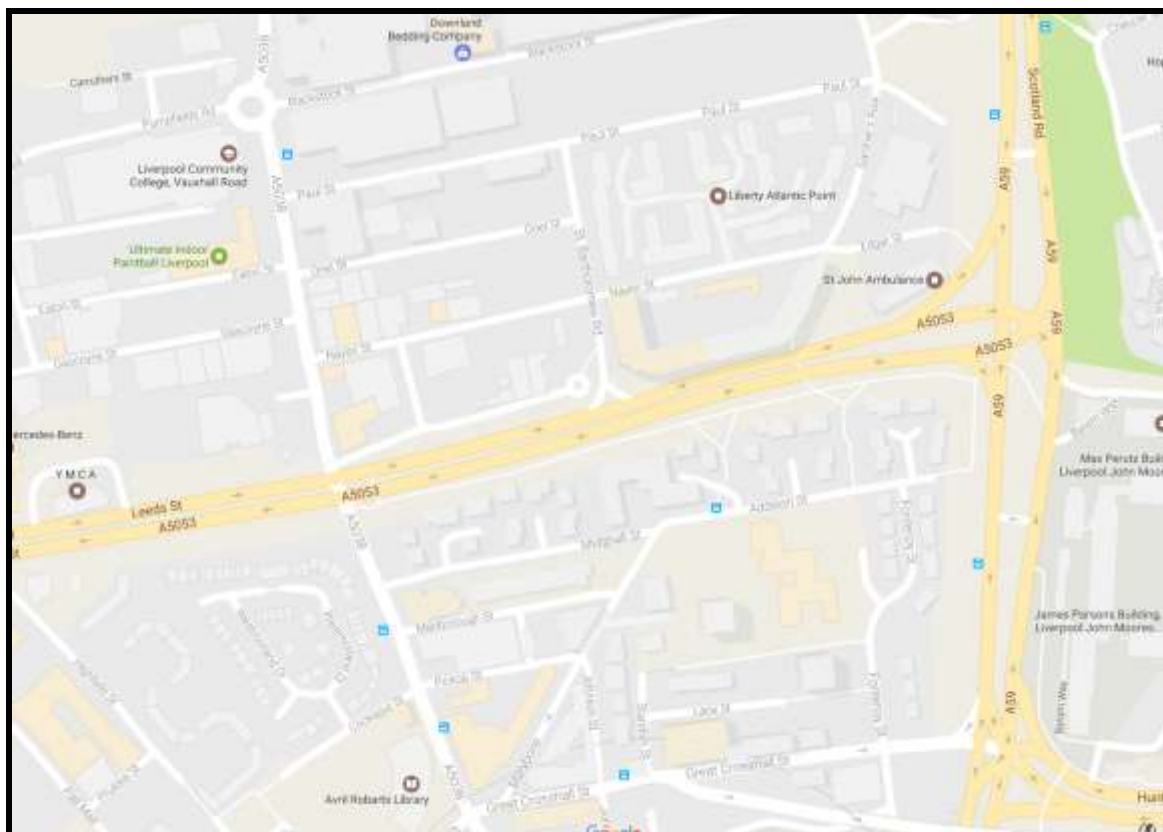
Public Transport

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 400 metres from the nearest bus stops. The bus stops closest to the site are along Vauxhall Street, as shown by the photo below.



Service Number	Bus Stop Locations		Route	Average Frequency (mins)
	A5038 Vauxhall Road	Midghall Street		
101			Princes Parade – Royal Liverpool Hospital via Vauxhall, Queen Square Bus Station and Everton	30mins
54			Liverpool – Thornton via Kirkdale, Bootle and Crosby	30mins
30 / 30a			Maghull – Liverpool – Dingle via Netherton, Walton, and Vauxhall	30mins



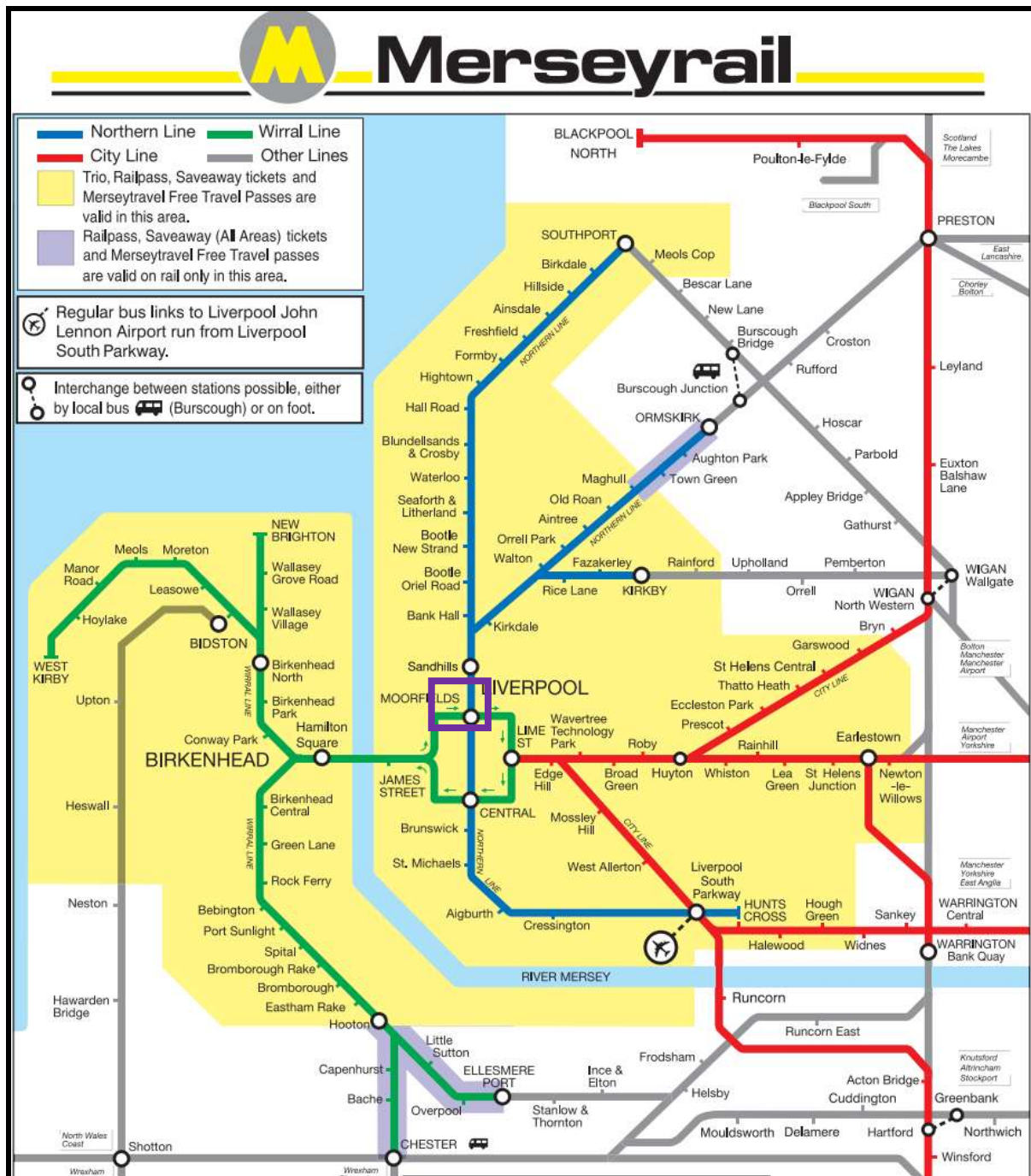
Local bus routes

Rail network

The local rail station is around the 800m walk distance at 800m 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 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 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, (i.e. drop off management, 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 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.

Travel Pack – to encourage residents to travel sustainably

The first occupants of each new dwelling will be provided with a travel pack which will contain a variety of travel and transport related information specific to the site including:

- Walking and cycling accessible areas, location of the local facilities such as bus stops, rail, health centres, dentist, hospital, schools, pubs, shopping and leisure facilities etc.
- Site specific public transport information – explaining where buses operate in the proximity and which services can be taken to access specific facilities. In discussion with local leisure operators and the council it may be possible to provide discount vouchers for travelling by sustainable modes.
- Information of the car share scheme
- An offer of free local cycle training
- Discounts for purchase of new bikes and equipment from local suppliers for new residents.

Sales and induction

Via the sales staff, residents can be made of the travel arrangements and the access options serving the site from the outset as part of the normal allocation and marketing process for the new development site.

Residents should be made aware of the existence of the residential travel plan set out here from the outset and the benefits that this will bring such as reduced traffic, safer roads as well as the obvious environmental benefits.

If there is an existing local notice board this could be used to provide details etc, if not consider one as part of the open space provision.

Walking

Many of the key factors in successfully supporting walking already exist in and around the site. There is already a good quality access to local services for those on foot.

Campaigning to promote the benefits of walking can be achieved through running healthy walk weeks. Ideas for promoting walking to and from the site include:

- Walking could also be encouraged as part of a longer journey such as to public transport connections.
- Provision of reflective bands to encourage use outside daylight hours. On request 2 per household.
- Promote the www.walkit.com website for journey planning on foot;
- Encourage residents to sign up to the 'WalkBUDi' scheme which offers a journey matching service for those who may feel vulnerable travelling alone for journeys to work, or want to join in with regular exercise;

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 sites by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

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

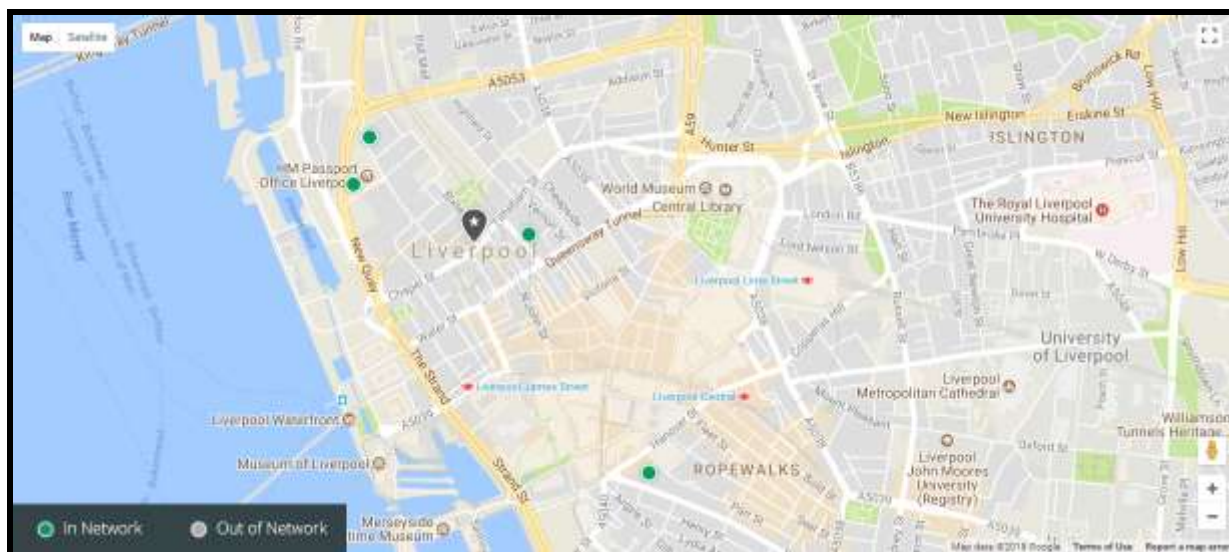
- Promote and publicise cycling –use the LHA cycle maps promoting safe cycle routes to and from the site
- Free cycle training offered to residents.
- The developer seeks to negotiate with a local cycle supplier to gain discounts for the purchase of new bikes and equipment.
- Provision of reflective bands to encourage use outside daylight hours. On request 2 per household.
- Investigate the potential to set up a Bicycle User Group (BUG) or co-operate with an existing local group to encourage residents to cycle to work;
- Encourage residents to sign up to the 'BikeBUDI' scheme which offers a journey matching service for those who may feel vulnerable travelling alone or just prefer some company for both commuting and recreational purposes;

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 – there will be 160 bike stations in operation across Liverpool by March 2015 with a range of tariff options available. More information, including a map of the existing live bike stations, can be found on the Citybike webpage: <http://www.citybikeliverpool.co.uk/LandingPage.aspx>

City car club

Liverpool benefits from a City Car club run by Enterprise this allows drivers with no car to drive for longer journeys as needed, it can be personal or on a business basis.



Reserve at a Moment's Notice - The cars and vans can be reserved via the app, online or by phone in advance or at the last minute. You can access the vehicles using the app or your access card.

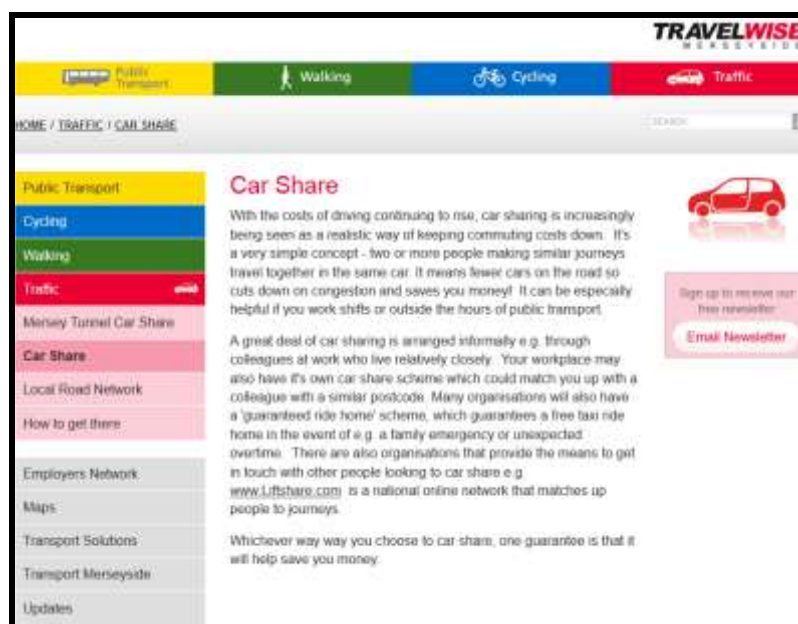
Cars across the UK - Enterprise Car Club has a large fleet of cars and vans spread across an ever-increasing number of UK cities. Our cars and vans are parked in their own designated bays and can be reserved for as little as half an hour, a day, or as long as needed. At the end of your reservation, the vehicle should be returned to the same designated bay it was picked up from, so there is always a parking space waiting for you.

Cost Effective - With Enterprise Car Club you only pay for the time and distance you actually need a vehicle for, meaning you have all the convenience of a vehicle, without the hassle and expense of owning one.

For Business - Business membership typically includes several employees and can sometimes attract discounted membership and usage charges especially where the account requires dedicated support from an Enterprise Car Club account manager.

We specialise in building bespoke travel solutions for our business members – guaranteeing their staff access to specific vehicles at certain times of day, using technology to make an existing fleet of pool vehicles more efficient or by building a suite of options combining car club access and daily rental from Enterprise Rent-A-Car's 400+ branches nationwide.

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 liftshare.com software programme.

Motorcycling

The use of motorcycling will be promoted to encourage motorised 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 use of motorcycle as an alternative to the car as it is more economical/less exhaust gas issues.
- Provision of reflective bands to encourage use outside daylight hours. On request 1 per household.

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.

Shopping and goods Delivery and on line shopping

While the concept of home shopping has been around for some time, the increasing availability of internet shopping has resulted in significant opportunities for reducing the need to travel.

Each household could potentially be broadband enabled to allow easy connection to the internet and maximise the opportunity for internet shopping. Almost every type of goods is now available through online retailers, including everyday requirements such as food shopping. In addition, bulky household goods are available to purchase online from electrical retailers which typically already require home delivery. Home shopping also allows competitive price comparison, potentially saving numerous car journeys to a variety of retailers.

The provision of high speed internet and other possible multimedia connections will also enable residents to work from home and therefore reduce the need to travel in some instances.

The use of online shopping or fast food delivery reduces the need for travel by residents and allows shared trips by delivery vehicles minimising the need to travel.

Personal Travel Packs:

Once the residents are in the homes the need to keep them updated can be undertaken by providing Personal Travel Planning on an individual household basis, giving information on public transport, walking, cycling and other options to travel to specific destinations. This is a useful way to identify any further opportunities and promote Travel Plan initiatives.

Discussions will be held with Liverpool Council's Travel Awareness team to assist in the provision of the information on walking and cycling, according to individual needs. Cycle maps have been produced for the local area.

Personal Travel Planning:

Consideration will be given to the provision of personalised travel planning to each new household upon occupation

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

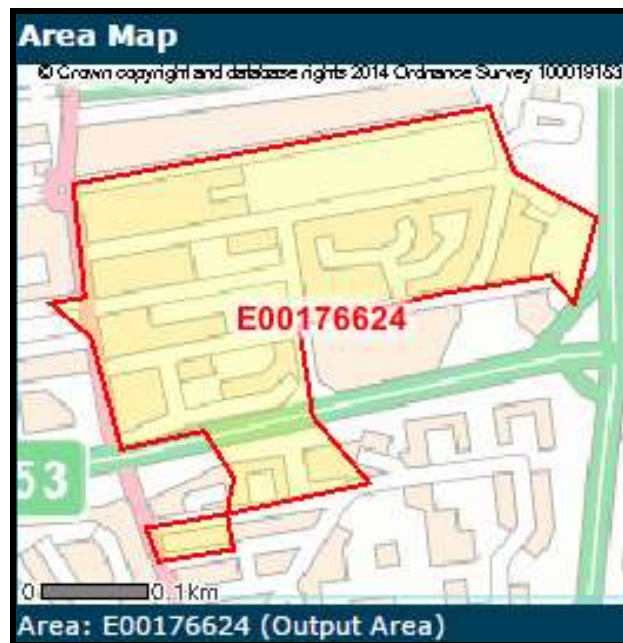
Mode split monitoring

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

However a survey of residents, staff and visitor travel modes will be undertaken, at 75% occupancy or within three months of it being occupied whichever comes first as 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.

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

The table below sets out the 2011 census data mode split to compare the actual travel plan survey data to and inform the target setting.



Method of Travel to Work (QS701EW)	E00176624		Liverpool		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	266	%	196630	%	3228744	%
Work Mainly at or From Home	8	3.0	5258	2.7	144079	4.5
Underground, Metro, Light Rail, Tram	5	1.9	1102	0.6	20719	0.6
Train	25	9.4	9962	5.1	89429	2.8
Bus, Minibus or Coach	27	10.2	38601	19.6	267140	8.3
Taxi	2	0.8	2777	1.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	69	25.9	95678	48.7	2021199	62.6
Passenger in a Car or Van	35	13.2	11805	6.0	197661	6.1
Bicycle	1	0.4	4062	2.1	70557	2.2
On Foot	92	34.6	25208	12.8	351807	10.9
Other Method of Travel to Work	2	0.8	1383	0.7	19863	0.6

These indicate for a mode share of 34.6% walk, 0.4% cycle, 19.6% bus/train and 25.9% car, 13.2% by car share. It should be noted the area has a significant student block but these have dedicated parking thus increasing the use of cars locally.

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

Targets

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

Increases 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	35	36.59	1.59
Bus/Train	24.5	25.5	1
Taxi	0.8	0.8	0
Motorcycle	0	0	0
Car (driver)	25.9	23.31	-2.59
others	13.8	13.8	0
Total	100%	100%	100%

SMART Travel Plan targets (**S**ustainable by continued use of no car modes or car share to reduce single car occupancy, **M**easurable by questionnaire on a annual basis, **A**ccessible by inclusion in reports and notified to the residents, **R**ealistic but tend towards ambitious in first instance to set the bar as high as possible, **T**ime sensitive in the 5 year period);

An assessment of the current problems/issues for the given 'target group'; undertaken as part of the TA.

An action plan of measures intended to address these issues and move toward, see above table

Attainment of the targets including a marketing and promotion strategy; refer to publicity campaign

A monitoring and review element to ensure it remains a 'living' document. By the 5 year annual reports

See action plan for the way forward.

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 2019 pre occupation:

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

Task	Timeframe
Appoint TPC and inform LCC and Merseytravel of contact details	Prior to commencement on site
TPC to assimilate information / travel packs	Upon appointment of TPC and before completion
TPC to distribute information packs	At completion
Travel Surveys to be undertaken	75% occupancy or within 3 months of completion whichever is sooner
Final Travel Plan documents to be submitted to LCC	No later than 6 months after completion unless agreed with LCC.
First annual monitoring report submitted to LCC	12 months after submission of 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 residents, visitors, staff and stakeholders to be provided beyond the travel pack set out above.

Budget

The final approved plan will be taken forward by the residential developer who will need to set out and agree how:

- Promoting, encouraging and providing incentives for increasing sustainable travel.
- Costs to cover administration tasks and publicity material.
- Who will be responsible for expenditure and budget control?
- How much will be provided annually?

All funding related to the travel plan will be paid for by the developer. An annual budget should be set and agreed with Liverpool Council as required. The budget should generally be used to promote the travel plan and to organise events to coincide with national initiatives. It will be provided to an appointed TPC to action directly in co ordination with LCC.

Budget management and spend can be agreed in liaison between the Travel Plan Coordinator and Liverpool Council's Sustainable Travel Plan Officer as agreed.

Travel questionnaires samples

Travel Plan survey - Staff

Date _____

1 Postcode (staff) -----

2 Gender

- ☐ Male
- ☐ Female

3 Age

- ☐ Under 25
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55 or Over

4 Number of people in household working on site

- ☐ 1
- ☐ 2
- ☐ 3+

5 Number of cars per household

- 1 ☐ 1
- 2 ☐ 2
- 3 ☐ 3+

6 Number of bicycles per household

- ☐ 1
- ☐ 2
- ☐ 3+

7 How far do you travel to the site

- ☐ Less than 1 mile
- ☐ Between 2 and 5 miles
- ☐ Between 5 and 10 miles
- ☐ Between 10 and 20 miles
- ☐ Over 20 miles

8 What mode of travel do you normally use to travel to the site (tick all that apply)

- ☐ Car (as driver on my own)
- ☐ Car (as driver with passengers)
- ☐ Car (as passenger with family)
- ☐ Car (as passenger with others)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Bicycle
- ☐ Walk
- ☐ Other (specify)

9 If by car what are your main reasons for getting to work

- ☐ Need a car to do my job
- ☐ Need it for the school run as well as getting to work
- ☐ Have to drop off or pick up my partner or friend
- ☐ Lack of alternative
- ☐ Cheaper than alternative
- ☐ My car's more reliable
- ☐ It's safer by car
- ☐ Quickest way to get here
- ☐ Guaranteed journey
- ☐ Other

10 How often do you work, tick all that applies.

- ☐ Monday
- ☐ Tuesday
- ☐ Wednesday
- ☐ Thursday
- ☐ Friday
- ☐ Saturday
- ☐ Sunday
- ☐ occasionally

11 what times do you attend?

- ☐ shift
- Times.....
- ☐ working day

12 The site has showers and secure cycle parking would this encourage you to use a cycle?

- ☐ yes
- ☐ no

13 If there was a car share club would this something you would consider?

- ☐ Yes
- ☐ No

14 Which of the following would most encourage you to car share

- ☐ Help in finding a suitable car share partner
- ☐ Free taxi home if let down by partner
- ☐ Reserved car parking for car sharers

Thank you for your co-operation

Please fill in and return to the TPC

Sample resident questionnaire:

Section A: About you and your home

1. Are you:

Male	
Female	

2. Which age range do you fall into?

16 - 25	
26 - 35	
36 - 45	
46 - 55	
56 - 65	
65+	

3. What is your home postcode?

4. Do you or any member of your household own a car?

Yes

No

if yes how many in total?-----

4A. Do you or any member of your household own a cycle?

Yes

No

if yes how many in total?-----

Section B: About your travel to and from your home

5. How long have you lived at your current address?

0 - 6 months

6 months - 1 year

1 - 2 years

5A Employment status (all that apply)

Employed

Student

Unemployed

Retired

5B If you indicated 'employed' in Q7, how far do you travel to work?

Work from home

Less than 1 mile

Between 2 and 5 miles

Between 5 and 10 miles

Between 10 and 20 miles

Over 20 miles

6. How do you most frequently travel to and from your accommodation for the following activities? (Choose the mode of travel that you use most often)

Reason for travel	Walk	Cycle	Bus	Train	Tram	Car share (driver/passenger)	Car (alone)	Motorcycle or scooter	Other (please specify)
Work									
Shopping									
Education									

7. How often do you use the following modes of travel for journeys from your accommodation? (Tick all modes that you ever use, for all or part of a journey, choosing the frequency with which you use them)

Travel mode	Very often (7 or more in every 10 trips)	Quite Often (between 3 & 6 out of every 10 trips)	Occasionally (less than 2 out of every 10 trips)	Never
Walk				
Cycle				
Bus				
Train				
Tram				
Car share (driver/passenger)				
Car (alone)				
Motorcycle or scooter				
Other				

Section C: About your future journeys

8. Have you changed your most common mode of transport since relocating to this development?

Yes

No

If yes, what was the main reason for this change?

9. Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)

Safer, better lit cycle paths	
Improve cycle paths on the journey to town centre/ rail station	
Improve cycle parking at this development	
Arrangements to buy a bicycle at discount	
Improved crossing facilities	
Improved cycle parking at local facilities - where?	
None of the above	
Other (please specify)	

10. Which of the following changes would most encourage you to use public transport for your journeys in the local area? (If you already travel to by public transport, which would you most like to see).

More direct bus routes	
More frequent bus services	
More frequent train services	
More frequent tram services	
Better lighting at bus shelters and on footpaths	
More convenient bus drop-off points	
Better bus links to work from station	
Public transport information	
None of the above	
Other (please specify)	

11. Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)

Cleaner, better maintained workplace footpaths	
Better lighting on workplace footpaths	
More improved pedestrian crossing points	
Higher presence of security around the site	
Slower speed limits	
Better street lighting in the local area	
None	
Other (please specify)	

12. Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)

More help finding car share partners who have similar work patterns	
Free taxi home if let down by car	
More information regarding car sharing i.e. benefits and cost savings	
None	
Other (please specify)	

13. Did you know this development operated a Travel Plan?

Yes

No

14. If yes, how did you find out about the Travel Plan?

During the sales process	
Word of mouth	
Development publication/newsletter/notice board/website	
Personalised travel planning process	
Other (please specify)	

14A Has the travel pack information and leaflets changed how you travel to work

Yes

Occasionally

No

14B If yes or occasionally from what to, please write the changes below

15. Would you like to receive more information regarding the Travel Plan?

Yes

No

Thank you for your co-operation