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## Interim Travel Plan

SITE: **ELDON GROVE, LIVERPOOL**


CLIENT: Eldonians

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REFERENCE: VC0037 R1.1

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## CONTENTS

1	Introduction .....	1
1.1	Background .....	1
1.2	Developing the Travel Plan Strategy .....	2
1.3	Document Structure .....	2
2	Policy Context .....	3
2.1	National Policy .....	3
2.2	Local Policy .....	3
3	Development Proposals .....	4
3.1	Introduction .....	4
3.2	Development Composition .....	4
3.3	Proposed Site Access .....	4
3.4	Parking Provision .....	6
4	Travel Plan Administration .....	8
4.1	Introduction .....	8
4.2	Travel Plan Process .....	8
4.3	Development of the Travel Plan .....	8
4.4	Travel Plan Co-ordinator .....	9
4.5	Travel Plan Aims .....	9
5	Mode Share Targets .....	11
5.1	Introduction .....	11
5.2	Mode Share Percentages .....	11
5.3	Modal Share Targets (percentages) .....	12
6	Travel Plan Measures and Initiatives .....	13
6.1	Introduction .....	13
6.2	Objectives .....	13
6.3	Measures to Create a Better Environment for Pedestrians .....	13
6.4	Access for the Mobility Impaired .....	14
6.5	Measures to Create a Better Environment for Cyclists .....	15
6.6	Powered Two-Wheelers .....	18
6.7	Public Transport .....	18
6.8	Rail Services .....	20
6.9	Car Share Schemes .....	21
6.10	Citybike Scheme .....	21
6.11	Promotion / Marketing .....	21
7	Travel Plan Monitoring .....	22
7.1	Introduction .....	22
7.2	Monitoring .....	22
7.3	Management .....	22
7.4	Potential Sustainable Measures for the Travel Plan .....	23
8	Indicative Finance Plan .....	25
9	Contacts .....	26
10	Summary .....	27
10.1	Summary .....	27

## FIGURES

Figure 1: Site Location .....	1
Figure 2: Proposed Development Layout .....	4
Figure 3: Cycle Access Routes and Storage Locations .....	6
Figure 4: Travel Plan Implementation Hierarchy.....	9
Figure 5: Walking Isochrone .....	13
Figure 6: Cycling Isochrone.....	15
Figure 7: Area Wide Cycle Network.....	16
Figure 8: Example Extract from Cycle Streets Website .....	17
Figure 9: Existing Bus Provision .....	19
Figure 10: Location of Existing Citybike Stations Adjacent to the Site .....	21

## TABLES

Table 1: National Statistics 2011 Travel to Work Data – Table: CT0015 .....	11
Table 2: National Statistics 2011 Travel to Work Data – People in Employment Mode share .....	11
Table 3: Proposed Modal Share Targets.....	12
Table 4: Summary of Existing Bus Services.....	18
Table 5: Summary of Existing Train Services .....	20
Table 6: Walking Measures (best suited to journeys under 2 km).....	23
Table 7: Cycling Measures (best suited to journeys under 5 km) .....	23
Table 8: Public Transport Measures .....	24
Table 9: Indicative Finance Plan .....	25
Table 10: Key Contacts .....	26

## APPENDIX

Appendix A:	Masterplan
Appendix B:	Travel Pack Content

# 1 INTRODUCTION

## 1.1 Background

Vectio Consulting Limited has been commissioned by the Eldonians to provide an Interim Travel Plan for a proposed residential development bound by Bond Street, Limekiln Lane, Bevington Street and Titchfield Street, in Liverpool.

The site is to include 136 residential apartment units. The unit mix will be 45 one bedroom units, 85 two bedroom units and 6 three bedroom units. This Travel Plan has been produced to act as an Interim Travel Plan to accommodate general residential use. Discussions have been held with Liverpool County Council acting as Highway Authority, to confirm the content of this Interim Travel Plan.

This Travel Plan has been produced in conjunction with a Transport Assessment and has been prepared in accordance with industry best practice.

Access for both vehicles and pedestrians will be gained from all surrounding streets. A site location plan is presented in Figure 1, outlined in red.

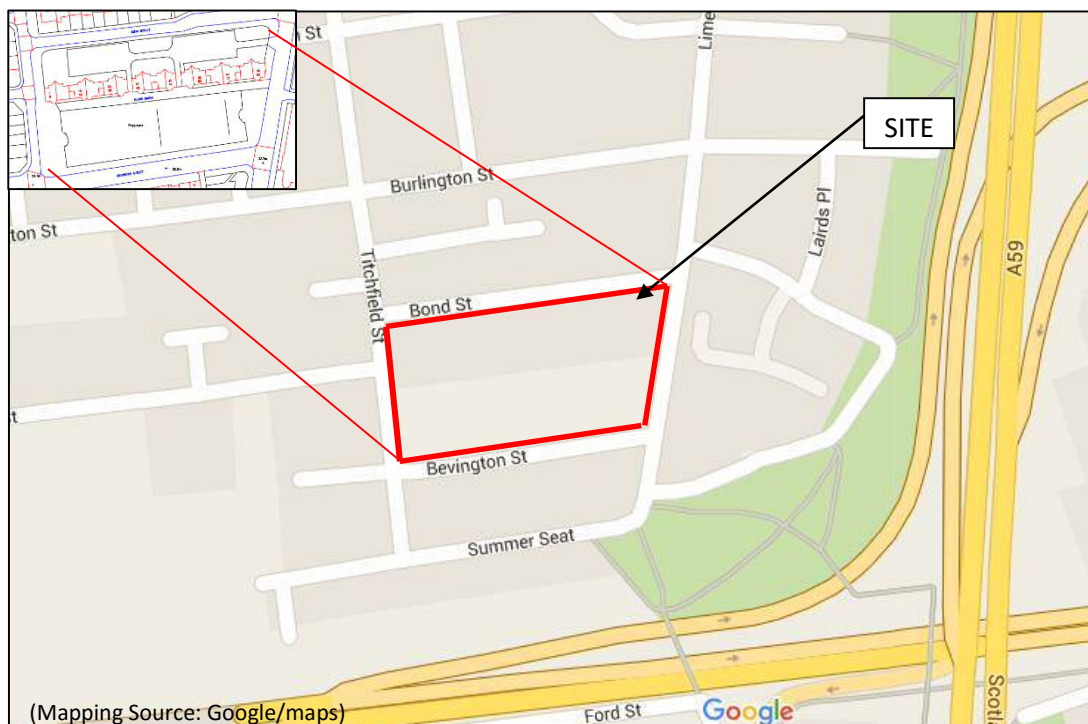


Figure 1: Site Location

This report considers measures that are to be included in the strategy for positively influencing travel patterns to assist in the delivery of sustainable transport to the proposed residential development. It should be emphasised that the measures are being introduced to support and encourage people to use cars in a more sustainable manner and to promote other sustainable forms of travel. The Travel Plan is not an anti-car policy.

It is considered appropriate to create an Interim Travel Plan prior to the occupation of the site. This should be followed by a more detailed Travel Plan being prepared circa 3 months prior to first occupation to ensure

suitable measures are achieved and targets are reappraised and tailored to the development. This is discussed further in Section 4.

## 1.2 Developing the Travel Plan Strategy

Travel Plans (TPs) are used to raise awareness about the consequences of transport choices and the benefits of choosing sustainable alternatives over the private car. The aim of a Travel Plan is to minimise the impact of travel on the environment, and it can help to reduce emissions of greenhouse gases, improve local air quality, minimise health risks and reduce congestion. Encouraging end users or occupiers to carry out their everyday activities in a more sustainable manner can also contribute to improvements in the local environment.

To this end, the Interim Travel Plan has been developed on the basis of modal hierarchy: walking, cycling and public transport, with the clear intention that single occupancy car trips are the last, rather than the first choice.

This Interim Travel Plan sets the aims of the strategy for the site and suggests measures that could be introduced to ensure the aims are realised. It concludes that the package of measures will provide a viable and sustainable alternative to the car and help to achieve all the identified objectives. The proposed measures will encourage the use of sustainable modes, reduce dependence on the car and, therefore, lead to reduced growth in car journeys.

The Interim Travel Plan principles will include:

- Provide a holistic package where individual measures are integrated into the marketing and occupation of the site, rather than retrofitted at a later stage. This will help to ensure that sustainable access is in place from the earliest stages of the development; and,
- Include measures and facilities to support walking, cycling and the use of public transport.

## 1.3 Document Structure

This plan has been divided into several further sub sections as detailed below:

- An overview of local and national policies influencing the Interim Travel Plan is provided in Section 2;
- Section 3 outlines details of the development proposals;
- The administration of the Interim Travel Plan is described in Section 4;
- Potential targets are detailed in Section 5;
- Section 6 presents the measures and initiatives recommended for inclusion within the Interim Travel Plan;
- Section 7 discusses the monitoring of the Travel Plan;
- An indicative finance plan is presented in Section 8,
- Travel Plan Contact Details are presented in Section 9; and,
- Section 10 provides a summary of this document.

## 2 POLICY CONTEXT

### 2.1 National Policy

The National Planning Policy Framework (NPPF) replaced PPG13 in March 2012 and covers the current national policy for promoting sustainable transport. Within this document, it is stated that *“developments should be located and designed where practical to”*:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and,
- consider the needs of people with disabilities by all modes of transport.”

The Travel Plan is recognised as a key tool in achieving these objectives.

### 2.2 Local Policy

Travel Plans should be developed through consultation with the Sustainable Travel Team at Liverpool City Council. This is discussed in further detail in Section 4.

The Merseyside current Local Travel Plan (LTP3) 2011-2026 outlines the transport related policies covering the 15-year period.

The vision of the Merseyside LTP3 is:

*“A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice”.*

To achieve this the LTP3 has identified 6 goals:

- *Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.*
- *Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.*
- *Ensure the transport system promotes and enables improved health and wellbeing and road safety.*
- *Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.*
- *Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.*
- *Maintain our assets to a high standard.*

### 3 DEVELOPMENT PROPOSALS

### 3.1 Introduction

This section provides details of the current development proposals, including proposed access arrangements and parking provision.

## 3.2 Development Composition

The site includes 136 residential units, comprising of 45 one bedroom units, 85 two bedroom units and 6 three bedroom units.

The proposed development layout is presented in Appendix B whilst an extract is provided in Figure 2.



### Figure 2: Proposed Development Layout

### 3.3 Proposed Site Access

Vehicular access penetrating into the site will be provided off Limekiln Lane to the east and Titchfield Street to the west. Pedestrian access will be via all surrounding streets although access will be gated with entry controlled by ID passes or similar. Parking facilities such a driveway or layby parking is proposed on all boundaries to the site. Each access is discussed in greater detail in the following subsections.

### 3.3.1 Vehicular Access

**Bond Street** – Twenty-two parking spaces are proposed adjacent to the residential blocks on Bond Street in the form of driveway parking. The driveways will be formed by a vehicular crossover as the pedestrian footway will segregate them from Bond Street carriageway.

**Limekiln Lane** – Seven parking spaces are proposed to the northern end of the site in the form of driveway parking. Access to a gated courtyard is also proposed. This is to be formed by a kerbed formal junction arrangement with a 4.8 m wide internal carriageway width. The gates are to be set back from the edge of the Limekiln Lane carriageway to enable a vehicle to stand clear of the mainline carriageway whilst the gates open inwards. The courtyard is to comprise 8 parking spaces as illustrated in Figure 2. Swept path analysis has been undertaken to illustrate the safe operation of vehicles entering, turning and exiting the courtyard in a forward gear. The tracking drawings are presented in Appendix C.

**Bevington Street** – Chevron parking is proposed on the eastern and western frontages of the site on Bevington Street. There are 20 parking spaces proposed along Bevington Street. The orientation of the parking is such that vehicles will pass the spaces and reverse into them, allowing the vehicles to exiting in a forward gear with improved visibility in line with industry best practice.

**Titchfield Street** – Six parking spaces are proposed to the southern end of the site in the form of driveway parking. Access to a gated courtyard is also proposed. This is to be formed by a kerbed formal junction arrangement with a 4.8 m wide internal carriageway width. The gates are to be set back from the edge of the Titchfield Street carriageway to enable a vehicle to stand clear of the mainline carriageway whilst the gates open inwards. The courtyard is to comprise 12 parking spaces as illustrated in Figure 2. A further 4 layby parking spaces are to be provided along the northern frontage of Titchfield Street. Swept path analysis has been undertaken to illustrate the safe operation of vehicles entering, turning and exiting the courtyard in a forward gear. The tracking drawings are presented in Appendix C.

### 3.3.2 Servicing Arrangements

Access for refuse collection and service/delivery vehicles will be made from the roads fronting the development. The site is not located on a through route and as such this should not impact the safe operation of the adjacent road network.

### 3.3.3 Pedestrian Access

Pedestrian access to the site will be available via all four roads surrounding the site. Pedestrian access points into the site will be gated with security fob/code access for residents.

An audit of the surrounding Highway and likely desire lines has been undertaken to appraise the level of facilities / infrastructure currently available. This audit has allowed key desire lines to be identified and deficiencies in infrastructure to be highlighted associated with the proposed developments pedestrian desire lines. A copy of the audit is presented in Appendix D. This exercise has highlighted the need to provide the following off site pedestrian infrastructure to facilitate the proposed development.

- New uncontrolled crossing with tactile paving across:
  - O'Connell Road with its junction at Titchfield Street;
  - Gildarts Gardens with its junction at Titchfield Street

- Bond Street with its junction at Titchfield Street;
- On the corner of Summer Seat and Limekiln Lane;
- Across all arms of the Titchfield Street / Burlington Street junction; and,
- Across Limekiln Lane, south of Burlington Street.
- Realign existing tactile paving at the Bevington Street / Titchfield junction; and,
- Installation of two new bus shelters on Burlington Street.

### 3.3.4 Cycle Access

As part of the proposed development a new Citybike hub is proposed on the south western corner of the site on Titchfield Street and Bevington Street. This is proposed to house in the order of 10 bicycles and will be accessed from the existing road network. Cycle access will also be provided via all main pedestrian access points with direct links to internal cycle storage areas. The routes for cyclists entering the site along with locations for cycle parking are indicative illustrated in Figure 3.

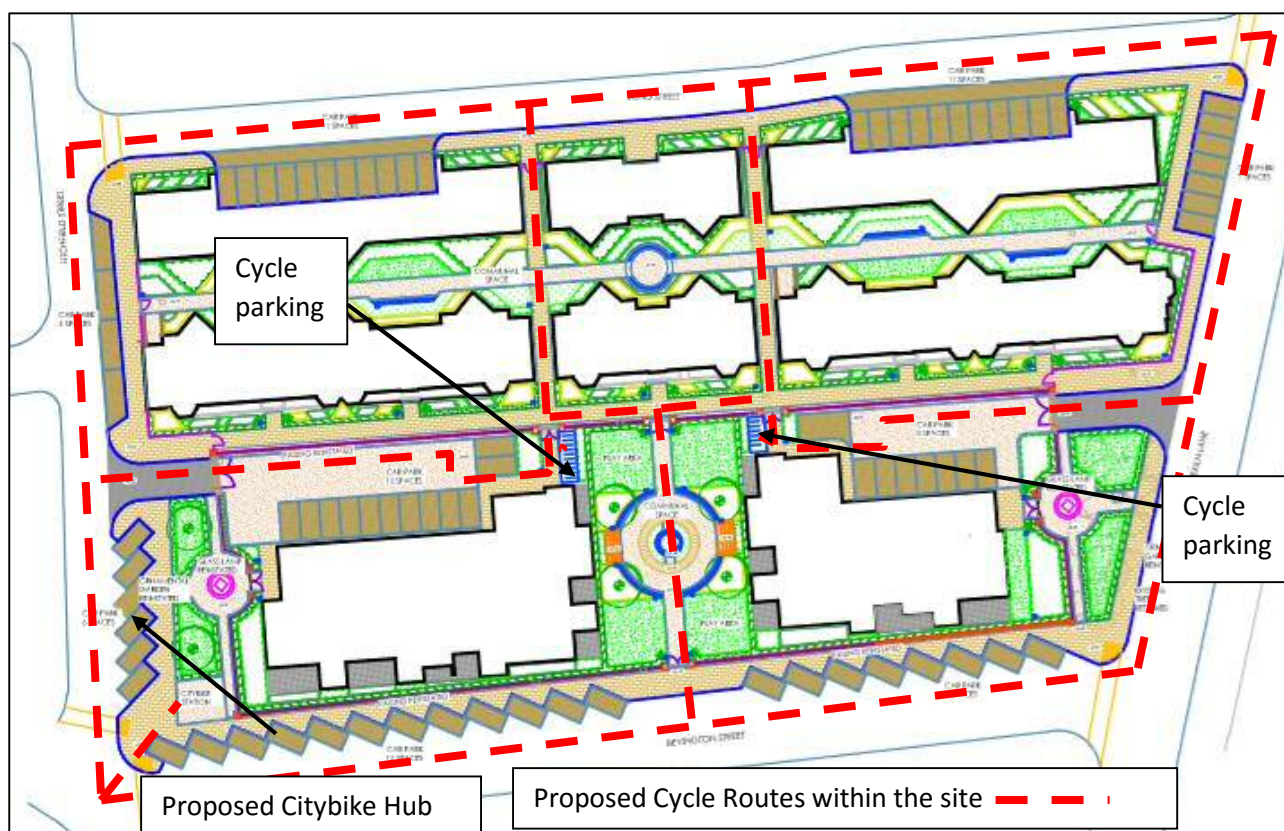


Figure 3: Cycle Access Routes and Storage Locations

## 3.4 Parking Provision

This section considers the parking demand for various modes of transport associated with the proposed development along with identifying off site provision where applicable.

### 3.4.1 Vehicular Parking Demand

The required level of parking supply has been based on Liverpool City Council's document "Ensuring a Choice of Travel SPD". This document advises that for out of town development, parking provision of one space per

unit should be made. The proposed masterplan for the site includes 79 parking spaces formed by internal courtyards, driveways and laybys.

Given that the site comprises 136 units, the SPD guidance recommends a minimum of 136 space. Therefore, the current onsite provision falls short by 57 spaces.

The associated Transport Assessment included a parking appraisal that identified a capacity of 230 parking spaces within the surrounding streets (over a 300m area). Of this capacity, approximately 90% were unoccupied (200 spaces). Given the shortfall of 57 parking spaces, this available capacity is considered sufficient to facilitate the expected parking demand of the development.

Given the developments location, close to the local district centre, health facilities and schools, it is possible to attract an increase in modes other than the private car, as such measures have been recommended within this report to upgrade pedestrian route infrastructure and enhance cycle facilities to maximise the use of these alternative modes.

### 3.4.2 Cycle Parking

A review of Liverpool City Councils SPD has been undertaken to identify the recommended level of cycle parking that the proposed development should provide. This document recommends that 1 secure space should be provided for every 1 flat, plus 1 visitor cycle stand per 10 units.

Discussions have been held with the LPA and agreement met in so far as all ground floor units (32no.) can store cycles within them. In addition, as a Citybike hub to house 10 cycles is proposed then the cycle parking ration could be reduced. Therefore, it has been proposed to provide 1 space per two units and 10% for visitors equating to 75 spaces.

Considering the estimated cycling trip identified in section 7.2 of this report, whereby the weekday cycle trip estimate was found to be 16 movements (based on an average trip rate associated with similar development throughout the county from the TRICS database), this level of provision would seem appropriate.

The locations and provision of cycle parking will be as follows:

- Ground floor apartments: 32no.;
- External secure sheltered parking 43no. across 2 locations; and,
- 10 new Citybikes.

It is considered that by installing a Citybike hub, this will provide more encouragement for the occupants to take up cycling as a form of transport along with providing the flexibility of choice.

To ensure residents consider the use of the Citybike facilities, it is recommended that a taster session for each unit be funded by the developer.

## 4 TRAVEL PLAN ADMINISTRATION

### 4.1 Introduction

The management of a Travel Plan represents an important element in pursuing the overall aims of the National Planning Policy Framework and wider national and local government policy.

Good communication is a vital part of a Travel Plan and making members aware of the options available to them is critical. In order to ensure this, it is pledged to provide all new residents with a Travel Information Pack which will provide details of each initiative in the Travel Plan, such as any car sharing schemes, information on bus / rail services and measures to encourage walking, cycling and public transport use. In addition to this, the provision of information such as bus routes and timetables and a cycle / walking plan will help encourage use of the non-car modes of transport.

### 4.2 Travel Plan Process

It is considered that the Interim Travel Plan will include a range of measures which will be implemented at various stages of the process for each development use. This would start with measures such as the location of the proposed development and its proximity to existing transport routes, facilities and services. This has already been undertaken by the choice of the development site's location, benefiting from its proximity to Liverpool.

The next tier would include such measures as parking restraint, facilities that reduce the need to travel, site design, suitable density and amenity. It is considered that this has partly been undertaken during the planning process, although should be revisited during the detailed design stage.

The following tier is the Travel Plan Co-ordinator (TPC), whose purpose is to monitor the Travel Plan, progress further measures and continue with the on-going management and development of the Travel Plan.

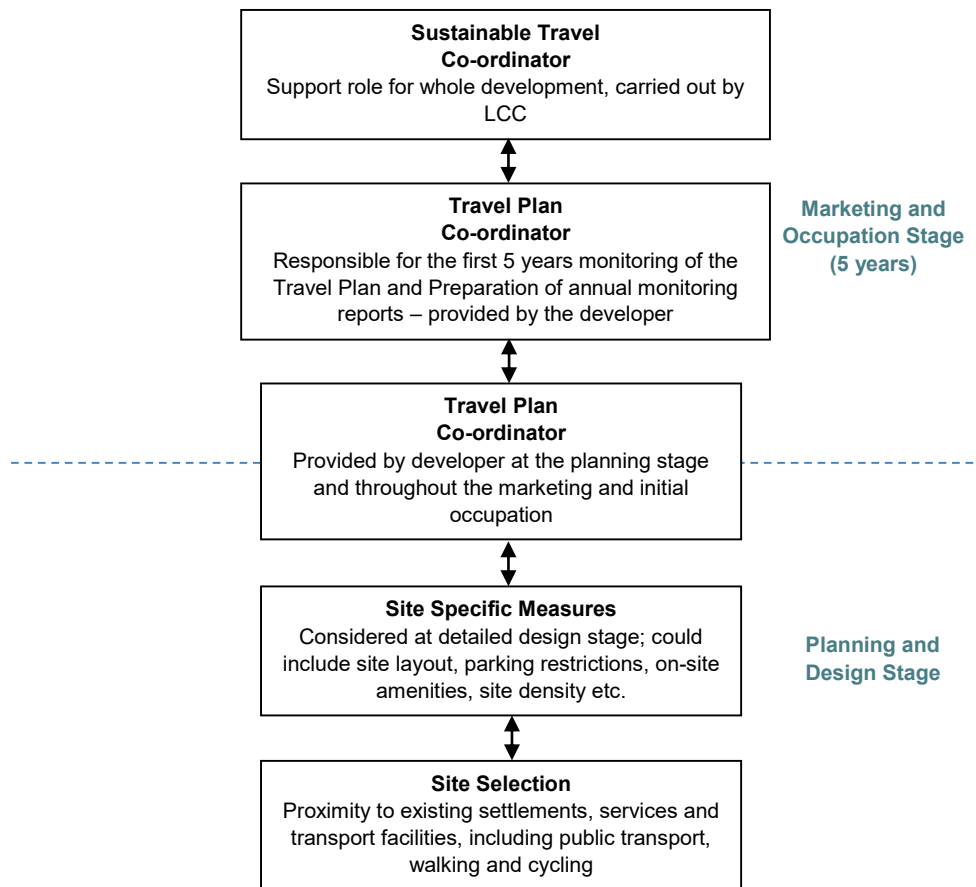
It is proposed that due to the size and private residential nature of the of the site, the TPC role regarding site monitoring will be undertaken by the Developer for the first 5-year period, as Travel Plan Co-ordinator, and submit annual reports to the Sustainable Travel Co-ordinator within Liverpool City Council. The Sustainable Travel Co-ordinator (STC, or equivalent) will undertake an overarching role and update the TPC who will in turn inform the residents of new initiatives and current events on an on-going basis.

This proposed hierarchy is illustrated in Figure 4 and explained in more detail in the following sections.

### 4.3 Development of the Travel Plan

It is proposed that the Travel Plan is developed through the planning process to ensure site specific targets / strategies are set to create a positive impact for the new occupants and surrounding road users.

This is intended as an overseeing role for the development during the planning stages, to allow for an easy transition to Liverpool's Sustainable Travel Co-ordinator.



**Figure 4: Travel Plan Implementation Hierarchy**

#### 4.4 Travel Plan Co-ordinator

It is proposed that a Travel Plan Co-ordinator will be provided by the developer from approximately 3 months prior to first occupation of the site. The TPC will ensure that the Travel Plan is maintained during the construction and initial occupation stages of the development.

The TPC will be in place until 5 years after initial occupation for the purpose of compilation and preparation of the annual monitoring reports, with responsibility for the role following this period falling to the Sustainability Officer in Liverpool City Council.

#### 4.5 Travel Plan Aims

One of the aims of the Travel Plan will be to educate users of the financial benefits of the Travel Plan and synergy with the surrounding residential areas.

The administration of the Travel Plan measures once in place will become the responsibility of the developer for the first 5 years and would include:

- promote and encourage the use of modes other than the car, including publicity;
- ensure that a Travel Information Packs are provided to all intended users of the Travel Plan. (a list of documentation to be provided within the pack is detailed within Appendix B);
- monitor levels of demand for existing bus services and identify need for additional facilities, including company bus facilities, through liaison with local bus operators;
- investigate the use of resident travel diaries; and,
- ensure that sales staff are briefed on the Travel Plan and travel benefits to be sold as a positive extra benefit for residents.



## 5 MODE SHARE TARGETS

### 5.1 Introduction

In order to achieve measurable outputs from the Travel Plan process, it is important to establish targets from the outset, against which progress can be measured.

As the travel behaviour of the future residents are unknown as yet and as such the targets set out in this Interim Travel Plan are provisional. However, it is important that the Interim Travel Plan actively seeks to ensure that travel behaviour towards more sustainable modes is established early on, with initiatives in place from the day of opening.

Modal share targets within the Interim Travel Plan need to be SMART; that is Specific, Measurable, Achievable, Realistic and Time-based. By setting provisional targets within the Interim Travel Plan, the facilities required to encourage and enable non-car travel can be determined.

### 5.2 Mode Share Percentages

Information has been extracted from the National Statistics 2011 Census database, relating to Travel to Work data District Level data, to estimate a typical modal split for a residential development of this type in Liverpool. The following modal split percentages have been derived:

**Table 1: National Statistics 2011 Travel to Work Data – Table: CT0015**

Area Name	Population	Work mainly at or from home	Underground, metro, light rail, tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	Not in employment
Liverpool	356,876	1.5%	0.3%	2.8%	10.8%	0.8%	0.2%	26.8%	3.3%	1.1%	7.1%	0.4%	44.9%
England	38,881,374	6.6%	2.6%	3.3%	4.7%	0.3%	0.5%	34.9%	3.2%	1.9%	6.3%	0.3%	35.3%

These percentages have been converted to illustrate percentage of trips made by walking, cycling, public transport, car drivers and passengers as illustrated in Table 2.

**Table 2: National Statistics 2011 Travel to Work Data – People in Employment Mode share**

Mode of Travel	Modal share (Liverpool)	Modal share (England)
Walk	13.3%	10.9%
Cycle	2.1%	3.3%
Public Transport	27.6%	18.9%
Motorbike / Scooter	0.4%	0.9%
Car Driver	50.4%	60.5%
Car Passenger	6.2%	5.5%

It is considered that the Liverpool output area mode share data in Table 2 provides a suitable basis for establishing targets in the Interim Travel Plan.

### 5.3 Modal Share Targets (percentages)

The proposed modal share targets for this Interim Travel Plan are summarised in Table 3. It should be noted that these targets relate to post occupation of the site. The focus of the Travel Plan will be to initially achieve the targets and then over the life of the development maintain if not better the aspired targets.

**Table 3: Proposed Modal Share Targets**

Mode of Travel	Liverpool	Proposed Target	Proposed mode share change
Walk	13.3%	15.0%	↑ 1.7%
Bicycle	2.1%	4.0%	↑ 1.9%
Public Transport – Bus & Rail	27.6%	30.0%	↑ 2.4%
Motorcycle / Scooter	0.4%	1.0%	↑ 0.6%
Car Driver	50.4%	41.0%	↓ -9.4%
Car Passenger	6.2%	9.0%	↑ 2.8%

These targets are only an indication of what would be expected by the overall development. The table will need to be updated as soon as the first travel survey has been completed to ensure suitable targets are set.

## 6 TRAVEL PLAN MEASURES AND INITIATIVES

### 6.1 Introduction

It is considered that the proposed Travel Plan measures and initiatives can be sub-divided into promotion and awareness, as well as improvements to design, services and facilities both on site and within the existing highway transportation infrastructure.

### 6.2 Objectives

The objectives of the Interim Travel Plan will be:

- ensure that initiatives to promote alternative modes of transport are in place prior to the occupation of the site;
- raise awareness of the alternative modes of transport available with end users, e.g. information included in the travel information packs etc; and,
- implement measures designed to minimise the need to travel;

### 6.3 Measures to Create a Better Environment for Pedestrians

The Chartered Institution of Highways and Transportation in their document 'Guidelines for Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". It is generally considered that people are prepared to walk up to 2km (1.24 miles) to and from work, given suitable walking routes and facilities. Figure 5 shows an indicative 2km isochrone from the development. The 2km measurement has been taken from the centre, rather than the boundary of the site.

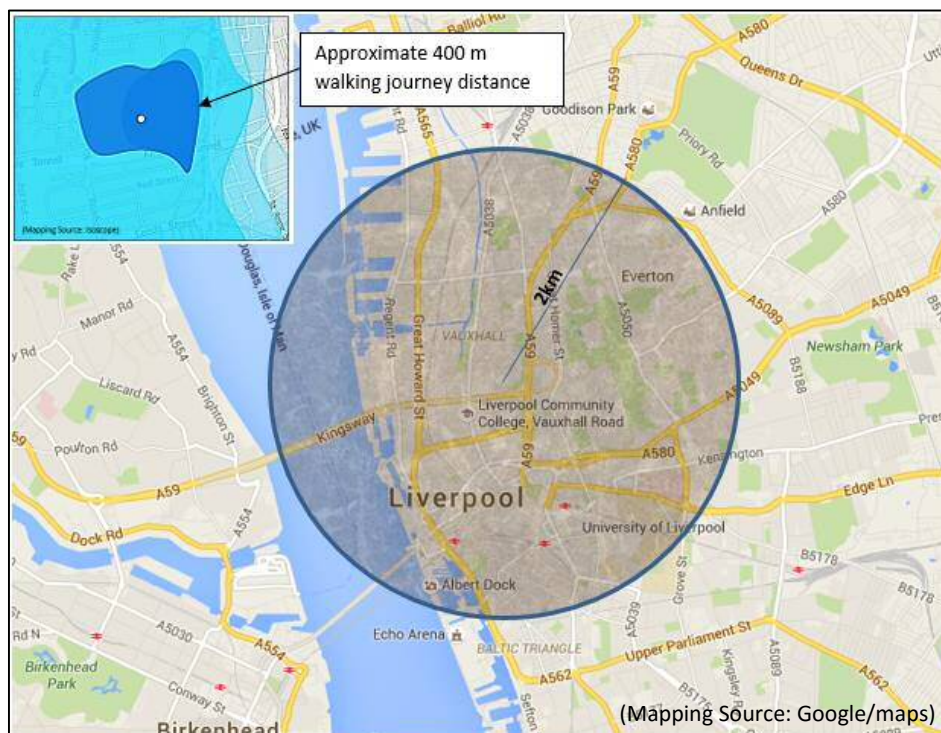


Figure 5: Walking Isochrone

Based on the isochrone in Figure 5, it can be seen that the following key features lie within 2km of the site:

- Saint Peter's Church;
- Rupert Lane Recreation Ground;
- University of Liverpool Dental School;
- Liverpool Metropolitan Cathedral;
- Liverpool School of Art and Design;
- Liverpool John Moores University;
- St Johns Shopping Centre;
- Liverpool Waterfront; and,
- Museum of Liverpool.

Residents need encouragement and incentives to make journeys on foot, both in the form of suitable routes. Walking routes should feel safe, have good surfacing and be direct.

The Travel Plan measures and initiatives to encourage residents to make journeys on foot are summarised below. They are divided into three key areas of Promotion, Awareness and Physical Improvements.

- Promotion
  - » Provide details of walking routes in information packs.
- Awareness
  - » Inform residents of local walking groups / initiatives in place managed by Liverpool City Council.
- Physical Improvements
  - » New pedestrian crossing with dropped kerbs and tactile paving across O'Connell Road with its junction at Titchfield Street;
  - » New pedestrian crossing with dropped kerbs and tactile paving across Gildarts Gardens with its junction at Titchfield Street;
  - » New pedestrian crossing with dropped kerbs and tactile paving across Bond Street with its junction at Titchfield Street;
  - » New pedestrian crossing with dropped kerbs and tactile paving on the corner of Summer Seat and Limekiln Lane;
  - » New pedestrian crossing with dropped kerbs and tactile paving across all arms of the Titchfield Street / Burlington Street junction;
  - » New pedestrian crossing with dropped kerbs and tactile paving across Limekiln Lane, south of Burlington Street; and,
  - » Realignment of the existing pedestrian crossings at the Bevington Street / Titchfield Street junction.

## 6.4 Access for the Mobility Impaired

The proposed development will be designed to comply with all existing Equality Act (formally Disability Discrimination Act) provisions and also the access requirements set out in Part M of the Building Regulations. It is proposed to provide parking for the mobility impaired comprising of up to 6% of the total parking provision.

Information about footway/footpath gradients should be provided to residents to allow them to make informed route choices.

Facilities to enable access for the mobility impaired are integral to the scheme design. The proposed development will benefit the mobility impaired both within the site and the wider area through the introduction of the following Promotional, Awareness and Physical measures:

- Promotion
  - » Provide details of safe routes in information packs.
- Awareness
  - » Inform residents of local walking groups / initiatives in place managed by LCC.
- Physical Improvements
  - » Off-site improvements, including upgraded bus stop facilities at two bus stops on Burlington Street; and,
  - » Compliance with all provisions of the Equality Act (formerly Disability Discrimination Act) and Building Regulations, where possible.

## 6.5 Measures to Create a Better Environment for Cyclists

It is generally considered that a distance of 5km (3 miles) represents a reasonable cycling distance to and from work, while 8km (5 miles) is a maximum realistic range for cycle trips. Figure 6 illustrates cycling isochrones (crow-flies) taken as distances from the centre of the site.

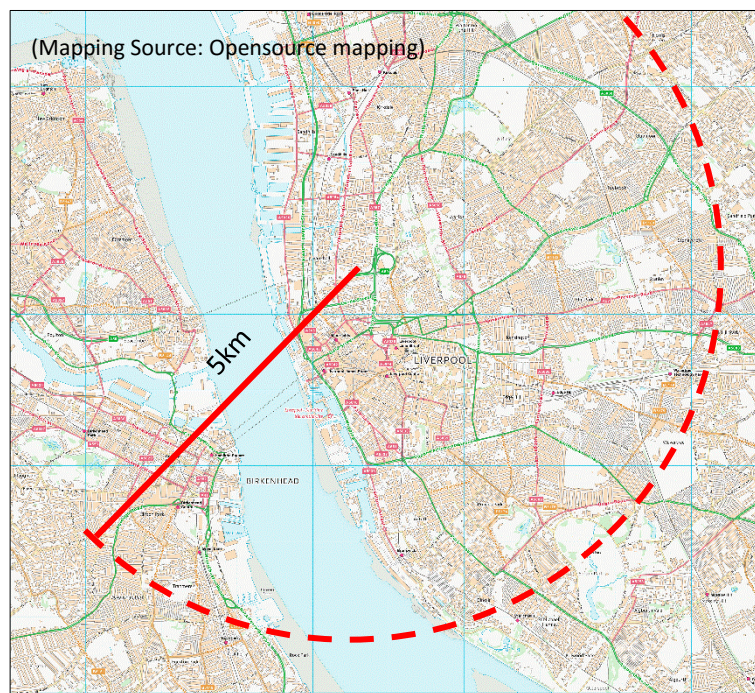
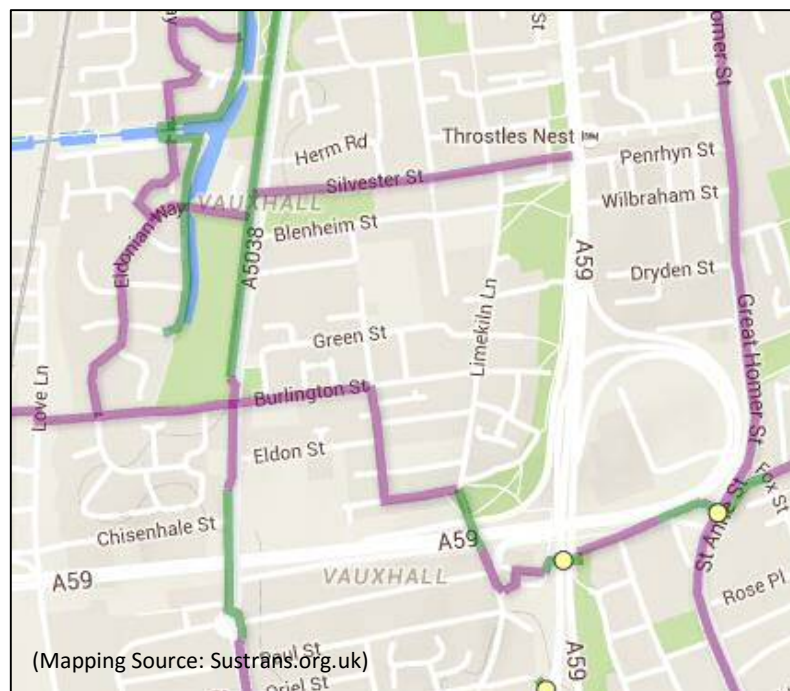


Figure 6: Cycling Isochrone

Based on the isochrone in Figure 6, it can be seen that, for example, the following key features lie within 5km of the site:

- Liverpool Central Station;
- Liverpool Lime Street Station;
- Royal Liverpool University Hospital;
- Liverpool Cathedral;
- Wavertree Botanic Gardens;
- Newsham Park;
- Rupert Lane Recreation Ground;
- Stanley Park; and,
- Anfield Cemetery.

Existing cycle routes around the site are illustrated in Figure 7. It can be seen that all facilities are on carriageway.



**Figure 7: Area Wide Cycle Network**

Based on a review of the Sustrans website there are both a variety of on and off road routes that are not part of the National Cycle Network within a close vicinity of the proposed development.

Residents will need encouragement and incentives to make cycle journeys in the form of suitable routes. Walking and cycle routes should feel safe, have good surfacing and be direct. They should be well lit and have good visibility.

As with walking, the topography of the local area should not provide a barrier to cycle journeys, by providing information about route gradients to residents it will allow them to make informed choices. This could be provided based on information within the Travel Information Packs including reference to the Cycle Streets

web site ([www.cyclestreets.net](http://www.cyclestreets.net)) which provides this type of information for custom cycle routes. As illustrated in Figure 8.

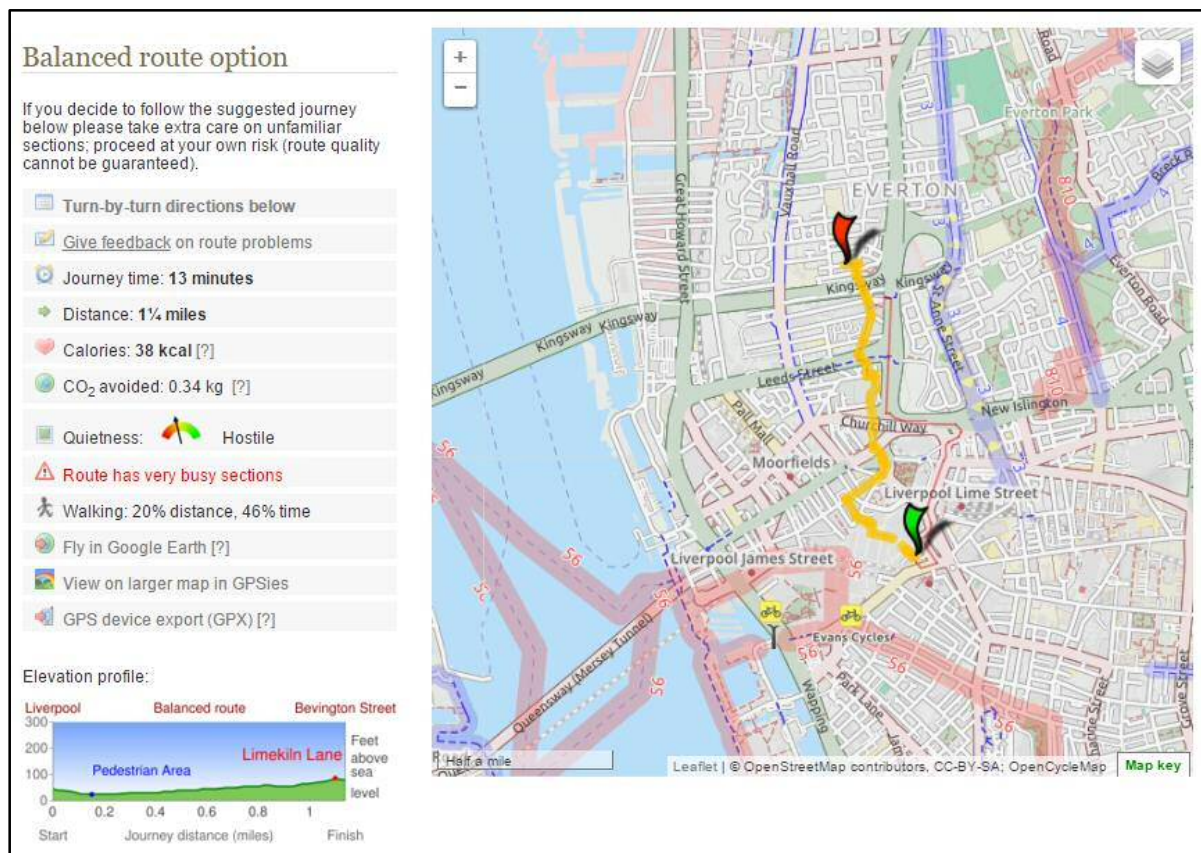


Figure 8: Example Extract from Cycle Streets Website

The Travel Plan measures and initiatives to encourage residents to make cycle journeys are summarised below. They are divided into three key areas of Promotion, Awareness and Physical Improvements.

- Promotion
  - » Provide details of cycle routes in information packs and on notice boards if applicable;
  - » Events and promotions can be organised in conjunction with local cycling organisations and local Liverpool City Council; and,
  - » Promotion of the Cycle2Work tax incentive scheme.
- Awareness
  - » Inform residents of local Bicycle User Groups (BUG). This will give cyclists a voice on the site and allow cyclists to meet up to share advice and encouragement; and,
  - » Inform residents of cycle proficiency and road safety awareness talks.
- Physical Improvements
  - » The internal link network will be laid out to take account of cycle routes, through the inclusion of shared facilities in accordance with the requirements of Liverpool City Council;
  - » Provision of secure sheltered cycle parking at 4 locations across the site;

- » Provision of taster Citybike voucher for all units; and,
- » Installation of a Citybike hub on the south western corner of the site.

## 6.6 Powered Two-Wheelers

Power Two Wheelers (PTWs) will be treated as cars and designed for in line with the requirements of Liverpool City Council.

As part of the development proposals, enhanced PTW facilities are proposed on site including measures as detailed below:

- Appropriately wide lane widths to access roads within the development; and,
- Provision of adequate infrastructure including street lighting and parking facilities within the development site.

## 6.7 Public Transport

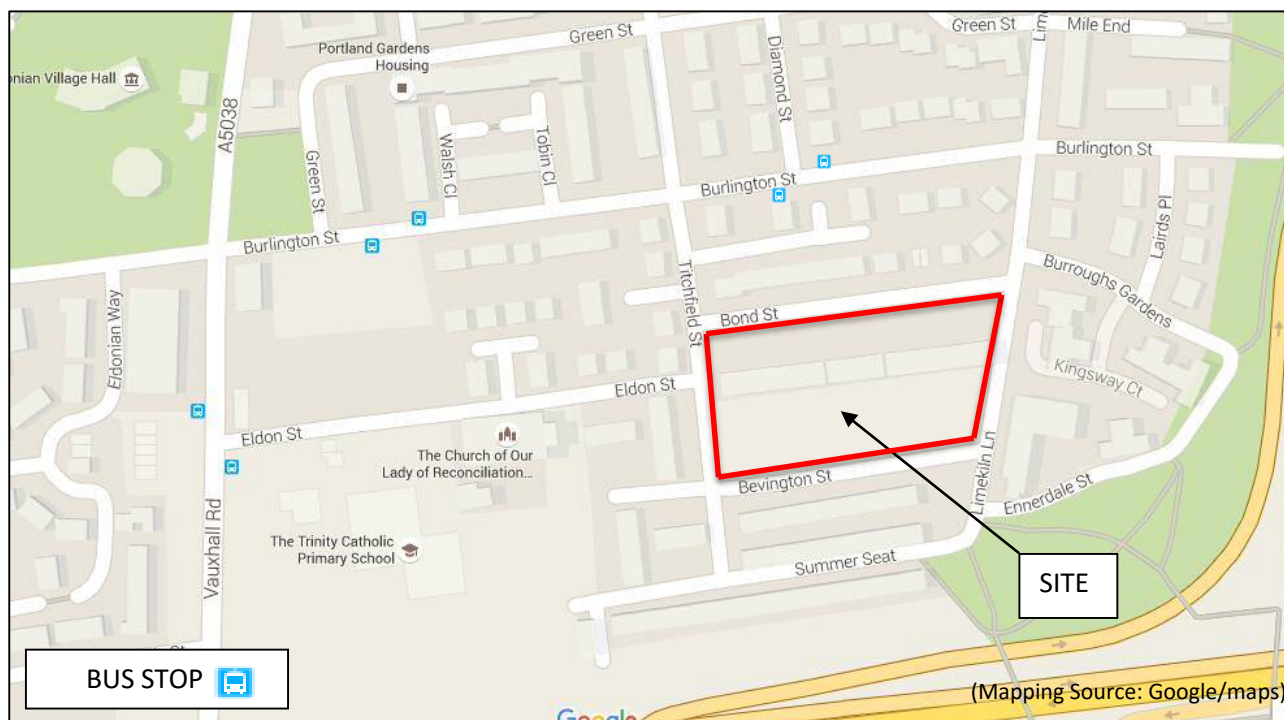
The prime operators of buses in the area are Arriva Bus, Cumfy Bus and Huyton Travel, serving the local area with a service between Anfield, Moss Side, Belmont Road, Princes Park, Liverpool and Thornton. Referring to existing timetable and route information, the services that could potentially serve the proposed development site are detailed in Table 4.

**Table 4: Summary of Existing Bus Services**

Service Number	Route	Areas served	Frequency (Mon-Sun, daytime)	Operator
101	Princes Parade – Royal Liverpool Hospital	Princes Parade, Barmouth Way, Burlington Street, Queen Square Bus Station, Great Homer Street, Breck Road, Royal Liverpool Hospital	Approx every 30 mins	Cumfy Bus
30	Maghull - Liverpool - Dingle	Maghull Ashworth Hospital, Maghull Merseyrail Station, Liverpool Road South, Old Roan Interchange, Magdalene Square, Aintree Merseyrail Station, Warbreck Moor, Country Road, Boundary Street, Queen Square Bus Station, Liverpool ONE Bus Station, Dingle Ullet Road	Varies approx every 60 mins Monday – Saturday evenings only and every 60 Sunday's and Bank Holidays	Huyton Travel
30A	Maghull - Liverpool - Dingle	Maghull Ashworth Hospital, Dodds Lane, Liverpool Road South, Aintree Merseyrail Station, Warbreck Moor, Country Road, Boundary Street, Queen Square Bus Station, Liverpool ONE Bus Station, Dingle Ullet Road	Varies approx every 60 mins Monday – Saturday evenings only and every 60 Sunday's and Bank Holidays	Huyton Travel
54	Thornton to Liverpool via Crosby and Bootle	Liverpool Victoria Street, Liverpool Sir Thomas Street, Kirkdale Commercial Road, Bootle Knowsley Road, Seaforth Durham Road, Great Crosby Village Hall, Chesterfield Road, Thornton Lydlate Lane	Approx every 30 mins	Arriva Bus

The positions of the existing bus stops and routes of services are shown in Figure 9. It can be seen that the site is well served by buses along Vauxhall Road and Burlington Street.

The Chartered Institution of Highways and Transportation's (CIHT) "Planning for Public Transport in Developments" states that *"new developments should be located so that the public transport trips involve a walking distance of less than 400 m from the nearest bus stop"*.



**Figure 9: Existing Bus Provision**

The walking distance from the southern part of the residential development to the bus stop on Vauxhall Road is approximately 300m and on Burlington Street 220m.

The Travel Plan measures and initiatives to encourage residents to make use of public transport are summarised below. They are divided into three key areas of Promotion, Awareness and Physical Improvements.

- Promotion
  - » Provide details of bus routes in information packs.
- Awareness
  - » Inform residents of pedestrian / alternative transport user groups / initiatives in place managed by LCC.
- Physical Improvements
  - » Installation of two new bus shelters on Burlington Street.

## 6.8 Rail Services

The closest major railway station to the site is Moorfields Station, which lies some 1.5 km to the south of the site. The station is managed by Merseyrail and has services from West Kirby, Kirkby, Chester, Southport, Ormskirk, New Brighton and Ellesmere Port.

This station is considered to be accessible by residents of the site and therefore rail services are considered to be a likely mode of transport. It is recommended that information on the services available is included in the information packs.

Referring to existing timetable and route information, the services that could potentially serve the proposed development site are detailed in Table 5.

**Table 5: Summary of Existing Train Services**

Route	Areas served	Frequency (Mon-Sun, daytime)	Operator
Wets Kirby – West Kirby	West Kirby, Holake, Manor Road, Meols, Moreton, Leasowe, Bidston, Birkenhead North, Birkenhead Park, Conway Park, Birkenhead Hamilton Square, Liverpool James Street, Moorfields, Liverpool Lime Street, Liverpool Central, Liverpool James Street, Birkenhead Hamilton Square, Conway Park, Birkenhead Park, Birkenhead North, Bidston, Leasowe, Moreton, Meols, Manor Road, Holake, West Kirby	Varies approx. every 15 mins	Merseyrail
Liverpool Central to Kirkby	Liverpool Centrl, Moorfields, Sandhills, Kirkdale, Rice Lane, Fazakerley, Kirby	Varies approx. every 15 mins	Merseyrail
Chester - Chester	Chester, Bache, Hooton, Eastham Rake, Bromborough, Bormborough Rake, Spital, Port Sunlight, Bebington, Roack Ferry, Green Lane, Birkenhead Central, Birkenhead Hamilton Square, Liverpool James Street, Moorfields, Liverpool Lime Street, Liverpool James Street, Birkenhead Hamilton Square, Birkenhead Central, Green Lane, Rock Ferry, Bebington, Port Sunlight, Spital, Bormborough Rake, Bromborough, Eastham Rake, Hooton, Bache, Chester	Approx. every 15 mins	Merseyrail
Hunts Cross - Southport	Hunts Cross, Liverpool South Parkway, Cressington, Aigburth, St Michael's, Brunswick, Liverpool Central, Moorfields, Sandhills, Bank Hall, Bootle Oriel Road, Bootle New Strand, Saforth & Litherland, Waterloo (Merseyside), Blundellsands & Crosby, Hall Road, Hightown, Formby, Freshfield, Ainsdale, Hillside, Birkdale, Southport	Approx. every 15 mins	Merseyrail
Ellesmere Port – Ellesmere Port	Ellesmere Port, Overpool, Little Sutton, Hooton, Eastham Rake, Bromborough, Bromborough Rake, Spital, Port Sunlight, Bebington, Rock Ferry, Green Lane, Birkenhead Central, Birkenhead Hamilton Square, Liverpool James Street, Moorfields, Liverpool Lime Street, Liverpool Central, Liverpool James Street, Birkenhead Hamilton Square, Birkenhead Central, Green Lane, Rock Ferry, Bebington, Port Sunlight, Spital, Bromborough Rake, Bromborough, Eastham Rake, Hooton, Little Sutton, Overpool, Ellesmere Port	Approx. every 30 mins	Merseyrail
Liverpool Central - Ormskirk	Liverpool Central, Moorfields, Sandhills, Kirkdale, Walton (Merseyside), Orrell Park, Aintree, Old Roan, Maghull, Town Green, Aughton Park, Ormskirk	Approx. every 15 mins	Merseyrail

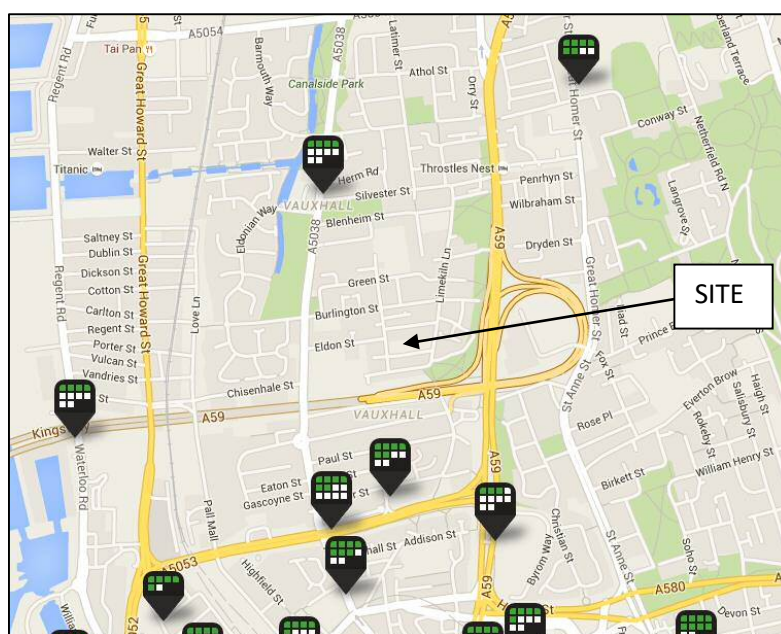
## 6.9 Car Share Schemes

Given the size of the site, a site specific car share scheme is considered not to be viable, however ways in which journey sharing can be achieved with new residents of the development will be detailed in the travel information packs. Contact details of the Sustainability officer in Liverpool City Council will also be provided for initiatives that may be of benefit to new residents.

## 6.10 Citybike Scheme

In May 2014, the Citybike hire scheme was launched in the city and was expanded in 2015. The scheme provides cycles that can be used by any person who signs up to the scheme. The system is fully on line and allows people to see bike availability at bike stations across the city in real time. Bikes can be hired through the <https://www.citybikeliverpool.co.uk/> web page.

An extract from the real time interactive map is shown in Figure 10.



**Figure 10: Location of Existing Citybike Stations Adjacent to the Site**

As part of the development it is proposed to install a new Citybike hub adjacent to the site. This will be located on an existing local cycle route (Titchfield Street) and sit well within the network of Citybike hubs.

## 6.11 Promotion / Marketing

Promotion and marketing of the individual Travel Plans will play an important role in encouraging uptake of the measures and initiative proposed. The following pledges are therefore proposed:

- The Travel Information Pack will be completed and include information on the provision of personal Travel Planning and cycle and public transport information; and,
- Transport information will be provided in suitable locations for residents.

## 7 TRAVEL PLAN MONITORING

### 7.1 Introduction

In order to ensure the effectiveness of a Travel Plan, it is essential that they are monitored. This will involve measuring the performance of the plan against the set targets.

### 7.2 Monitoring

The responsibility for monitoring the Travel Plan will fall to the TPC. Specific targets that should be monitored are likely to include:

- Total vehicle trips;
- Single occupancy vehicle trips;
- Modal share of bus, cycling and walking; and,
- Levels of car parking on-site.

In order to monitor these targets certain surveys will be required which could be undertaken by the developer or through an external body:

- A survey of overall vehicle trips, including single occupancy, should be carried out every year for a 5-year period;
- Monitoring of bus use will be undertaken at least every year, should be carried out every year for a 5-year period; and,
- Monitoring of the use of cycle and walking facilities will be undertaken every year, for a 5-year period.

The yearly Monitoring Report will combine the survey data to quantify and illustrate any changes in how residents and visitors travel to and from the site. The report will show to what extent the targets have been met. The preparation of the annual monitoring reports will be undertaken by the developer for the first 5 years.

### 7.3 Management

The preparation and the management of the Travel Plan is very important to help ensure that the plan is delivered, and that it meets the targets set out in Section 5 of this document.

The overall initial responsibility will fall to the Travel Plan Co-ordinator during the development of the scheme and construction phase of the development. The TPC will be supported by the Sustainable Travel Co-ordinator at Liverpool City Council. Following this the developer will be responsible for the compilation and issue of the annual monitoring reports for a five-year period post first occupancy.

Details of a named TPC are presented in Section 9 of this document. This initial TPC will liaise with the Sustainable Travel Co-ordinator to develop and implement the Travel Plan prior to the first occupation of the site.

## 7.4 Potential Sustainable Measures for the Travel Plan

The lists of multi-modal measures shown in Tables 6 to 8 have been prepared broadly in accordance with the industry Travel Plan guidance and are deemed to be realistic and achievable for implementation by the proposed development. The list may be subject to slight variation as the Travel Plan Co-ordinator receives raw travel survey data and through the progression of the Travel Plan.

**Table 6: Walking Measures (best suited to journeys under 2 km)**

Measure	Responsibility for Implementation	Approx. Timescale for Implementation
Provision of adequate street lighting (LCC design standards to be adopted)	Developer	Agree with LCC at detailed design stage (assume Mid 2016).
Provide clear pedestrian routes, signage and safe crossing points (LCC design standards to be adopted)	Developer / TPC	Agree with LCC at detailed design stage (assume Mid 2016).
Provision of dropped kerbs, tactile surfaces, etc external to the site. (LCC design standards to be adopted)	Developer	Agree with LCC at detailed design stage (assume Mid 2016). To be provided prior to occupation.
Promotion of health benefits and maps and walking information in Travel Information Packs and site notice boards.	TPC	Prepared and agreed with LCC 3 month prior to first occupation.

**Table 7: Cycling Measures (best suited to journeys under 5 km)**

Measure	Responsibility for Implementation	Approx. Timescale for Implementation
Provision of lit cycle links within the site. (LCC design standards to be adopted)	Developer	Agree with LCC at detailed design stage (assume Mid 2016)
Safe secure and sheltered cycle parking to be provided near to the building entrances. (LCC design standards to be adopted)	Developer	Agree with LCC at detailed design stage (assume Mid 2016)
Promotion of health benefits and cycle map information in Travel Information Packs and site notice boards.	TPC	Prepared and agreed with LCC 3 month prior to first occupation
Promote cycling through 'cycle to work' weeks, etc	TPC	To be co-ordinated on an annual basis but agreed with LCC prior to the operation of the site.

**Table 8: Public Transport Measures**

Measure	Responsibility for Implementation	Approx. Timescale for Implementation
Provision of public transport information (timetables, route planners, ticket deals), etc) in areas of high pedestrian activity (reception/central areas) along with site notice boards.	TPC	Prepared and agreed with LCC prior to operational commencement.
Promote benefits of public transport via posters, ticket promotions/deals and website links.	TPC	Prepared and agreed with LCC prior to operational commencement.

The above measures are not considered to be exhaustive and should be built upon by the Travel Plan Co-ordinators during the daily management of the Travel Plans.

## 8 INDICATIVE FINANCE PLAN

To provide an indication of the level of funding the developer/ management company are likely to invest into the Travel Plan, and broad annual Finance plan is presented in Table 9.

**Table 9: Indicative Finance Plan**

Item	Description	Finance
1	Annual Surveys and Monitoring Report (annually over a 5-year period)	Budget: £1,200 Per Annum (for a 5-year period)
2	Travel Plan Co-ordinator – Time investment of in the order of 2 hours per week.	Funding of role (for a 5-year period)
3	Provision of notice boards	Included within the fit out of the development
4	Development of posters and literature	£500 Per Annum (for a 5-year period)
5	Provision of cycle storage facilities	Included within the fit out of the development
6	Travel Information Packs	Equivalent to £25 per residential unit

## 9 CONTACTS

Table 10 details the key points of contact for the Travel Plan.

**Table 10: Key Contacts**

Person	Role/ Organisation	Contact Details
TBC	Travel Plan Co-ordinator (TPC)	Prior to appointment the responsibility will fall to:  NAME: TBC ADDRESS: TBC  Email: <a href="#">TBC</a>
TBC	Liverpool City Council: Travel Co-ordinator	TBC

## 10 SUMMARY

### 10.1 Summary

Vectio Consulting Limited has been appointed by the Eldonians to produce an Interim Travel Plan in support of a planning application for the development of a residential site at Eldon Grove, Liverpool.

The aim of a Travel Plan is to minimise the impact of travel on the environment, and it can help to reduce emissions of greenhouse gases, improve local air quality, minimise health risks and reduce congestion. Encouraging end users or occupiers to carry out their everyday activities in a more sustainable manner can also contribute to improvements in the local environment.

This Interim Travel Plan sets the aims of the strategy for the site and suggests measures that could be introduced to ensure the aims are realised. It concludes that the package of measures will provide a viable and sustainable alternative to the car and help to achieve all the identified objectives. The proposed measures are intended to encourage the use of sustainable modes, reduce dependence on the car and, therefore, lead to reduced growth in car journeys.

Modal share targets for the Interim Travel Plan have been established, which should be used as the basis for setting of targets closer to the date of first occupation and when the initial Travel surveys have been completed.

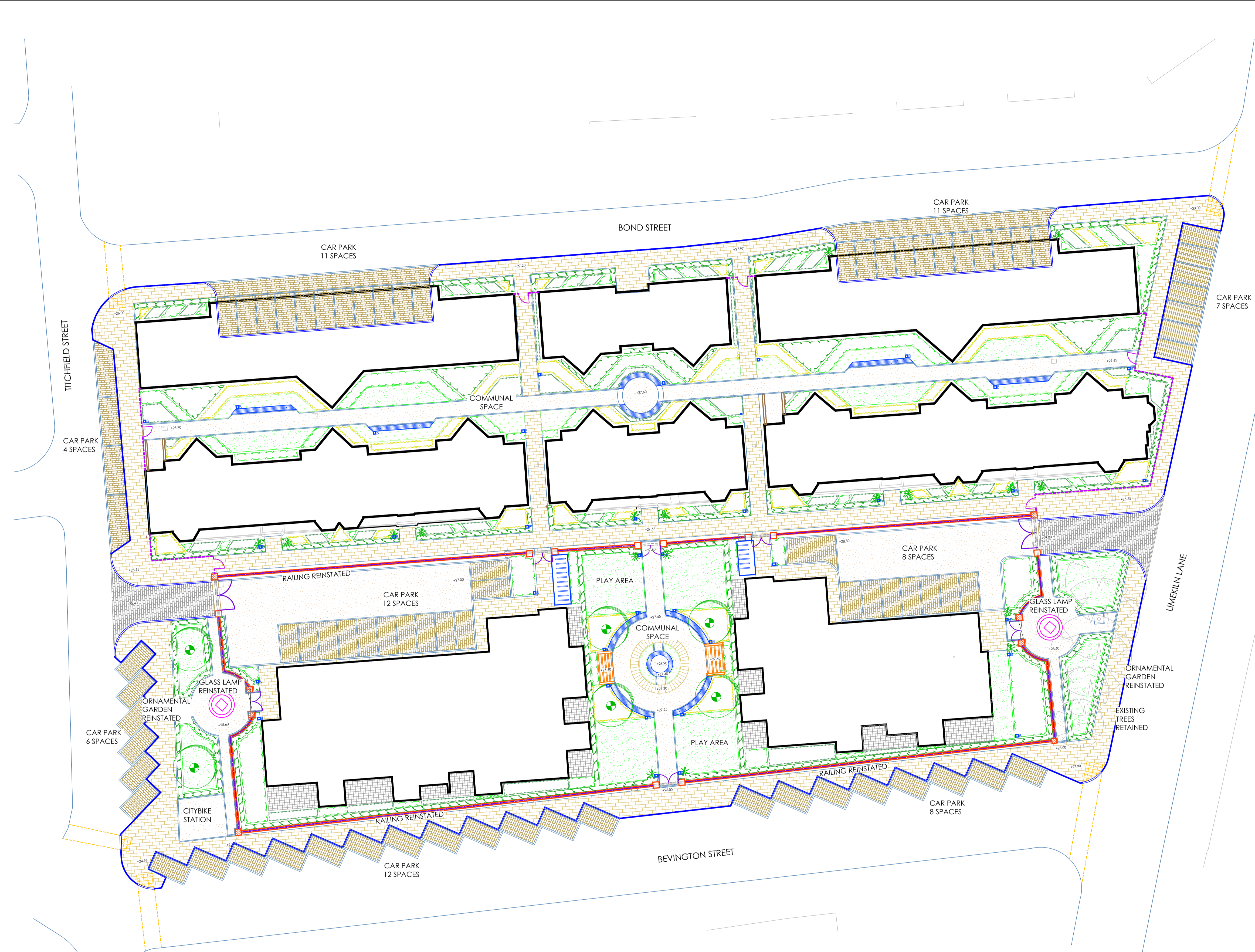
A combination of measures and initiatives have been set to promote more sustainable modes of transport and aid in achieving modal shift away from the private car.

This Interim Travel Plan, along with the measures to improve the modal share, pledges:

- A Sustainable Travel Co-ordinator at Liverpool City Council will work alongside a Travel Plan Co-ordinator (TPC) to develop the Travel Plan up to first occupation, this will then be followed by compiling and issuing annual monitoring reports for a 5-year period (to be undertaken by the TPC);
- Travel Information Packs will be produced and provided to all residents. The packs will include information on the provision of personal travel planning and cycle/public transport information. A list for documents to be included in the Travel Information Packs is provided in Appendix B;
- Off-site improvements, including the upgrade of existing uncontrolled pedestrian crossings and upgraded facilities to two bus stops on Burlington Street as detailed in the accompanying Transport Assessment;
- Installation of a Citybike hub and secure sheltered cycle parking facilities;
- Provision of pedestrian and cycle facilities within the site; and,
- Ongoing monitoring of the Travel Plan by means of annual monitoring surveys and reports.

### Appendix A: Masterplan





KEY

Hard Landscape

- Standard PCC kerb  
150 x 255 x 915 mm  
100 mm nominal upstand
- Standard PCC drop kerb  
150 x 255 x 915 mm  
6 mm nominal upstand
- Vehicular granite setts type 1  
100 x 200 x 80 mm  
Colour: silver grey
- Vehicular granite setts type 2  
100 x 200 x 80 mm  
Colour: yellow/beige
- Granite paving flags  
450x RL x 50 mm  
Colour: yellow/beige
- Concrete paving Flags  
400x 400 x 50 mm  
colour: silver grey
- Granite blister tactile paving  
400 x 400 x 50 mm  
colour: Yellow/Beige
- Granite setts paving trim  
100 x 200 x 80 mm  
colour: Silver Grey
- Resin bound gravel
- Clay brick retaining wall

Furniture and Fencing

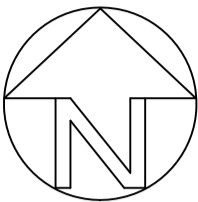
- Existing listed wall and piers to be retained and repaired, gaps in wall to be infilled
- Existing listed wall and piers to be carefully dismantled, bricks to be re-used
- Proposed new piers to the existing listed wall  
Detail to match historic design
- Listed railing to be reinstated  
detail to match historic design
- Proposed 1.8m high vertical bar fence  
pedestrian gates to match  
Colour: black
- Existing listed lamp posts to be retained and refurbished
- Concrete seating with timber top  
600 x 600 x RL  
Aggregate finish
- Proposed timber shelter  
2000 x 3600 x 2500 mm
- Tiber Cycle shelter
- LED illuminated bollard  
Galvanised steel  
1200 mm high

Soft Landscape

- Existing trees to be retained
- Proposed Heavy standard tree planting
- Proposed large shrub specimen planting
- Proposed ornamental hedgerow planting
- Proposed ornamental shrub planting
- proposed ornamental grass planting
- Proposed groundcover mix planting
- Proposed floral mix planting
- Proposed grass turf

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Notes:-



P01	29/01/16	Planning	MS	MT
REV.	DATE:	DESCRIPTION	DRAWN	CHK'D



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**Client:**  
Eldonian

**Project:**  
Eldon Grove

**Title:**  
Landscape General Arrangement

<b>Status:</b> PLANNING			
<b>Project:</b>	11124	<b>Drawn:</b> MS	<b>Checked:</b> MT
<b>Scale @ A1:</b>	1:250	<b>Date:</b> 29/01/16	<b>Approved:</b> MK
<b>Drawing No:</b>	11124_L01		<b>Revision:</b> P01

**Appendix B:           Travel Pack Content**



## Typical Travel Pack Content:

- 1 Welcome
- 2 Personal Benefits and Carbon Footprint
- 3 Sustainable Transport Facts
- 4 Pedestrian Routes / Accessibility
- 5 Cycle Routes / Accessibility
- 6 Bus Facilities and Routes
- 7 Trains
- 8 Car Share Scheme
- 9 Citybike scheme
- 10 Journey Planner
- 11 Local Amenities
- 12 Useful National Contact Details