

Caro Developments Ltd

**PROPOSED RESIDENTIAL DEVELOPMENT,
CLEGG STREET, LIVERPOOL**



Framework Travel Plan

VN70880

October 2017

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1 INTRODUCTION

1.1.1 Vectos have been appointed by Caro Developments Ltd to prepare a Framework Travel Plan (FTP) in support of a planning application for a proposed residential apartment block on land off Clegg Street Liverpool.

1.2 Development Site

1.2.1 The location of the development site is shown in **Drawing Numbers VN70880-G100 and VN70880-G101.**

1.2.2 The application site is currently occupied by light industrial units and is located around 1.5km to the north of Liverpool City Centre. Vehicular access to the site is currently achieved directly from Clegg Street.

1.3 Development Proposals

1.3.1 The development proposals consist of the demolition of existing buildings and redevelopment to provide 103 residential apartments.

1.4 Objectives

1.4.1 A Travel Plan is a long term strategy for reducing dependence on travel by private car. It should reflect the following objectives which are intended to achieve current Government policy in respect to transport:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of travel to the car;
- Advocate means of travel that are beneficial to the health of those living on or visiting the site;
- Minimise car travel in the area surrounding the site, cutting down on associated costs (environmental, financial, health, etc.); and
- Contain car parking demand.

1.4.2 In addition, there are a number of benefits to the local community which can be achieved through encouraging the use of sustainable transport. These include:

- Improved air quality and less noise, dirt and fumes;
- Walking and cycling can provide daily exercise and thus improve/maintain health; and
- Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.

1.5 Report Detail

1.5.1 This FTP has been prepared to consider travel to and from the residential development and should be read in conjunction with the Transport Statement (TS). It will note:

- Context of the Site;
- Travel Plan Initiatives;
- Travel Plan Administration, Monitoring and Review; and
- Action Plan.

2 SITE ACCESSIBILITY

2.1 Overview

2.1.1 This section of the report provides information on the baseline conditions in the vicinity of the site and an appraisal of the accessibility of the site by sustainable modes of travel.

2.2 Existing Site

2.2.1 The application site is currently occupied by light industrial units and is located around 1.5 kilometres to the north of Liverpool City Centre. Vehicular access to the site is currently achieved directly from Clegg Street.

2.2.2 The site is bound by green space to the north, Clegg Street to the east, newly developed student accommodation to the south and Great Homer Street to the west.

2.2.3 To the north of the site, an approved mixed-use scheme known locally as 'Project Jennifer' is being developed on land between Great Homer Street and Scotland Road. LCC's draft 'Core Strategy' (2012) identifies that this development will create a new, comprehensive district centre which will consist of retail, leisure and employment opportunities to assist with overall regeneration aims within the city.

2.3 Walking

2.3.1 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1 kilometre, with the preferred maximum distance of 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.

2.3.2 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6km) are made wholly on foot.

2.3.3 An analysis of the pedestrian routes in the area has been completed to identify areas

situated within a 1km and 2km catchment, equivalent to a 12 minute and 24 minute walk respectively. This is illustrated in **Plan VN70880-G102**.

- 2.3.4 The 1 kilometre catchment encompasses a large area to the north of Liverpool City Centre including employment, education and leisure opportunities as well as open green space around Everton Park. When considering the 2 kilometre catchment, the area covers the majority of the city centre including the central business district around Old Hall Street and retail facilities on Church Street and Lord Street. A sample of local facilities within the vicinity of the site is included in **Table 2.2**.

Facility	Approximate Walking Distance
Nursery and Primary School	280 metres
Open Green Space	200 metres
Supermarket	500 metres
University	700 metres
Leisure Centre	1km
High School	1km
Central Library	1km
Hospital	1.2km

Table 2.2: Sample of Local Facilities

- 2.3.5 The existing pedestrian facilities in the vicinity of the site are of a good standard. Footways are provided in the vicinity of the site with informal crossing facilities including dropped kerbs and tactile paving provided to facilitate connectivity with the city centre. Pedestrian connectivity is further enhanced by formal crossing facilities which are provided on the B5186 St Anne Street.
- 2.3.6 Overall, it is concluded that the pedestrian network in the area around the site facilitates connectivity with a number of key services (including the city centre) and therefore ensures walking can be actively promoted as a sustainable mode.
- 2.3.7 The site is therefore considered to be highly accessible on foot.

2.4 Cycling

- 2.4.1 The IHT and Department for Transport (DfT) document 'Cycle Friendly Infrastructure: Guidelines for Planning and Design' (1996) provides a guide on suggested cycle speeds associated with cyclists of varying confidence and ability. With reference to the guidance, a catchment of 5km would be available within approximately 20 minutes cycle time, using a speed of 10mph (16kph).
- 2.4.2 The previously adopted PPG13 'Transport' (2001) also identifies that cycling is an effective mode for short trips up to three to five miles (5-8km) with more recent guidance still referencing previous thresholds. For example, the DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under three miles although for commuters a trip distance of over five miles is not uncommon. In addition, the document 'Planning for Cycling' (2015) states that the majority of cycling trips are for short distances, with 80% being less than five miles.
- 2.4.3 An analysis of the sites 5 kilometre catchment has been undertaken and is presented as **Plan VN70880-G103**. This plan illustrates that the 5 kilometre catchment encompasses the whole of Liverpool city centre and surrounding suburbs.
- 2.4.4 Within the 5 kilometre catchment, cycle maps produced by LCC have been referenced to highlight the cycle infrastructure in the vicinity of the site. St Anne Street is categorised as being an on-carriageway, signed cycle route with a toucan crossing facility close to the site. This infrastructure assists in providing a link towards Liverpool city centre to the south but also residential communities to the north in Kirkdale.
- 2.4.5 Within 80 metres of the site, Prince Edwin Street provides a link to National Cycle Route 810 which connects Ainsdale rail station and central Liverpool via Formby, Crosby and Stanley Park.

2.4.6 Finally, it is noted that LCC operate a cycle hire scheme and sited at over 160 locations throughout Liverpool. This provides a range of tariff packages to enable people to use bikes as a sustainable mode. There are cycle docks located in the vicinity of the University on Byrom Street approximately 600 metres to the south west of the site

2.4.7 Overall, it is considered that the development site provides an excellent opportunity for cycling can be promoted as a sustainable mode for a range of journey purposes utilising existing signed routes, advisory cycle lanes and crossing facilities.

2.5 Public Transport – Bus

2.5.1 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres, and preferably be no more than 300 metres.

2.5.2 The closest bus stop with multiple services is located on St. Anne Street within 300 metres of the site along existing walking routes. The northbound and southbound stops provide a lay-by, shelter with seating and timetable information.

2.5.3 A summary of the main bus services that serve stops within 400 metres of the site are presented in **Table 2.3**.

No.	Bus Stop	Route	Frequency (mins)					
			Mon-Fri			Sat		Sun
			Peak	Day	Evening	Day	Evening	
26 / 27	St. Anne Street	City Centre – Great Homer Street – Liverpool FC – Toxteth – City Centre	10	10	30	10	30	20/30
53	St. Anne Street	City Centre – Stanley Road – Bootle – Orrell Road - Netherton	5	5	5	5	15	15
58	St. Anne Street	City Centre – Great Homer Street – Walton – Bootle – Netherton	30	30	-	30	-	-
101	St. Anne Street or Fox Street	Vauxhall – City Centre – Everton – Royal Liverpool Hospital	30	30	-	30	-	-
310	St. Anne Street	City Centre – Walton Hospital – Aintree Station – Maghull – Ormskirk - Skelmersdale	30	30	-	30	-	60
345	St. Anne Street	City Centre – Great Homer Street – Walton - Waddicar	30	30	-	30	-	60

Source: Merseytravel [Accessed September 2017]

Table 2.2: Sample Bus Services within 400 metres

2.5.4 As can be seen from Table 2.3 the 26 / 27 service along St. Anne Street is one of the most frequent services in the vicinity of the site and provides a loop service (both clockwise and anti-clockwise) around the city. This ensures that access can be provided to major activity centres in the city.

2.5.5 Service 101 provides a link to Hope University and Royal Liverpool Hospital.

2.5.6 In addition, it should be noted that the 53 service is part of the Quality Bus Network meaning that investment is being focussed to make bus travel more convenient and quicker. Associated with this are more regular buses during the day, improved facilities at bus stops, flexible ticketing and highway improvements.

2.5.7 Overall, it is considered that there are excellent bus facilities surrounding the site, providing a number of very frequent services which are available within easy walking distances and at key travel times. The services are therefore suitable for a variety of trip purposes and as such the site is considered highly accessible by bus.

2.6 Public Transport – Rail

2.6.1 The nearest rail station for National Rail services is Liverpool Lime Street, located approximately 1.2 kilometre to the south of the site. It provides services to St. Helens, Wigan, Preston and Manchester as well as services to Birmingham and London.

2.6.2 The Mersey Rail network is also available within approximately 1.5 kilometres at Moorfields. The Mersey Rail network provides a high frequency service between the city centre and surrounding district centres including Aintree, Southport, Ormskirk and Birkenhead.

2.6.3 Liverpool Lime Street has extensive cycle parking facilities including a number of 'streetpods', which are more secure than typical Sheffield type cycle stands. In addition, rail service providers from Lime Street that accept bicycles without the need for reservation include Northern and East Midlands which could encourage linked cycle/rail journeys for future site users.

2.7 Summary

2.7.1 The review of the accessibility of the site has concluded that it is located in a highly sustainable location, and is therefore development in this location is ideally placed to encourage future residents to undertake trips by walking, cycling or public transport, rather than being reliant on the private car.

- 2.7.2 The sites highly sustainable location is enhanced by virtue of its proximity to Liverpool City Centre, and the wide range of amenities located therein.

3 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 This section of the report describes the development proposals, including details on the proposed access and parking arrangements at the site.

3.2 Proposed Development

3.2.1 The planning submission supported by this TS is for the following:

- 103 residential apartments;
- 32 car parking standards, including 2 disabled spaces;
- 71 cycle parking spaces.

3.2.2 The development will be across six floors and will provide two distinct parking areas: one within the curtilage of the building; and another smaller car park on the eastern side of the site.

3.2.3 A site layout plan showing the proposed development has been included as **Appendix C** of this report.

3.3 Access

Vehicular

3.3.1 The internal car parking area on the western side of the site is proposed to be accessed from Clegg Street via a single access point. Access to this car parking area will be controlled via a security gate.

3.3.2 The external car parking area on the eastern side of the site will be accessible from both Clegg Street and Iliad Street.

Pedestrian and Cycle

- 3.3.3 The main pedestrian access point to the site will be provided from Great Homer Street. The access will also serve as the main access point for cyclists. The existing provision for pedestrian and cyclists along Great Homer Street is excellent good, with wide footways, formal crossing points and dedicated on-carriageway cycle facilities. This therefore makes this a suitable access point.

3.4 Parking

Car Parking

- 3.4.1 The proposed development will provide a total of 32 car parking spaces which is equivalent to approximately one space per 3 dwellings.
- 3.4.2 LCC's Supplementary Planning Document '*Ensuring a Choice of Travel*' (2008) suggests that flats should be provided with an average of 0.7 spaces per dwelling in city centre locations and 1 space per dwelling outside of the city centre.
- 3.4.3 Given the site location on the edge of the city centre with excellent access to a number of local retail, employment and leisure opportunities, it is considered that the site could provide a lower level of parking provision than generally prescribed by LCC. The provision of lower levels of parking is recognised within LCC's '*Ensuring a Choice of Travel*' (2008) and can be encouraged where appropriate.

Cycle Parking

- 3.4.5 The proposals include a secure covered cycle parking area within curtilage of the apartment building. This store will provide 71 cycle stands.

4 TRAVEL PLAN INITIATIVES

4.1.1 To satisfy the objectives, a range of initiatives are provided in this document. These are discussed in the following section and are intended to encourage travel by sustainable modes. Where it is not possible for residents or visitors to make journeys to the site either on foot, cycle, or public transport, car sharing may be promoted as the next most sustainable alternative.

4.1.2 As far as possible, the measures set out in this section are designed to be suitable for review and monitoring. The list is not exhaustive and additional measures may be added to the list in the future.

4.1.3 It is important for the Travel Plan to be flexible to changing circumstances and innovations. Once it has been implemented, the Travel Plan Co-ordinator will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

4.2 Development Provision for Sustainable Travel Modes

4.2.1 As outlined previously, the development is to facilitate links to sustainable transport provision, as summarised below:

- Pedestrian/cycle infrastructure available within the vicinity;
- Dwellings within acceptable walking distance to bus stops with good service provision;
- Car parking supply actively managed for residents; and
- Cycle parking/storage as required.

4.3 Provision of Information

4.3.1 The dissemination of information relating to sustainable travel modes will be an important part of the Plan. Prospective residents in any new development are unlikely to be aware of the full opportunities available for using sustainable transport modes as they may not be familiar with the site or the local area.

4.3.2 Information in relation to sustainable transport opportunities may be disseminated in the following ways:

- Inclusion of information, in relation to the available sustainable transport opportunities, within an initial information pack. This would be made available within any sales office and sent out to prospective buyers upon request;
- Sales and marketing staff should be made fully aware of the sustainable transport opportunities so that they can promote them to potential purchasers;
- Provision of 'Travel Packs' to all property buyers. The pack would include walk and cycle maps, showing integration with local amenities and public transport, and details of local public transport services, including maps and timetables. The pack might also contain the first travel questionnaire/diary and note the overall objectives to raise awareness of the proposals; and
- Use made of existing and emerging technologies (i.e. mobile phone applications, real time public transport information systems) where appropriate.

4.4 Travel Pack

4.4.1 The Travel Plan will be marketed and promoted through the provision of the Travel Pack for new buyers. In addition to this, the Travel Plan Co-ordinator will also investigate the potential for providing community web pages, which may be hosted through an existing (e.g. developer website) or new website. This could be used to disseminate information, such as forthcoming national events (e.g. National Cycle to Work Week) and available sustainable transport discounts. Further detail for specific modes is outlined below.

4.5 Mode Specific Travel Information

Walking

4.5.1 Measures to encourage walking as part of a multi-modal journey might include:

- Travel Plan Co-ordinator liaison with the Highway Authority to ensure that potential pedestrian walking routes are appropriately maintained; and
- Residents informed of Active Travel through the use of information sheets (possibly made available on a community website or online forum).

Cycling

4.5.2 Cycling is promoted with secure cycle parking provided within the development. Further measures to encourage cycling might include:

- Monitoring of cycle parking facilities with additional cycle parking provided should demand warrant it;
- Promotional material on bicycle maintenance to be available to residents (possibly via a community website);
- Practical advice, safety information and local route information can be promoted;
- Advertisement of a local bicycle user group to new residents;
- Special travel events could be promoted at the site (e.g. a Dr Bike style event);
- The Travel Plan Co-ordinator to liaise with the Highway Authority to ensure that cycle routes are appropriately maintained; and
- Option for partnership with local cycle store which may facilitate the provision of vouchers or discounts for residents.

Public Transport Services

4.5.3 As previously noted, there are a number of bus services available in the vicinity of the site. The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus and train usage include:

- Up to date information provided on bus and train services, including route information and service frequencies, available to residents (possibly on a community website);
- The Travel Plan Co-ordinator to liaise with the Local Authority and the public transport operators to ensure that information remains valid; and
- The Travel Plan Co-ordinator to bring to the bus and rail operators attention any issues raised to ensure that the potential for the use of these services to the site is maximised.

Taxis

- 4.5.4 Taxis may allow residents to make trips by public transport and then access the site more easily, even if this is occasional. A list of local taxi company's contact details will be available within the Travel Pack.

Car Sharing

- 4.5.5 Given the proximity to other residential developments in the vicinity, a car sharing scheme could be proposed for residents administered using a local database via a community website or alternatively there may be opportunities to use an internet based scheme such as www.liftshare.com.
- 4.5.6 It should be highlighted that by car sharing, residents will not be expected to make every trip by this method if it does not suit their study/work patterns or home commitments. Car sharing for just one or two trips a week is very beneficial and will be encouraged if this is more suitable.
- 4.5.7 The Travel Pack, and potentially the community web pages, will advertise at least one link to a website where the cost of owning and running a car can be calculated. This is intended to highlight the often unseen costs of owning a car.

4.6 City Car Club and Cycle Hire

- 4.6.1 City Car Club operates within Liverpool and offers a large number of car parking bays across the city. It is possible that with the regeneration in the area, the demand for additional cars would grow and this would justify new City Car Club vehicles to be located in the area.
- 4.6.2 In addition, LCC operate a cycle hire scheme which is the largest outside of London. This provides around 140 stations with over 1000 bicycles available for hire with a flexible tariff system to suit a variety of trip purposes. Business discounts can be negotiated.
- 4.6.3 The Travel Co-ordinator will highlight the availability of City Car Club and Cycle Hire to the new occupiers and facilitate demonstrations if required.

5 ADMINISTRATION, MONITORING AND REVIEW

5.1 Administration

Management

5.1.1 The administration of the Travel Plan will initially be the responsibility of a Travel Plan Co-ordinator. The Travel Plan Co-ordinator can provide residents with details of the environmental, social and health benefits to be gained by using sustainable transport modes and should be the first point of contact for residents and other outside organisations in all matters regarding travel.

5.1.2 This post will run for the lifetime of the Plan which is typically 5 years with duties of the Travel Plan Coordinator generally including:

- The operation of the Plan;
- Maintenance of a database containing existing travel information;
- Monitoring of the Travel Plan;
- The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
- Liaison with the Local Authority Travel Plan Co-ordinator (where appropriate);
- Liaison with Public Transport providers (where appropriate);
- Promotion of the Travel Plan; and
- Promotion of travel events.

Funding

5.1.3 Financial measures are to be considered at an appropriate time along with a suitable budget to be set aside for the Travel Plan and its initiatives as required.

5.1.4 The Action Plan for the implementation of the Travel Plan is discussed in subsequent sections of this document.

5.2 Monitoring

5.2.1 The Travel Plan is a strategy which can evolve over time. It is important that the Plan is a flexible document that is responsive to change, although the underlying objectives of the Plan, which are to educate and facilitate travel by sustainable modes, will not change.

Baseline

5.2.2 Travel surveys and counts are to be conducted to determine the baseline from which the effectiveness of the Travel Plan will be evaluated. These could be supplemented by a questionnaire survey or travel diary for residents living on the site.

5.2.3 It is envisaged that the first questionnaire surveys/travel diaries will be issued to residents as part of the Travel Pack. Within 6 months of first occupation, that survey data will be collected and analysed. This will establish the baseline upon which to set targets and monitor progress.

5.2.4 It could be advertised that each returned completed questionnaire is entered into a prize draw; the winner receiving a prize, which may be vouchers for a local cycle shop or similar.

5.2.5 The surveys should be repeated on an annual basis if required (for a 5 year period). The outputs of an on-going monitoring programme will be used to inform the content of the subsequent updated Travel Plan reports and will encompass the following elements:

- Monitoring the use of cycle parking;
- Monitoring the demand for additional cycle parking;
- Monitoring the take up of a potential car share scheme; and
- Recording of comments/observations received on transport and travel to the site.

5.2.6 A programme of monitoring and review will be designed to generate information by which the success of the Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Coordinator.

Targets

5.2.7 Following the establishment of the baseline, a full Travel Plan for the site will be produced which will include targets (to be agreed with the Local Authority).

5.2.8 It is envisaged that targets will be set for the percentage of trips by sustainable modes over a 5 year period. It may be possible to increase the number of walking and cycling trips by a percentage (to be agreed) over a 5 year period to assist with general health and wellbeing.

5.3 Review

5.3.1 The first review will be 12 months after completion of the full Travel Plan, and will include production of a brief Travel Plan review report. This will be submitted to the Local Authority for information.

5.3.2 After the initial review, a further update should be carried out annually, which would include the submission of a summary report to the Local Authority. This should continue for a period of 5 years. The review of the Plan might include:

- Analysis of the latest travel survey responses;
- The latest bus, cycle, and walking route information;
- Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan;
- Review of targets for the future year;
- Any additional measures, any changes/refinements to existing measures; and
- Evaluation of the success of the various measures implemented to date.

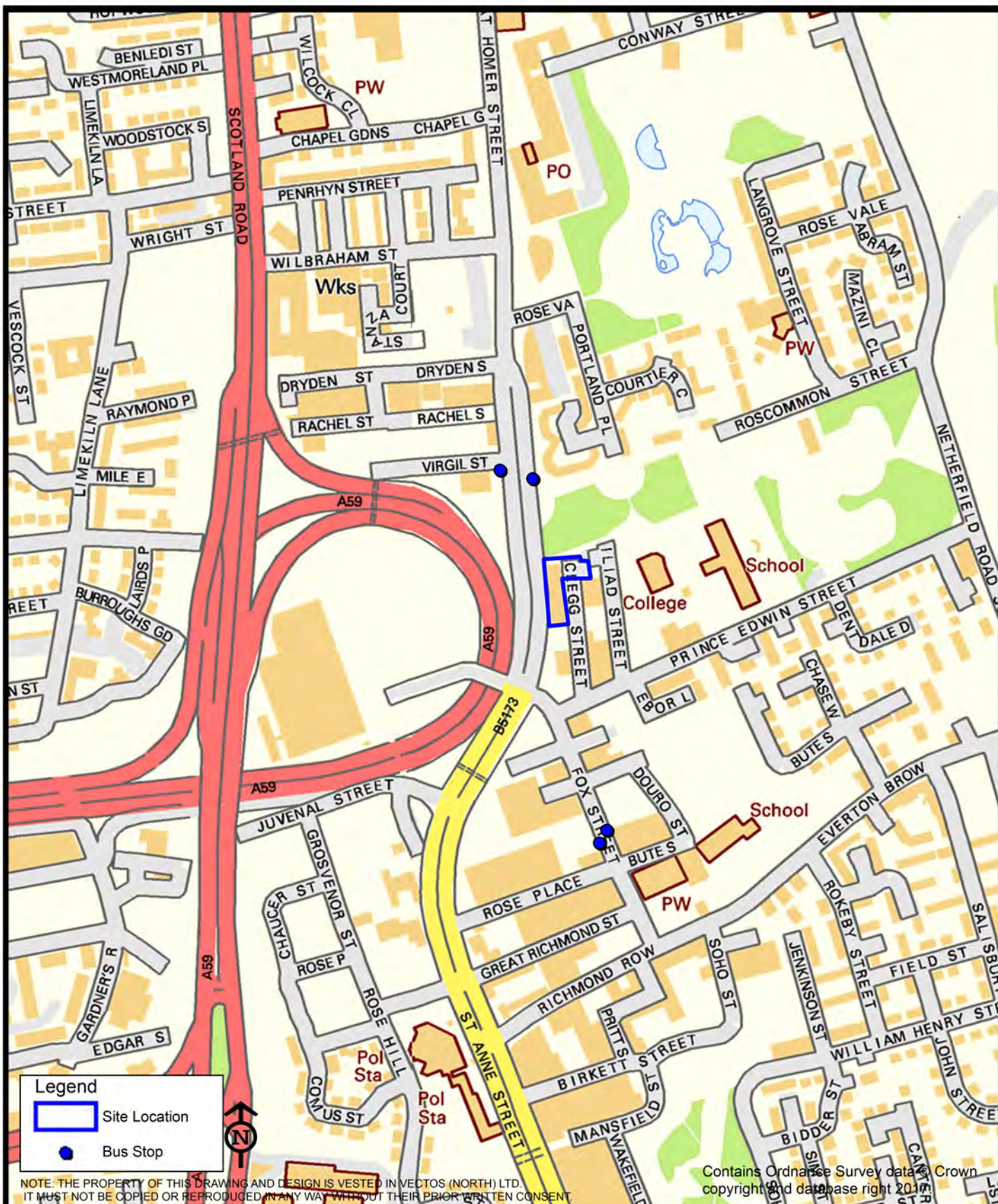
6 DRAFT ACTION PLAN.

6.1.1 The following list describes the proposed measures that are to be taken to help achieve the Travel Plan objectives. The measures can be developed in the form of an Action Plan as outlined overleaf. The Action Plan should:

- Include a time frame for each action so as to provide a clear approach for the implementation of the Travel Plan;
- Name the person who is to be responsible for making sure the actions are accomplished; and
- Include a range of measures of varying degrees of complexity. It is important to ensure that all measures are attempted and that not just the easiest measures are achieved.

Measure	Target Date	Ownership
Prior to Construction		
Appointment of Travel Plan Coordinator	As per planning approval	Developer
During Construction		
Installation of on-site infrastructure for sustainable travel	As per planning approval	Developer
Sales Phase		
Sustainable travel information included within initial information pack (available in sales office)	During sales period	Developer
Sales and marketing staff to be made aware of sustainable travel options	During sales period	Developer/Sales Staff
Investigate potential for community website	During sales period	Travel Plan Coordinator
Establish contact with local cycle store	During sales period	Travel Plan Coordinator
Upon Occupation (Short Term)		
Provision of Travel Packs for properties (including travel diary for survey data)	Upon individual occupation	Travel Plan Coordinator
Baseline travel data to be analysed	Within 6 months of first occupation	Travel Plan Coordinator
Promote benefits of walking and cycling – make health benefits clear via 3 rd party promotional material	Upon individual occupation	Travel Plan Coordinator
Advertise car sharing initiatives and active travel information	Upon individual occupation	Travel Plan Coordinator
During Occupation (Medium Term)		
Conduct further travel surveys/travel questionnaires (if considered appropriate)	On-going	Travel Plan Coordinator
Advertise travel events such as Dr Bike and national travel days to encourage participation	On-going	Travel Plan Coordinator
Ensure travel information is periodically kept up to date and made available for residents	On-going	Travel Plan Coordinator
Complete annual review for Local Authority for 5 years following first occupation	On-going	Travel Plan Coordinator

PLANS



CLIENT:

Caro Developments Ltd

PROJECT TITLE:

Clegg Street, Liverpool

DRAWING TITLE:

Site Location (Local Context)



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN70880-G100

REVISION:

DRAWN:

PJ

CHECKED:

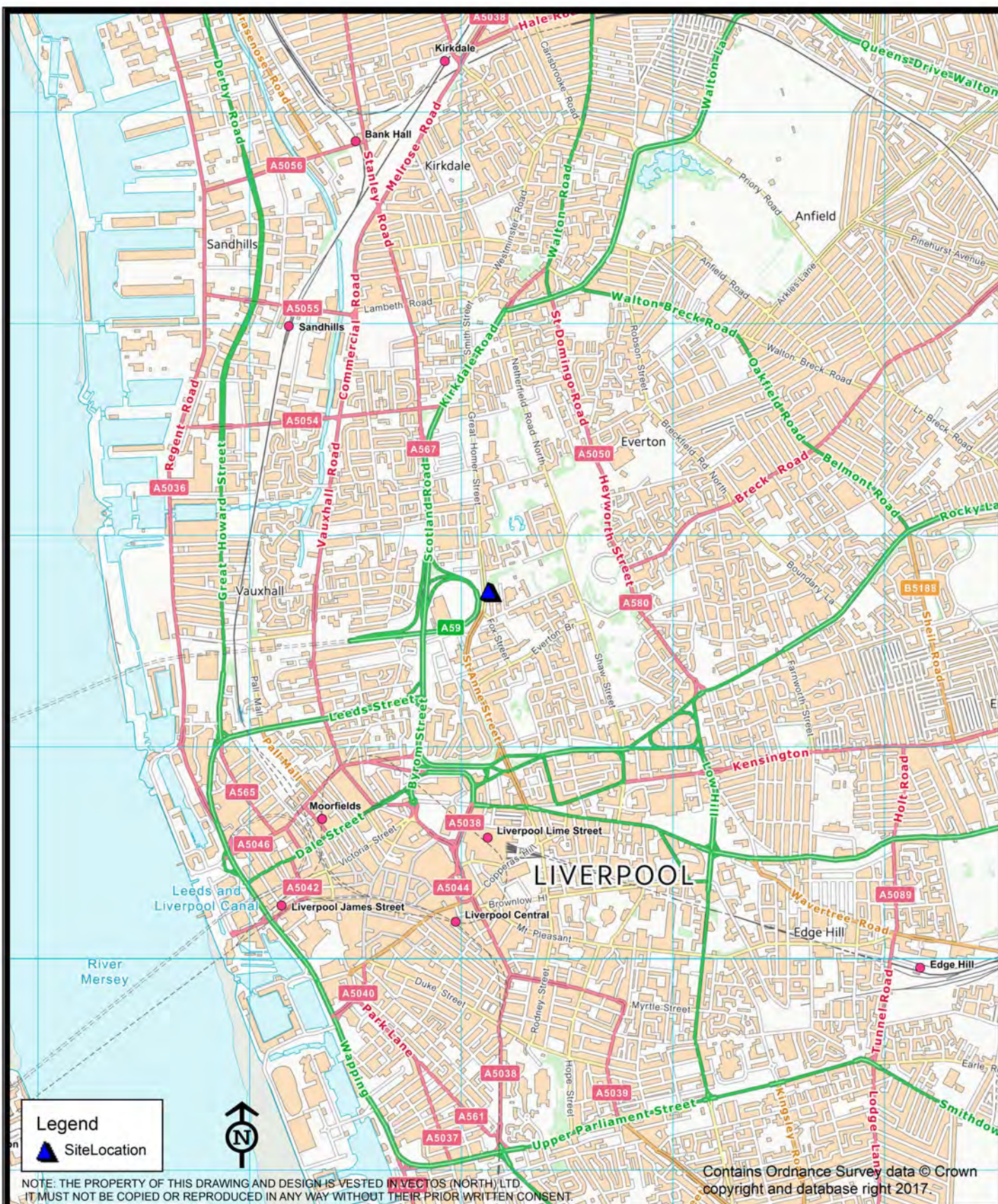
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DATE

19.10.17

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CLIENT:

Caro Developments Ltd

PROJECT TITLE:

Clegg Street, Liverpool

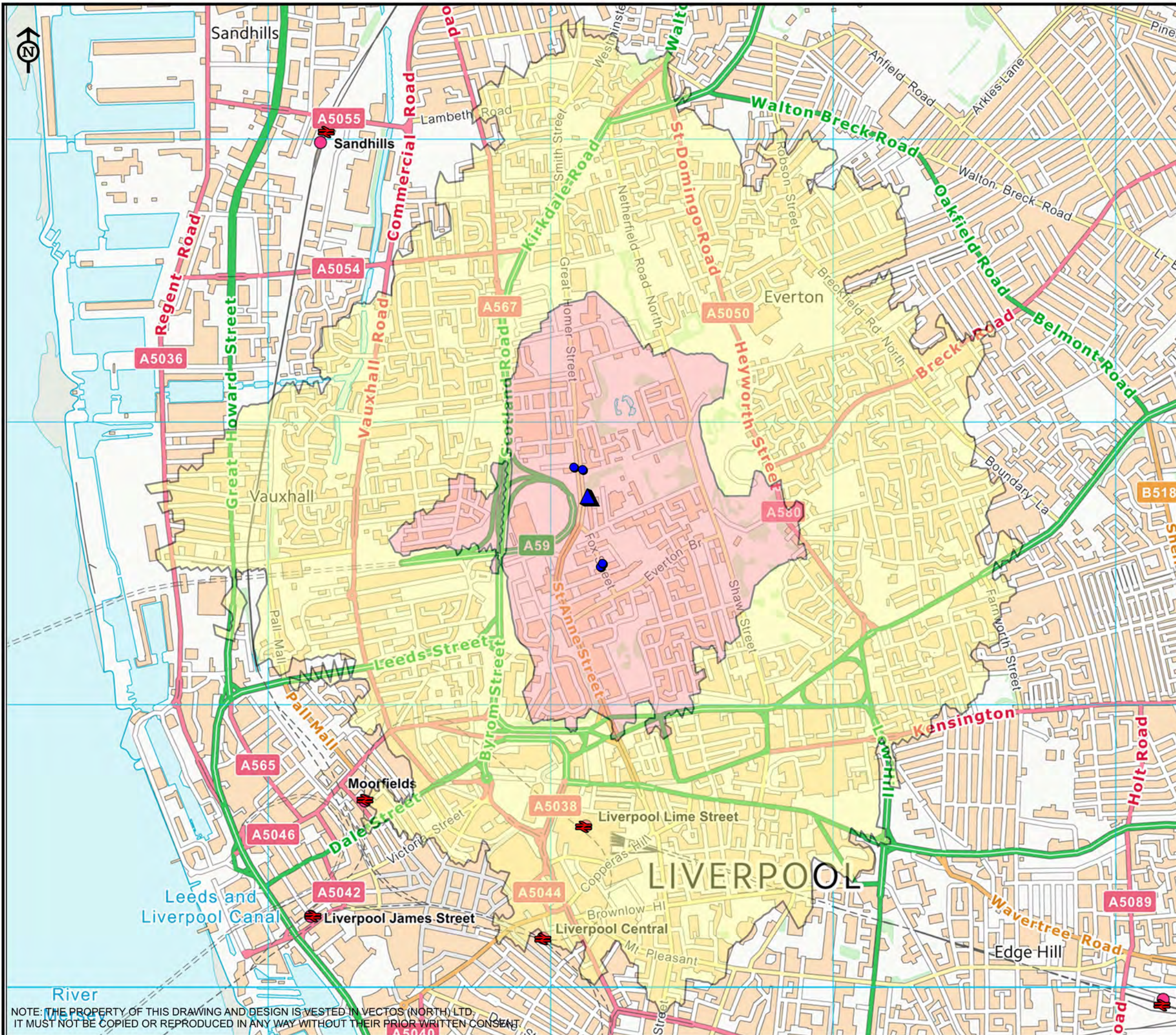
DRAWING TITLE:

Site Location (Wider Context)



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

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- Legend
- Site Location
 - Pedestrian Catchment
 - 0 - 1 km
 - 1 km - 2 Km
 - Bus Stop
 - National Rail

This is not a construction drawing and is intended for illustrative purposes only.

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CLIENT:

Caro Developments Ltd

PROJECT TITLE:

Clegg Street, Liverpool

DRAWING TITLE:

Pedestrian Catchment with Local Routes

SCALE:

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19.10.17



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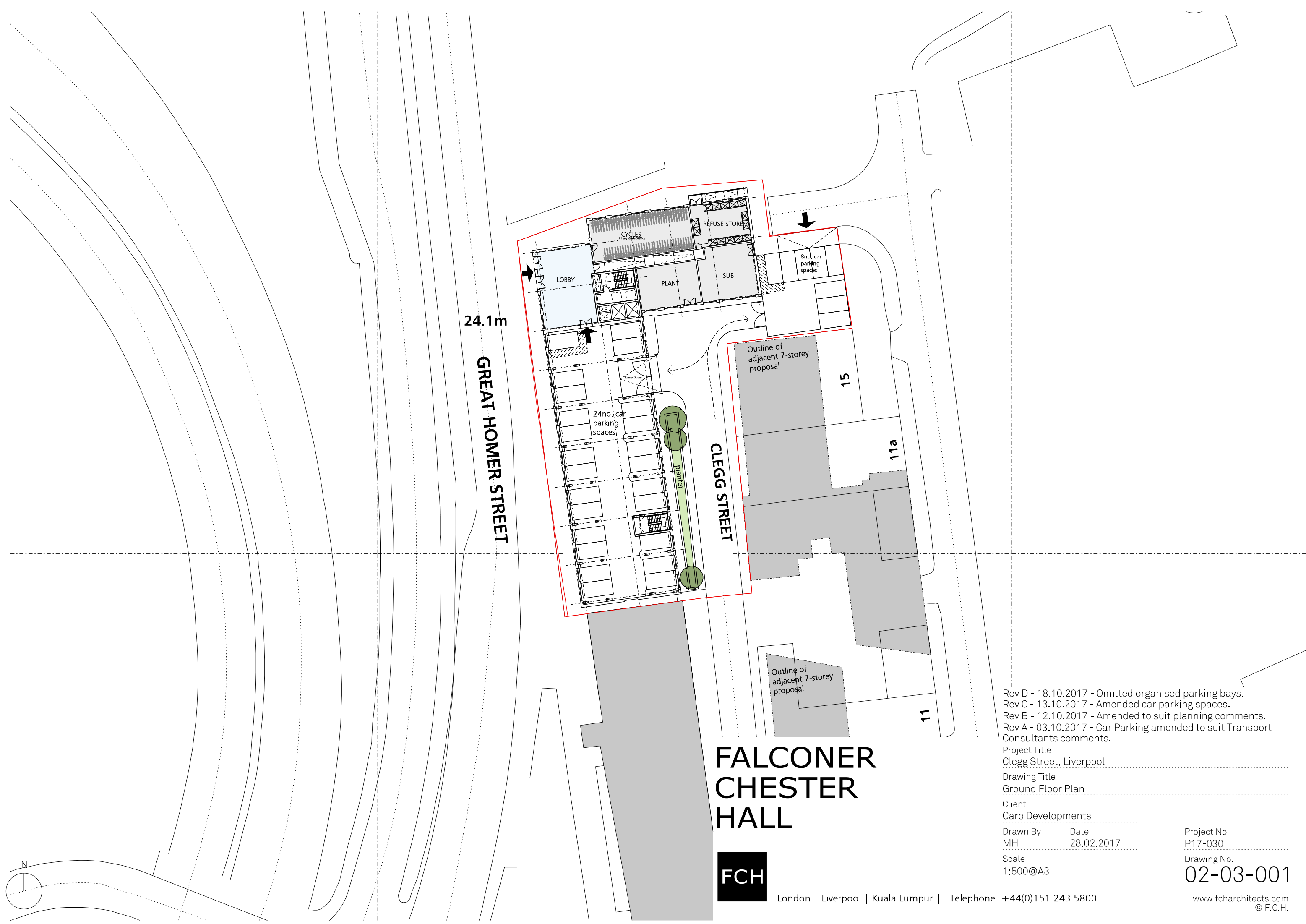
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APPENDIX A – Site Layout Plan



FALCONER CHESTER HALL



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Rev D - 18.10.2017 - Omitted organised parking bays.
Rev C - 13.10.2017 - Amended car parking spaces.
Rev B - 12.10.2017 - Amended to suit planning comments.
Rev A - 03.10.2017 - Car Parking amended to suit Transport Consultants comments.

Project Title
Clegg Street, Liverpool
Drawing Title
Ground Floor Plan
Client
Caro Developments

Drawn By Date
MH 28.02.2017
Scale
1:500@A3

Project No.
P17-030

Drawing No.
02-03-001

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