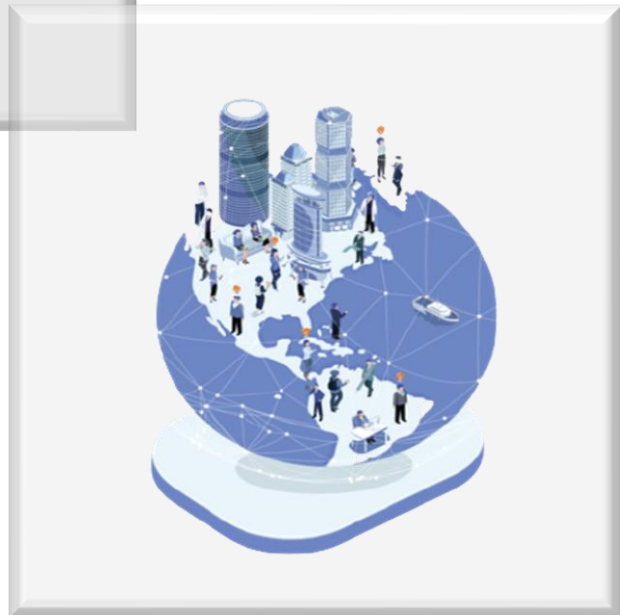


Proposed Distribution Warehouse
Land West of Acornfield Road
Knowsley Business Park, Knowsley
L33 7UG

Glossary.....	3
Speed Read	4
Road Map	5
1.0 Introduction.....	6
2.0 References & Guidelines.....	9
3.0 Existing Conditions.....	11
4.0 Development Proposals.....	20
5.0 Measures to Support Development.....	28
6.0 Summary & Conclusions	32

APPENDICES

DOCUMENT QUALITY CONTROL	DOCUMENT REF: 1225-TA		
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	Originated	SW	
	Reviewed	RAH	
	Authorised	AW	
14 March 2025			



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 CIHT Chartered Consultancy
 CIHT Diversity & Inclusion Charter
 The Fisher Cassie Award 1998
 The Royal Academy of Engineering Leadership Award 1997

TERM	DEFINITION
AADT	Annual Average Daily Traffic.
AM / PM / IP Peak	Denoting the morning, afternoon or inter peak period
Analysis	This report – a Transport Assessment or Statement as applicable
ATC	Automatic Traffic Count
BOAT / PRoW	Byway Open to All Traffic
GFA	Gross Floor Area
CIHT	Chartered Institution of Highways and Transportation
CERS / PERS	Cycling Environment Review System / Pedestrian Environment Review System
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
EV	Electric Vehicle
FTP / TP / TPS	Framework Travel Plan / Travel Plan / Travel Plan Statement
HGV / LGV	Heavy Goods Vehicle / Light Goods Vehicle
LHA / LPA / LP	Local Highway Authority / Local Planning Authority / Local Plan
MfS	Manual for Streets
Movements / Trips	= Arrival + departure
MSOA / LSOA	Mid Layer Super Output Area / Lower Layer Super Output Area
NMU	Non-Motorised User
NPPF	National Planning Policy Framework
OGV	Other Goods Vehicle
PCU	Passenger Car Unit
PIC / PII	Personal Injury Collisions / Incidents
PRoW	Public Rights of Way
SPD	Supplementary Planning Document
SRN	Strategic Road Network
TA / TIA / TS	Transport Assessment / Traffic Impact Assessment / Transport Statement
TEMPro	Trip End Model Presentation Program, DfT software which provides forecast data on trips for transport planning purposes.
VPD	Vehicles Per Day
KC	Knowsley Council

SITE LOCATION	<u>Land West of Acornfield Road, Knowsley Business Park, Knowsley, L33 7UG</u>
DESCRIPTION	Proposed erection of a 75,000sq.ft building (converted to 6968m ²) which would accommodate a distribution warehouse (Use Class B8 'Storage or Distribution'), associated office, hardstanding, parking and landscaping
APPLICANT	Applied Nutrition (AN)

- i. The development site is strategically located in the immediate vicinity of the Applicant's manufacturing facilities; **the vision is to introduce efficiency, emissions betterment and streamline AN's operational storage facilities.** The site is in a well-established commercial and industrial park, in close proximity to public transport and is accessible on foot and by bicycle. The proposals are therefore consistent with the sustainable travel objectives outlined within local and national transport policies
- ii. The development site will make use of the existing well-established accesses off Acornfield Road; the northern access serves the staff car park and the southern is a HGVs / delivery vehicles access.
- iii. 70 Car (EV, accessible and car-share) and 8 Cycle Parking will be provided in line with KC LDF Ensuring a Choice of Travel SPD Parking Standards.
- iv. The development design and layout allow for vehicular movements to take place within the site – vehicles will be able to egress the adopted highway in forward gear. A Servicing and Deliveries Management Plan will be produced in accordance with any planning conditions imposed.
- v. A Travel Plan supported by a Welcome Pack and Personalised Travel Planning will be produced to ensure the highly sustainable and accessible location of the site is highlighted to staff.
- vi. The Analysis has concluded that:
 - All person trips can be accommodated within the existing infrastructure.
 - No additional mitigation proposals are required; and
 - The development proposals does NOT result in an unacceptable impact on highway safety or a residual cumulative impact on the road network, following mitigation, that is severe.

In this Report we will discuss...

Introduction	1	Site Location Vision
References & Guidelines	2	Scoping Discussions (if undertaken) References (Local & National) Guidelines (Local and National)
Existing Conditions	3	Site Location Infrastructure Review Multi-Modal Accessibility Local Amenities PIIs (if required) Committed Developments & Infrastructure
Development Proposals	4	Development Proposals Access Proposals Parking Proposals Servicing Arrangements Trips Generation Multi-Modal Trips
Measures to Support Development	5	Welcome Pack Travel Plan (if applicable) CTMP Junctions Capacity Assessment (if required) Mitigation Proposals (if required)
Summary & Conclusions	6	Summary & Conclusions

In this Chapter we will discuss...



- 1.1 iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by the Applicant to provide a Transport Assessment Analysis (Analysis) for the proposed erection of a 75,000sq.ft building (converted to 6968m²) which would accommodate a distribution warehouse (Use Class B8 'Storage or Distribution'), associated office, hardstanding, parking and landscaping.
- 1.2 The development site is strategically located in the immediate vicinity of the Applicant's manufacturing facilities; **the vision is to introduce efficiency, emissions betterment and streamline AN's operational storage facilities.** At present, the Applicant is relying on two external storage facilities where staff and HGV movements frequent the 3 sites; for example, raw materials are stored in one location then transported to the manufacturing facilities at Acornfield Rd. the manufactured product is then shipped out to storage where it is collected by customers or delivered by AN's distribution vehicles.

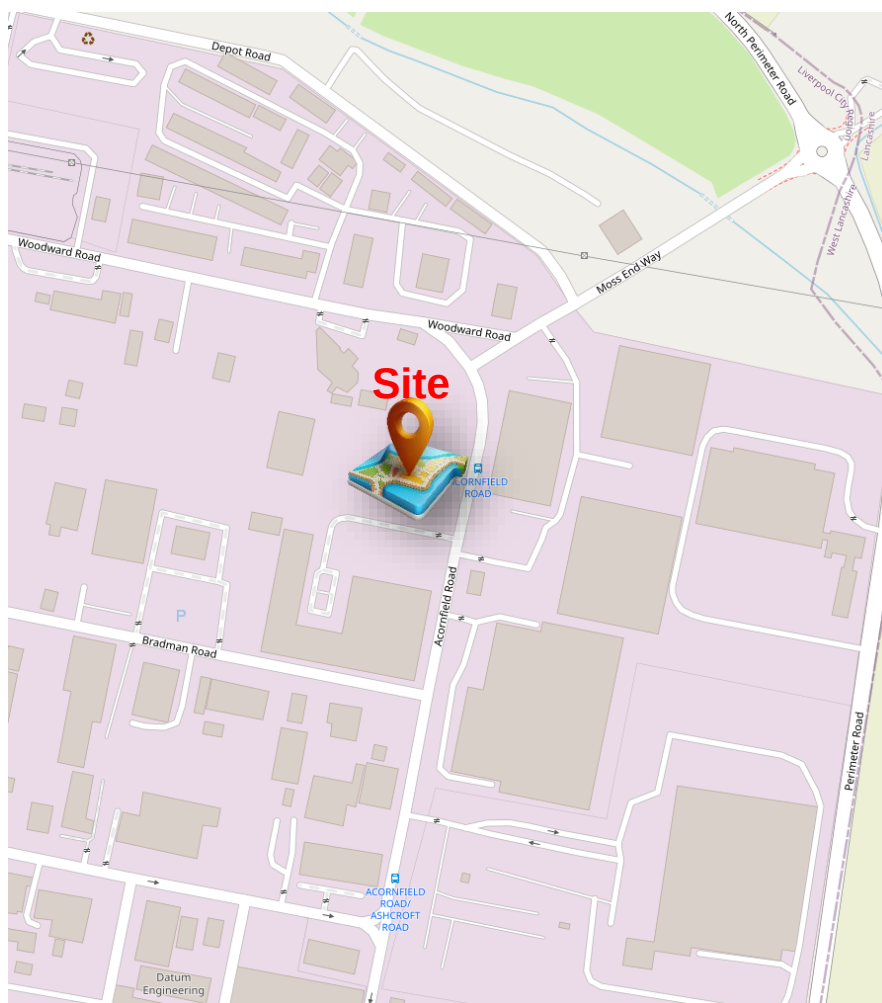


Figure 1.1
Illustrative site location

Business Profile

- Total number of staff 199
 - Office based 29
 - Manufacturing / Logistics 170
- Working hours
 - Staff 8am – 6pm
 - Warehouse currently 6am – 6pm, proposed 24 /7

POLICY-FOCUSED ETHICAL APPROACH

- 1.3 This TP seeks to introduce and promote measures to support development by utilising best practice techniques to present a robust TP.

Vision



The vision is to have an attractive and beautifully designed connected development with a choice of accessible & sustainable modes of travel in a safe and healthy environment that make walking, cycling, public transport and active travel the first choice for people

Objectives

PRIORITIES	SUSTAINABLE	WELLBEING
Bring services to people to reduce the need to travel	An accessible, sustainable & efficient development in line with MfS, NPPF and other national, regional & local ethos	Good for people and communities
Give people and goods the opportunity to move from door to door by accessible and sustainable transport	Impact minimised and mitigated	Good for the environment
Encourage people to make the change to more	Safe for all road users	Good for places and the economy

In this Chapter we will discuss...



- 2.1 This Analysis is in line with the Road Map and Contents on Page 5 and pre-app ref: **23/00058/PREAPP**.
- 2.2 Technical References are annotated as **Ref:** and for simplicity, a summary is included in the Appendices with full details available upon request.
- 2.3 Where relevant, the Analysis will be in line with KC UDP, LP-Core Strategy Policies, SPDs, Parking Standards and:



In this Chapter we will discuss...



LOCAL HIGHWAY NETWORK

- 3.1 The Application site is located on the land of the former site of Syntor Fine Chemicals. An existing building is retained on site surrounded by large areas of hardstanding. The site has two existing vehicular access one to the north and one to the south, both from Acornfield Road. The site has no obvious landscaping.
- 3.2 This site is located to the west of Acornfield Road, approximately 50m south from its junction with Moss End Way. The site is within the north east corner of Knowsley Business Park. It is bounded to the north, south and west by other existing industries. To the east is Acornfield Road and beyond that are the buildings of Applied Nutrition.
- 3.3 Acornfield Road is a 30mph two-way single carriageway, bus route, paved footways on both sides, street lighting and its geometry, and that of the adjoining infrastructure / roads network, are designed to accommodate substantial HGV movements (Figure 3.1). It runs along the eastern edge of Kirkby Business Park and acts as an industrial / commercial distributor road for the Park (Figure 1.1).

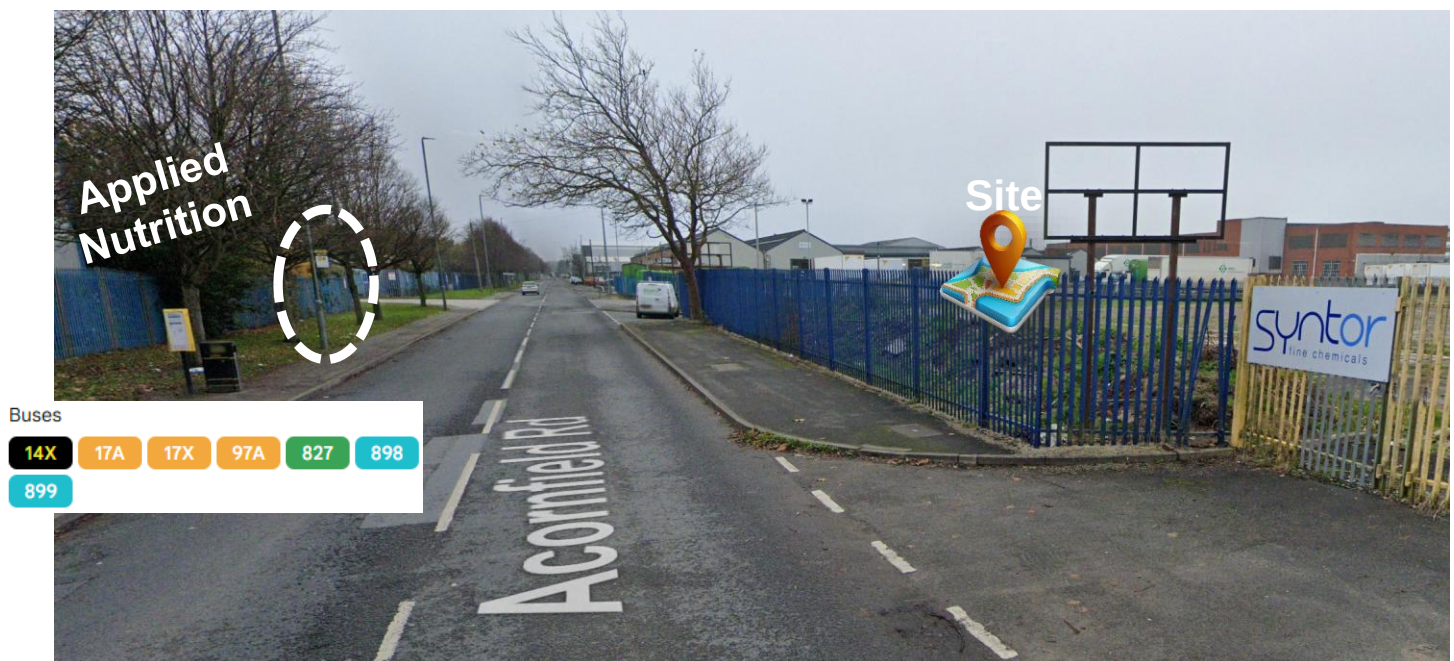


Figure 3.1
Acornfield Road – Key Features

SUSTAINABLE MODES OF TRAVEL

REFERENCES, RESEARCH & ISOCHRONES			
Walking	<i>CIHT Acceptable Walking Distances</i>	Walking is a viable travel choice up to 2km / 25minutes walk Primary Schools up to 1.6km Secondary Schools Up to 3.2km	Ref: 4 & 5
Cycling	<i>CIHT, NTS & Sustrans</i>	Cycling is a substitute for short car trips particularly under 5km and forms part of a longer journey by public transport	Ref: 6
Schools	<i>Primary & Secondary</i>	Primary <1 miles, 80% of journeys are made on foot and 2% cycle 1-2 miles, 69% of journeys are made on foot and 3% cycle Secondary <1 miles, 93% of journeys are made on foot and 2% cycle 1-2 miles, 69% of journeys are made on foot and 3% cycle	
CIHT, DfT & NTS 0306		2km is an acceptable walking distance for commuting Average distance walked 1.4miles / 2.24km Average distance cycles / 85th percentile 4.3km / 7.25km	Ref: 4 & 5
Rail	<i>Incl Tram, Metro, underground</i>	1km is a reasonable walking distance to rail	Ref: 6
Isochrones		400m, 800m, 1.2km, 1.6km, 2km, 5km & 8km	Ref: 3 & 4

Figure 3.1
Sustainable Travel References

Bus Services

3.4 As demonstrated in Figure 3.1, bus stops are in the immediate vicinity of the Application site; the stop is flag n post and serves a healthy quantum of services at good frequency as summarised in Figure 3.2. for simplicity, full timetables are available at <https://www.merseytravel.gov.uk/bus/> <https://bustimes.org/localities/knowsley> <https://www.knowsley.gov.uk/streets-roads-and-transport/getting-around-knowsley/travelling-bus>

SERVICE	ROUTE	*APPROX. DAYTIME FREQUENCY (MINS)		
		M-F	SAT	SUN
14X	Liverpool - Croxteth, Willow Way or Kirkby	4 AM services only, every 15 mins		-
17A / 17X	Kirkby Civic Centre - Liverpool ONE Bus Station	Hourly (c. 30mins between 6am-8am)		
97A	Kirkby Circular (06:30 – 09:13 & 15:50 – 18:35)	30	-	-
827	Huyton Ind Est – Kirkby Admin	One AM service		
898	Page Moss – Kirkby Admin circular	Generally 60		
899	Page Moss – Kirkby Admin circular	60	-	-

Figure 3.2
Summary bus timetables

Rail

3.5 Headbolt Lane Rail is the nearest railway station and is 11 mins cycle ride (3.4km) from the site (Figure 3.3). The station has a substantial 80 cycle storage spaces which deems multi-modal a viable option.

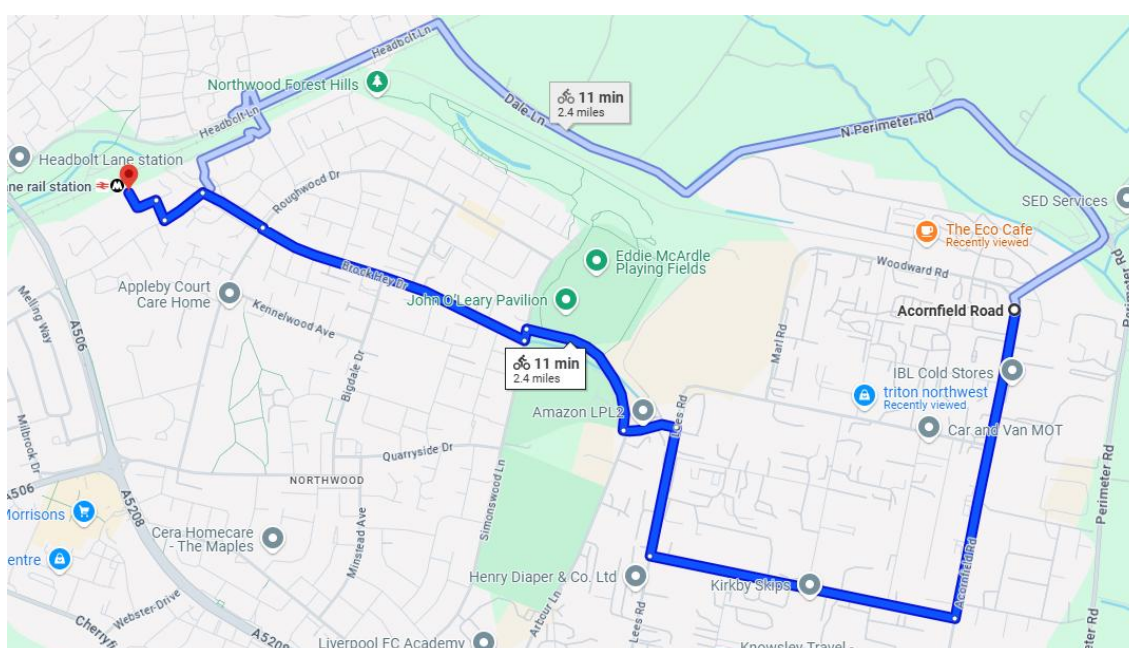


Figure 3.3
Railway station relative to the site

- 3.6 The station is the terminus of the current Merseyrail service to Kirkby and Liverpool Central, which currently has a 4 train per hour service, with trains departing every 15 minutes. The station also serves as the terminus of the hourly Northern service towards Wigan Wallgate.
- 3.7 Almost all Northern services extend beyond Wigan to Manchester Victoria and Blackburn via Todmorden. There is no late evening or Sunday service on this route.

PEDESTRIANS AND CYCLISTS

- 3.8 As would be expected from a well-established commercial / business park, generous footways are provided on both sides of Acornfield Road and generally continuous throughout the adjoining roads network linking the development site to public transport, residential areas and local amenities.
- 3.9 Further, although the Business Park has no cycle routes, it is nonetheless in close proximity of a substantial cycle network linking the Business Park to Kirkby and Knowsley as demonstrated in the extract below and Appendix 4.

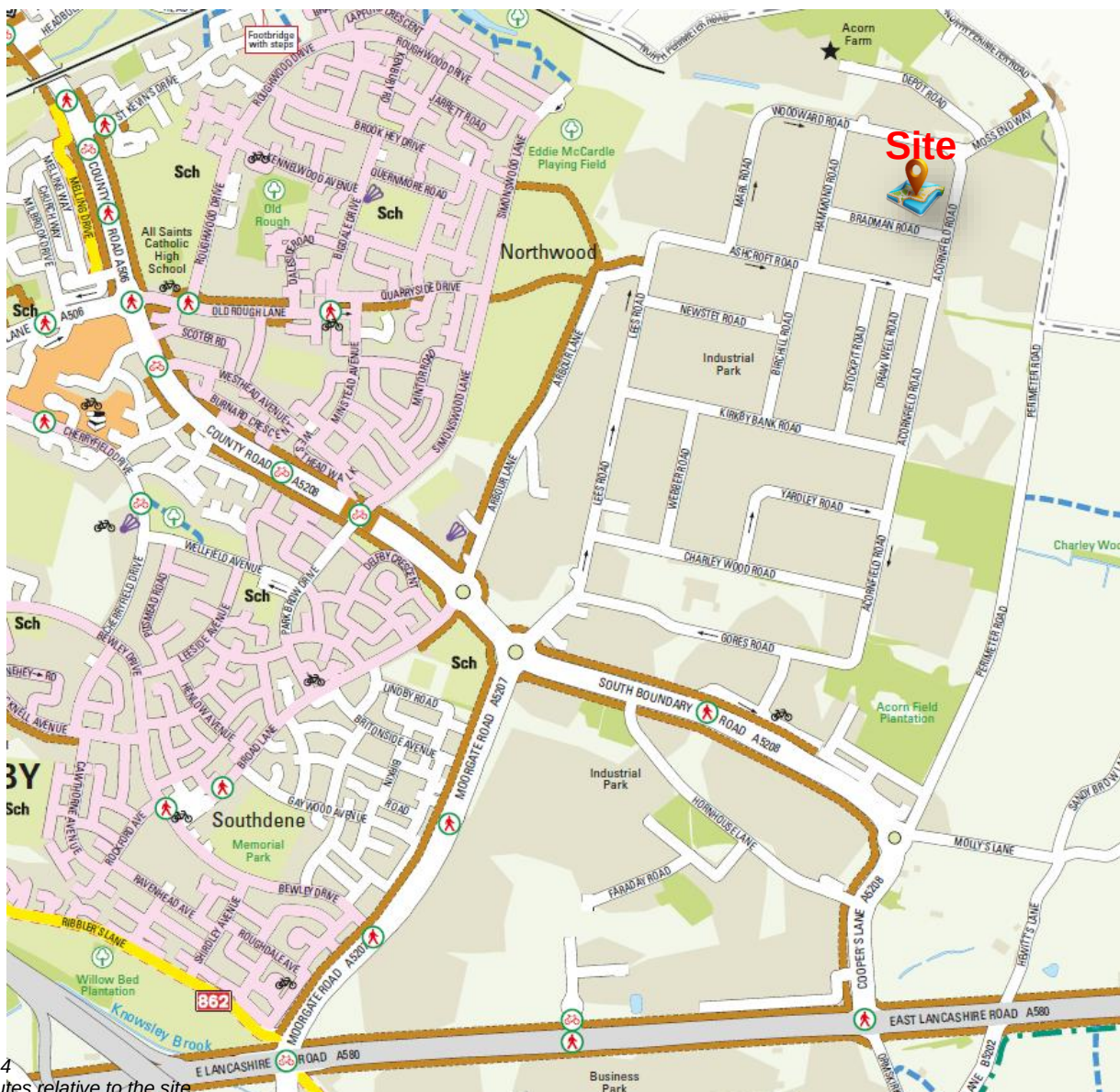


Figure 3.4
Cycle routes relative to the site

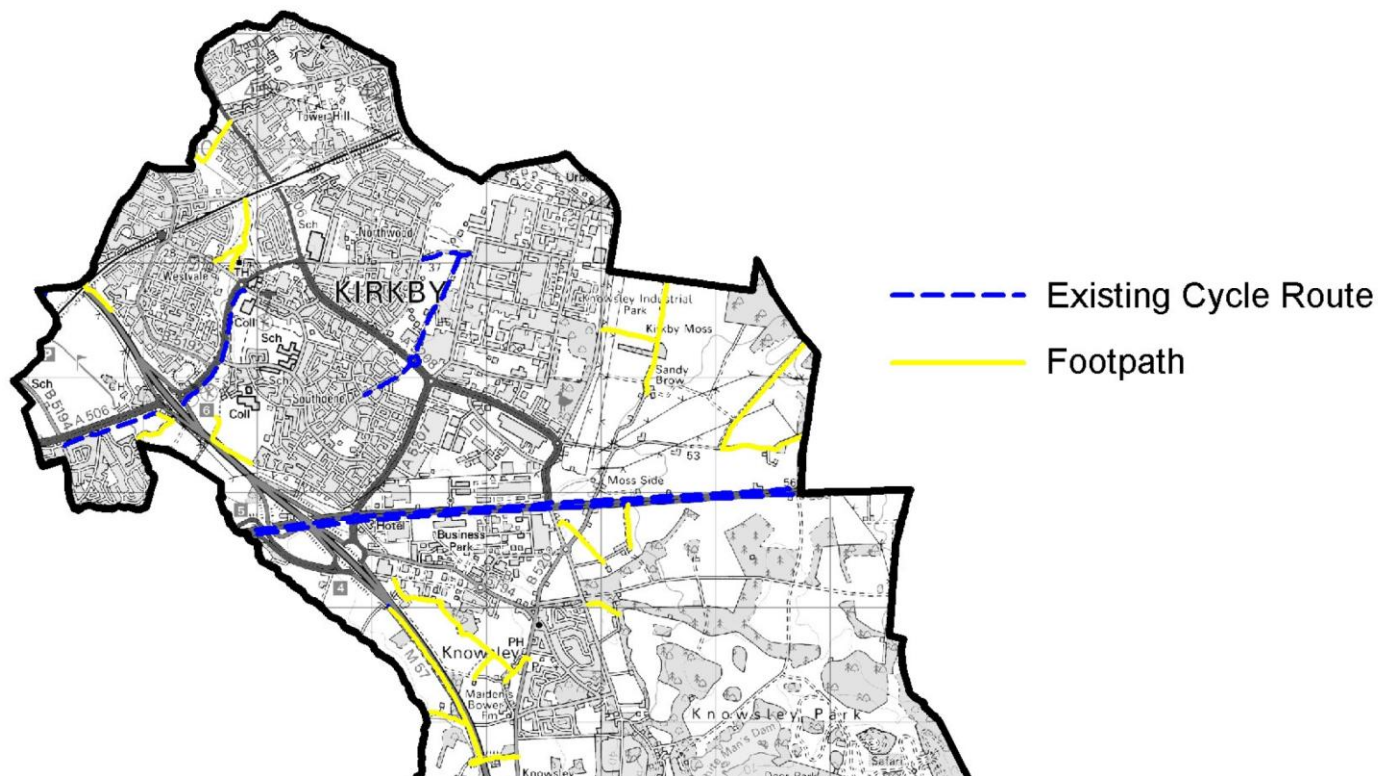


Figure 3.5
Cycle & Pedestrian routes relative to the site

Local Amenities

- 3.10 Key to this type of development is its proximity to public transport, residential areas and nearby coffee shops / café / restaurant / sandwich shops for staff sustenance.
- 3.11 Figure 3.6 demonstrates the proximity of the development site to a number of food shops and appendices 3 and 4 illustrates the extent of reach up to 2km walking and 5km cycling. Other key amenities are attached in Figure 3.7 which are well within cycling distance.

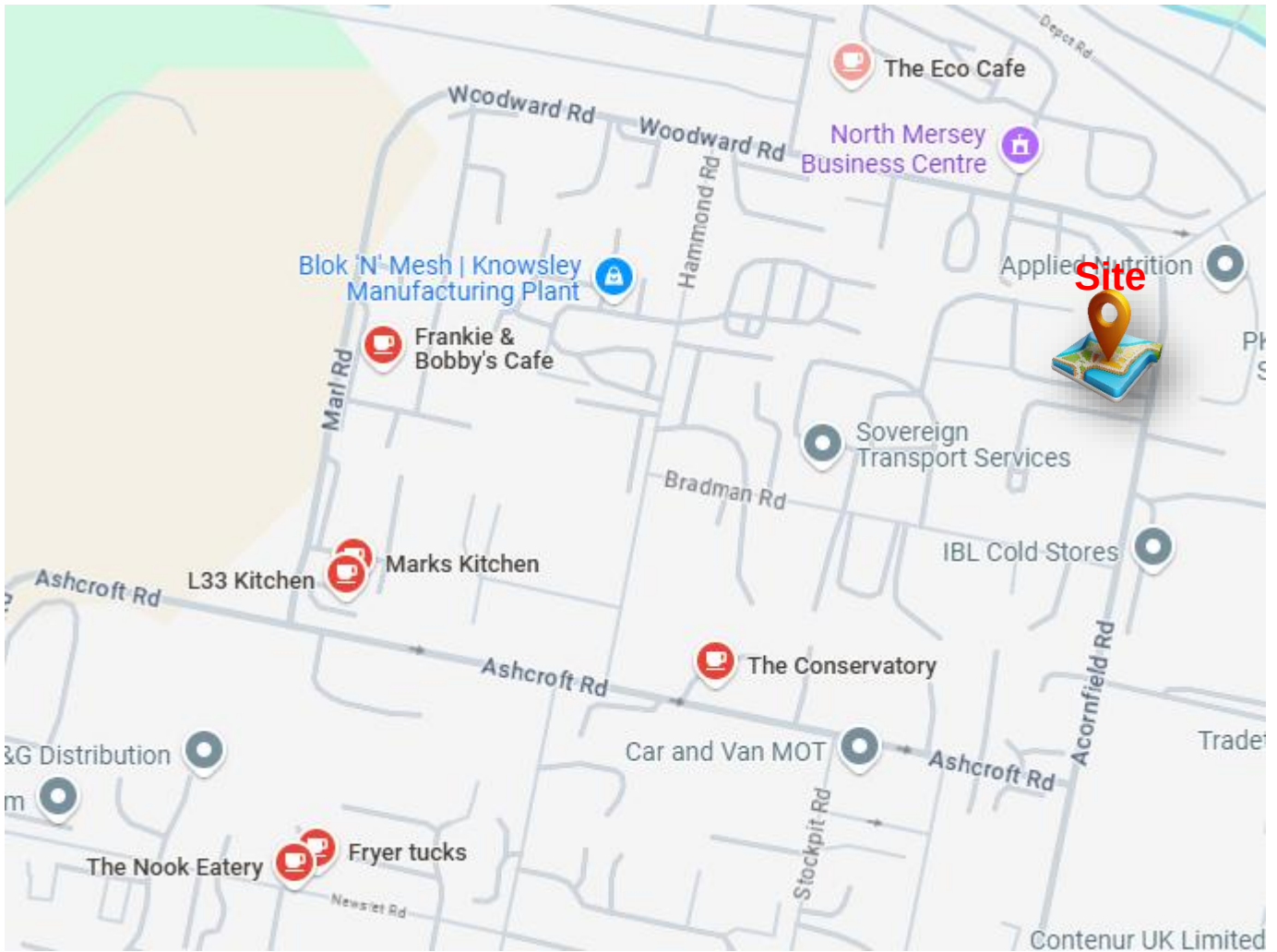
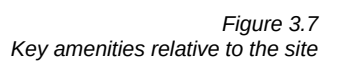


Figure 3.6
Food shops in the vicinity of the site



Accessibility Summary & Compliance with Policy

3.12 In line with the NPPF, it has been demonstrated that the development is situated in a sustainable location offering staff access to:

- Local employment.
- Key local amenities to support their work environment and residential areas.
- A much-needed EV charging provision; and
- Better local air quality as a result of reduction in HGV movements.

COMMITTED DEVELOPMENTS & HIGHWAY NETWORK CHANGES

3.13 Taking into consideration the intended use of the development site and betterment it will achieve (in transport and environmental emissions terms), and the pre-app consultation response, any committed developments and associated infrastructure changes will have no material impact on the findings of this Analysis.

PERSONAL INJURY COLLISIONS (PIIs)

3.14 There are **no PIIs or collisions** associated with the site accesses since 2010 and no Clusters. Further, Figure 3.8 demonstrates the incidents history for the most recent 5 years period which indicates that there is no pattern to collisions and no clusters hence, it is improbable that clusters will develop as a result of the proposals and existing accesses therefore, the development will not affect or be affected by the safety of the highway network.

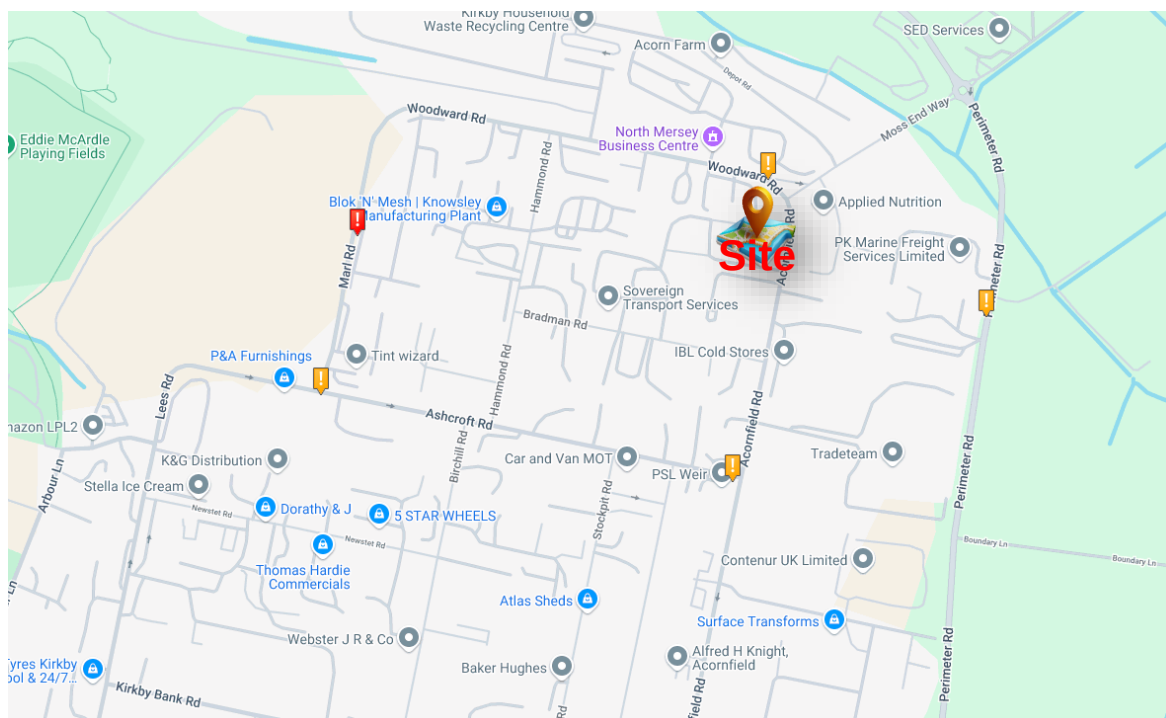


Figure 3.8
Incidents in the local area

In this Chapter we will discuss...



- 4.1 The proposal seeks to develop the site with the erection of a 75,000sq.ft building (converted to 6968m²) which would accommodate a distribution warehouse (Use Class B8 'Storage or Distribution'), associated office, hardstanding, parking and landscaping.
- 4.2 The development site is strategically located in the immediate vicinity of the Applicant's manufacturing facilities; **the vision is to introduce efficiency, emissions betterment and streamline AN's operational storage facilities.** At present, the Applicant is relying on two external storage facilities (one lease is for 25,000 sqft and the other to store 2500 pallets) where staff and HGV movements frequent the 3 sites; for example, raw materials are stored in one location then transported to the manufacturing facilities at Acornfield Rd. The manufactured product is then shipped out to storage where it is collected by customers or delivered by AN's distribution vehicles.
- 4.3 The accesses would remain as existing and via Acornfield Road. The northern access would be utilised by car users and the southern access (incorporating 10m kerbline radius) would be utilised by Heavy Goods Vehicles. The building would be 151.7m at its widest by 59m at its deepest. The overall height of the building would be 20.2m high. Office space would be accommodated on the ground, first and second floors. Some landscaping is proposed on the edge to the car park and a small staff breakout area is proposed. A small switch room is located to the north of the building. There is also a small building annotated as 'utilities' to the south east corner of the site.

ACCESSIBILITY AUDIT

- 4.4 As discussed in Chapter 3:
- The development site is in a well-established commercial and business park. Staff and visitors / customers will remain as existing.
 - The site is the former manufacturing facilities of Syntor Fine Chemicals which provided local employment and attracted cars, LGVs and HGV movements.
 - The site benefits from pedestrian connections on both sides of Acornfield Road which are generally continuous throughout the adjoining roads network, linking staff between the site to / from their place of residence and to local amenities.
 - Cycle route is available in the vicinity of the site; and
 - There are frequent bus services immediately outside the site which provide a sustainable connectivity to the Local Area / region.
- 4.5 Further, the following scoring is based on Knowsley Accessibility Assessment form:

ACCESS ON FOOT	SCORE	NOTES	
Location	0	Well-established and substantial commercial / industrial estate	2 (meets min required)
Internal layout	1	Direct safe routes provided	
External Layout	1	No barriers	
ACCESS BY CYCLE			
Location	2	Within 1500m of 30 dwellings/ha	5 (meets min required)
Internal layout	1	Direct safe routes provided	
External Layout	1	The nearest cycle route is 800m. there are nearby footpaths and footways which are substantially wide and the development will be connected to them. The industrial estate is well-established and cycle routes cant be introduced without affecting third party land or narrowing of the carriageway which wont be acceptable to highways.	
Other	1	Showers and lockers available	
ACCESS BY PUBLIC TRANSPORT			
Location	2	Within 200m (immediately opposite the site)	6 (meets min required)
	1	No barriers	
Frequency	2	Combined frequency of all services more than 4 per hour	
Other	1	Supports existing services	
PARKING			
	1	Parking to standards	3 (meets min required)
	2	Shared with adjoining site	

Figure 4.1
Accessibility Assessment

Catchment Area

- 4.6 The proposed development is strategically located along commuter routes and is within a walking or cycling distances from substantial residential areas, employment centres and local amenities; the walking and cycling isochrones attached in Appendices 3 and 4 demonstrate the extensive catchment area of the site.
- 4.7 In conclusion, it is considered that the development site could be integrated with existing pedestrian and cycle infrastructure in the area and is sustainable hence accessible on foot, by cycle and public transport.

SITE ACCESS ARRANGEMENTS

- 4.8 The accesses would remain as existing and via Acornfield Road. The northern access would be utilised by car users and the southern access (10m kerbline radius) would be utilised by Heavy Goods Vehicles.
- 4.9 On the northern site access, a gated pedestrian access will be provided and in addition, a dedicated pedestrians and cyclists route will be provided almost midpoint between the northern and southern vehicular accessed, providing direct link from Acornfield Road to the staff offices.

CAR AND CYCLE PARKING

- 4.10 Based on a development of 6,968m² Use Class B8, Knowsley A Choice of Travel SPD Appendix A Parking Standards requires:

GUIDANCE REQUIREMENT				PROPOSED			
CAR	CYCLE	EV	ACCESSIBLE	CAR	CYCLE	EV	ACCESSIBLE
70 1 space per 100m ²	4 Motorcycle 1:2000m ² 8 Bicycle 1:850m ²	Building Regs	4 spaces 5%	70	4 motorcycle 8 bicycle	8	7

Figure 4.2
Parking Proposals

- 4.11 Each parking bay is 2.5m x 5m with the accessible bay having 1.2m to the rear and side. The reversing distance is a minimum of 6m.
- 4.12 The cycle parking provision will be located in a lit, secure and sheltered location, regularly monitored by the site management and increased as the demand requires.

4.13 Further, and to ensure all HGVs are accommodated within the site, the proposed storage and distribution warehouse will provide:

- Holding Bays up to 4no. x 16.5m articulated HGVs
- Ground Loading Bays minimum of 4no. x 16.5m articulated HGVs
- Dock Loading Bays 4no. x 16.5m articulated HGVs
- Trailer stores 3no.
- Turning circle 25m diameter.

VEHICULAR TRIP GENERATION

- 4.14 The development proposals for this specific site will result in betterment to the highway network; due to storage limitations, AN is leasing two units away from their building at Acornfield Rd where deliveries of raw materials and stocking of products takes place. This means that some deliveries / collections are made directly to Acornfield Rd site and others, to their two other storage / distribution units. What it also means is that when the Acornfield Rd site requires raw materials from their stock, or need to store products for shipping / distribution, these have to be transported between sites.
- 4.15 The proposals will eliminate the above inefficient process; Instead, the new storage and distribution units will receive all raw materials required and store all products ready for shipping and distribution. All HGV movements will take place at one site where all movements will take place incurtilage – vehicles will enter and egress in a forward gear.
- 4.16 With the above in mind, the anticipated overall HGV movements as a result of the new operational strategy will be:
- Up to 20 DAILY HGV movements making deliveries of raw materials. Some of these vehicular will also be used to transport the manufactured products to customers
 - Up to 20 DAILY HGV movements collecting and distributing manufactured products.
 - 5 – 10 DAILY HGV (small 18T, 8m long rigid) transfer movements between the proposed storage unit and the existing manufacturing facilities at Acornfield Rd
- 4.17 Therefore, based on the above, the total daily HGV movements is predicted to be a maximum of (up to) 50 over a 12 hours period, one every 15 minutes which is not material for a manufacturing facility in a substantial commercial / industrial estate.
- 4.18 This level of trips and the reduction of 'transport' between 3 different sites will result in an overall betterment to the highway network in terms of vehicular trips and gas emissions.

- 4.19 Nonetheless, assuming this is a standalone site, to establish the potential trips generated by the proposed development, estimates were provided to iTP by TRICS consortium a summary of which is shown in Figure 4.3 and a full set of printout included in Appendix 5.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 6968 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	4	10061	0.152	10.562	4	10061	0.070	4.848	4	10061	0.222	15.410
06:00 - 07:00	4	10061	0.236	16.449	4	10061	0.139	9.696	4	10061	0.375	26.145
07:00 - 08:00	8	9359	0.258	17.963	8	9359	0.158	10.982	8	9359	0.416	28.945
08:00 - 09:00	8	9359	0.186	12.937	8	9359	0.146	10.145	8	9359	0.332	23.082
09:00 - 10:00	8	9359	0.182	12.658	8	9359	0.122	8.469	8	9359	0.304	21.127
10:00 - 11:00	8	9359	0.124	8.656	8	9359	0.111	7.725	8	9359	0.235	16.381
11:00 - 12:00	8	9359	0.111	7.725	8	9359	0.130	9.028	8	9359	0.241	16.753
12:00 - 13:00	8	9359	0.126	8.749	8	9359	0.104	7.259	8	9359	0.230	16.008
13:00 - 14:00	8	9359	0.130	9.028	8	9359	0.147	10.238	8	9359	0.277	19.266
14:00 - 15:00	8	9359	0.123	8.562	8	9359	0.175	12.192	8	9359	0.298	20.754
15:00 - 16:00	8	9359	0.123	8.562	8	9359	0.191	13.309	8	9359	0.314	21.871
16:00 - 17:00	8	9359	0.132	9.214	8	9359	0.226	15.729	8	9359	0.358	24.943
17:00 - 18:00	8	9359	0.142	9.865	8	9359	0.194	13.495	8	9359	0.336	23.360
18:00 - 19:00	7	9695	0.069	4.825	7	9695	0.140	9.754	7	9695	0.209	14.579
19:00 - 20:00	3	11081	0.087	6.079	3	11081	0.111	7.755	3	11081	0.198	13.834
20:00 - 21:00	3	11081	0.063	4.402	3	11081	0.063	4.402	3	11081	0.126	8.804
21:00 - 22:00	1	18790	0.016	1.113	1	18790	0.059	4.079	1	18790	0.075	5.192
22:00 - 23:00	1	18790	0.005	0.371	1	18790	0.043	2.967	1	18790	0.048	3.338
23:00 - 24:00	1	18790	0.005	0.371	1	18790	0.005	0.371	1	18790	0.010	0.742

Figure 4.3
Peak hour trips generated by the proposed development

- 4.20 Figure 4.3 illustrates that as a standalone development and ignoring the previous use (as a sensitivity approach), the development proposals may result in a maximum of 29 and 25 movements (arrival + departure) in the AM and PM peaks, one movement every 2 minutes which is not material.
- 4.21 Further, away from the site access, the level of movements are even lower and no junction, not even the site access, will experience more than 30 movements hence, no further analysis is required.

MULTI-MODAL MODES OF TRAVEL

- 4.22 To estimate the likely modal split associated with travel to/from the proposed development, Census Data was provided by the Office of National Statistics relating to the existing Workplace and usual residence by method of travel to work (2001 specification) (Workplace population)- database WP7103EW. The entire Commercial / Business Park was selected (Figure 4.4) and the summary findings are attached in Figure 4.5.

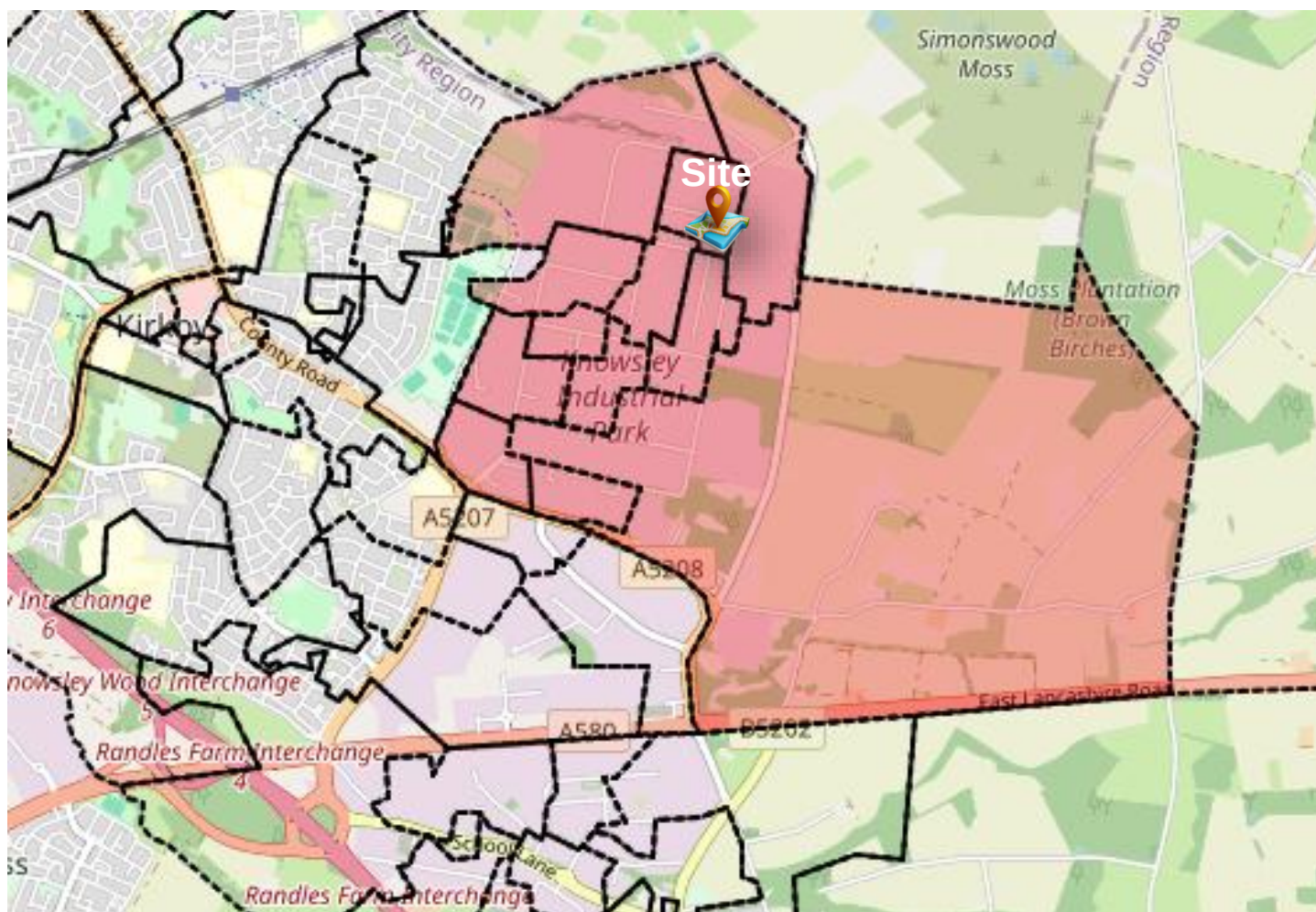


Figure 4.4
2011 Census Data – place of work selection

Method of travel to work	E330029 86	E330029 87	E330029 88	E330029 89	E330029 90	E330029 91	E330029 92	E330029 93	E330029 94	E330061 57	E330061 58	TOTAL	%age
All categories: Method of travel to work	1,339	561	712	612	1,036	2,313	796	500	727	1,153	864	10,613	100.0%
Work mainly at or from home	14	0	0	0	0	0	0	0	0	0	0	14	0.1%
Underground, metro, light rail or tram	6	0	2	0	4	2	4	0	0	0	2	20	0.2%
Train	44	16	8	6	14	20	10	2	13	10	10	153	1.4%
Bus, minibus or coach	94	21	70	38	62	140	101	26	40	46	31	669	6.3%
Taxi	16	8	16	2	4	14	4	4	10	10	6	94	0.9%
Motorcycle, scooter or moped	10	6	2	10	4	32	6	6	6	6	21	109	1.0%
Driving a car or van	934	426	487	442	779	1,806	513	386	533	933	677	7,916	74.6%
Passenger in a car or van	98	52	87	84	107	183	83	52	101	80	87	1,014	9.6%
Bicycle	36	6	12	14	26	40	24	16	20	32	12	238	2.2%
On foot	81	24	26	14	34	70	50	8	4	34	18	363	3.4%
Other method of travel to work	6	2	2	2	2	6	1	0	0	2	0	23	0.2%

Figure 4.5
2011 Census Data – %age modal split

- 4.23 Encouragingly, Figure 4.5 demonstrates that car-share and public transport are the two most used sustainable modes of travel followed by walking and cycling.
- 4.24 This information will be valuable to the Travel Plan Co-ordinator as a starting point and provide preliminary guidance to benchmark the development and undertake steps to promote the sustainability and accessibility of the site.

SERVICING

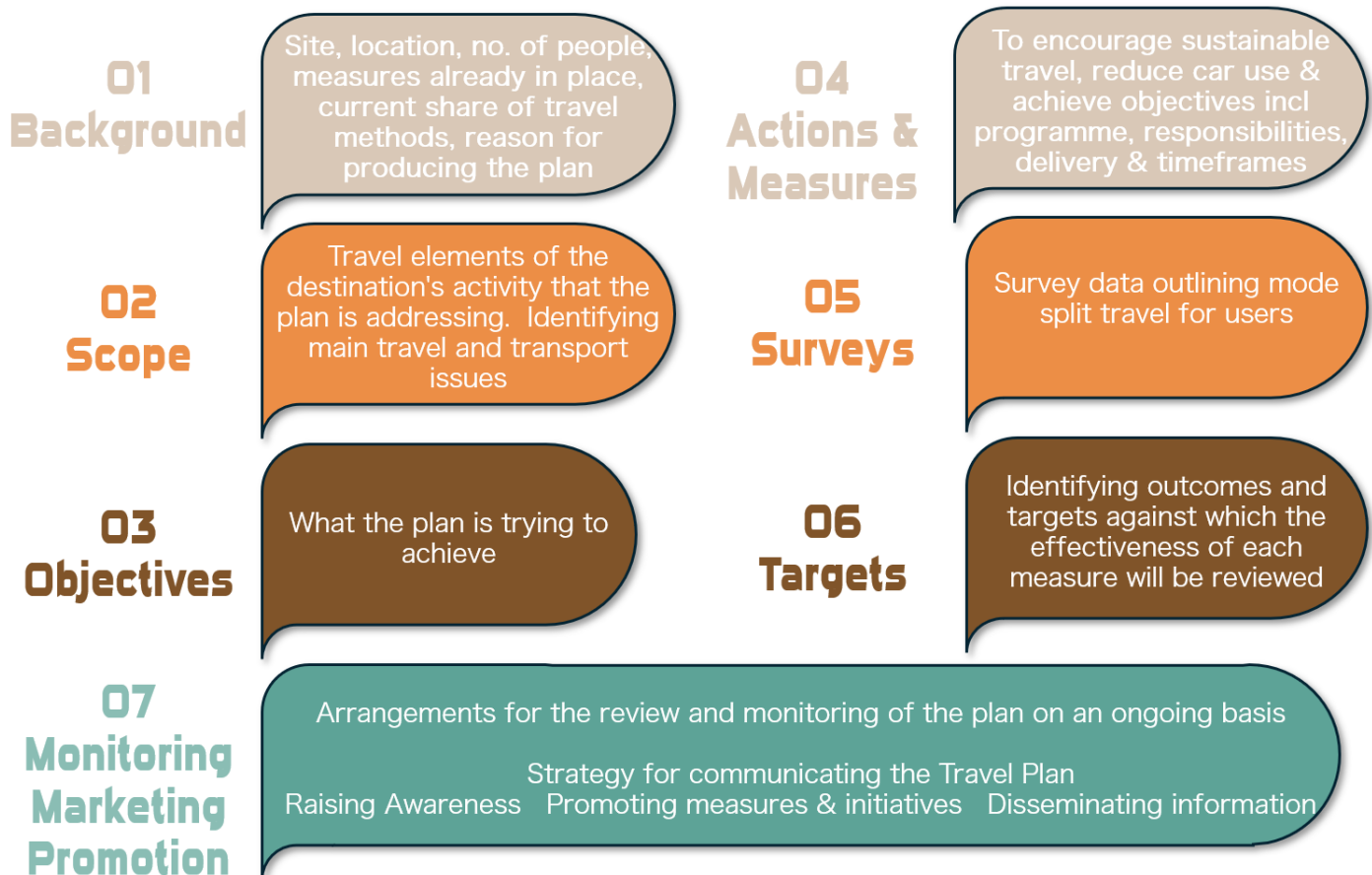
- 4.25 The development site will attract the usual servicing requirements such as stock deliveries, products distribution and general office supplied as well as refuse collection (by private arrangements). All vehicular manoeuvres will take place within the site – entering and egressing in a forward gear:
- 25m diameter HGV turning circle is provided
 - All car reversing distances are 6m
- 4.26 Should it be deemed necessary, a Servicing and Deliveries Management Plan will be developed in accordance with any planning conditions imposed.

In this Chapter we will discuss...



TRAVEL PLAN

5.1 An initial Travel Plan has been produced which in high-level terms sets out the overall outcomes, targets and indicators for the entire development. The Travel Plan key elements include:



Walking one mile to work



20 minutes

Journey time (one way)



164 calories

Total calories burned (there and back)

Walking half a mile to the station



10 minutes

Journey time (one way)



100 minutes

Time walking over a week.



15 minutes

Total journey time (one way)



150 minutes

Time spent cycling over a week.



2 years

On average, cyclists live two years longer than non-cyclists.

Personalised Travel Planning

- 5.2 PTP is a proven technique that delivers measurable and sustained reductions in car use, increasing levels of physical activity, reducing traffic congestion and helping to tackle climate change. Previous project examples have achieved an average reduction in car driver trips of at least 10%, with corresponding increases in active travel and the use of public transport and a reduction in the distance travelled by car by 12%.
- 5.3 It does this by addressing the subjective barriers to greater use of sustainable travel, for example by raising awareness of alternative travel options and responding to misperceptions of journey time and length.
- 5.4 The 'core service' involves offering Users free tailored information and support, enabling them to walk, cycle and use public transport more often. Research has shown that four out of five trips either start or finish at home, so there is huge potential for reducing car driver trips and achieving a modal shift by closely working with Users.

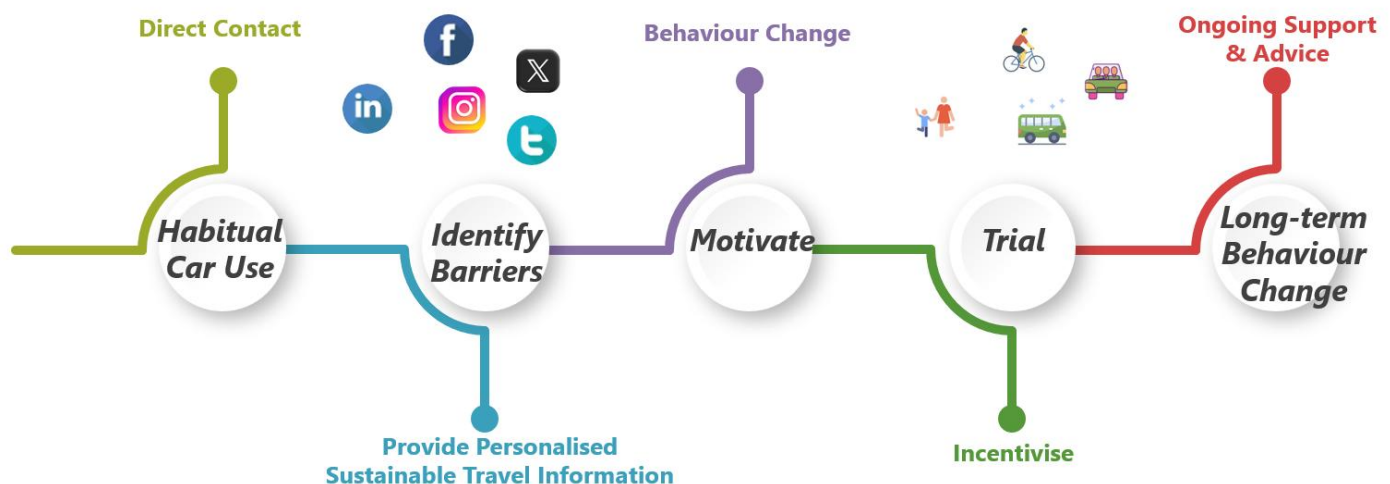


Figure 5.1
Interaction between the PTP process and personal decisions

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

- 5.5 A CTMP will be produced in satisfaction of any planning conditions imposed and pre-commencement. Local site conditions will dictate the range of considerations for inclusion in a CTMP, but a non-exhaustive list includes:

- ♦ Duration of Build
- ♦ Working hours for construction & demolition activities

- ◆ Number and size of delivery vehicles (average day) & routing agreements for construction traffic
- ◆ Location of the site compound for storage and parking; Details of contractors' compounds, materials storage and other storage arrangements, including cranes and plant, equipment and related temporary infrastructure
- ◆ A condition survey of surrounding roads
- ◆ Wheel washing facilities & measures to prevent mud & other material migrating onto the highway
- ◆ Any temporary access and traffic management; Designation, layout, lighting requirements (on and off site) & design of construction access & egress points
- ◆ Details for the provision of directional signage (on & off site)
- ◆ Details for the loading and unloading of plant, machinery and materials
- ◆ Details of provision for all site operatives, parking and turning within the site
- ◆ Details of security hoarding including decorative displays and facilities for public viewing, where appropriate
- ◆ Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works
- ◆ If applicable, details of methods for piling of foundations including measures to suppress any associated noise and vibration
- ◆ A strategy to inform the local community of activities, including the provision of complaints procedures.
- ◆ Surface water drainage measures throughout construction
- ◆ Measures to monitor & control (a) emission of dust & dirt (b) noise & vibration

In this Chapter we will discuss...



6.1 In assessing this specific proposals for development, it was ensured that:

- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach

6.2 The Analysis described the development proposals and surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrated that the development proposal are consistent with the sustainable travel objectives outlines with the local and national guidelines and policies:

- Priority is given to pedestrian and cycle movements within the scheme linking with neighbouring areas; and, so far as possible, facilitate access to public transport.
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- Safe, secure and attractive development that minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Incorporate charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the NPPF transport planning 'test' which prevents refusal on transport grounds unless the impacts of development are 'severe'.

6.4 The Analysis has therefore demonstrated that:

- All person trips can be accommodated within the existing infrastructure.
- No mitigation proposals are required; and
- The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network, following mitigation, that is severe.

6.5 It is concluded that the proposed development meets safety and Policy requirements and will have no material impact on the highway network and as such, there are no transport/highways reasons for refusal of planning permission.

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