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Sovereign Industrial Estate, Huyton

TJ Morris Converting Ltd
Travel Plan

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1 Introduction

General

- 1.1 Rappor Consultants Ltd have been instructed by TJ Morris Converting Ltd to prepare a Travel Plan (TP) for Unit C at Sovereign Business Park in Huyton, Liverpool.
- 1.2 This TP is required in order to discharge Condition 15 of the Approved Section 73 Decision Notice (24/00218/FUL) in support of an application concerning the redevelopment of land at the Sovereign Industrial Park in Huyton, Liverpool.

- 1.3 Condition 15 of the Decision Notice (DN) states:

“No part of the development hereby permitted shall be occupied prior to implementation of the Framework Travel Plan 26263-HYD-XX-XXRP-TP-6001- REV P2-S4. During the first year of occupation of each block (C, F, G1 or G2) a Full Travel Plan based on the Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Each approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority as part of the annual review.”

- 1.4 A copy of the DN, issued by Knowsley Borough Council, is provided at **Appendix A**.
- 1.5 The TP outlines the range of opportunities available to encourage sustainable travel and behaviour change to reduce reliance on single occupancy car journeys through effective implementation, monitoring and management.

Development Proposals

- 1.6 Full planning permission has been granted for ‘the demolition of buildings and the erection of 2 no. industrial units together with the part demolition/part extension and remodelling of existing industrial building to form 7 no. units (use classes e (g)(ii) (iii), b2 and b8) with ancillary office space. reconfiguration of car parking including service and vehicular circulation areas, landscaping, infrastructure works and other associated works’.
- 1.7 This TP concerns only Unit C and associated parking for 123 cars, inclusive of 7 accessible bays and 4 electric vehicle bays. Vehicle and pedestrian access will be achieved from Wilson Road.
- 1.8 The proposed site layout plan is provided at **Appendix B**.



Site Location and Composition

- 1.9 The application site is located within Sovereign Industrial Park, Huyton, approximately 2.4km south of Huyton Village shopping centre and 11km east of Liverpool City Centre. It is bound to the north by Unit F of the industrial estate, to the east by Wilson Road, to the south by Unit A2 of the industrial estate (located in phase 2), and to the west by residential dwellings.
- 1.10 An indicative site location plan illustrating the application site and adjacent highway network is shown in **Figure 1.1**.

Travel Plans

- 1.11 Travel planning has the ability to create more sustainable developments, which will assist the development to comply with national, regional and local planning policies.
- 1.12 Travel Plans (TPs) detail the means by which sustainable travel to / from the site by staff is encouraged. This may be achieved through the reduction in the number of individual private vehicle trips; and / or the encouragement of public transport, walking and cycling as travel alternatives. Success in this respect will help to mitigate the impact of additional traffic generated by the proposed development, reducing carbon footprint, and encourage travel in a more acceptable way.
- 1.13 The principal objective of the TP is to promote and provide alternative sustainable modes of transport and to ensure staff are fully aware of the sustainable travel options available to them.

Aims and Scope of Travel Plan

- 1.14 This FTP sets out the initiatives and measures to be provided before the development is occupied, in order to influence future staff / visitor travel behaviour at the outset a therefore minimise single occupancy car journeys and encourage staff / visitors to use other sustainable modes of travel.
- 1.15 The TP is intended to reduce environmental, social, and community impacts by reducing journeys by single occupancy vehicles and raising awareness of travel choices available locally to the site.
- 1.16 The principal objective of the RTP is to promote and provide alternative sustainable modes of transport and to ensure residents are fully aware of the sustainable travel options available to them.
- 1.17 The main aims of this TP are:



- a) To increase the use of public transport;
- b) To increase walking and cycling;
- c) To minimise the impact of the development on the local area and transport infrastructure; and
- d) To achieve a high awareness of the TP.

1.18 The structure of the remainder of the report is as follows:

- a) **Section 2:** details the TP context and management structure;
- b) **Section 3:** provides a site assessment in relation to the walking, cycling and public transport opportunities;
- c) **Section 4:** provides overarching objectives of this TP;
- d) **Section 5:** identifies an overview of the TP management and measures;
- e) **Section 6:** details the Action Plan which sets out the measures and initiatives that will influence the modal shift;
- f) **Section 7:** identifies the monitoring and review schedule; and
- g) **Section 8:** sets out the funding of the proposed development and TP.



2 Travel Plan Context

Introduction

- 2.1 A TP is a long-term management strategy built on a package of site-specific measures that seeks to deliver sustainable transport objectives with an emphasis on reducing reliance on single occupancy car journeys and facilitating travel by sustainable modes which is articulated in a document that is regularly reviewed.
- 2.2 To be successful, it is crucial that the TP is a dynamic process that grows and develops with time. This TP will need to be flexible to allow for changes to be made in line with the performance of the plan, changing circumstances of the site and environment in which it works and to tailor it to the needs of staff and visitors of the site.
- 2.3 The TP is primarily focused at encouraging sustainable travel behaviour to and from the site by staff, whilst visitors may also benefit from certain measures and initiatives detailed later in this report.

Benefits of a Travel Plan

- 2.4 TPs help to reduce the cost of travel for individuals and reduce the impact of travel on the local highway network as well as the environment. They also help to:
 - a) Inform the design and operation of the development;
 - b) Improve the health of all users on-site through promoting walking and cycling measures;
 - c) Create improvements for public transport, pedestrians and cyclists;
 - d) Reduce reliance on the car through facilitating and promoting sustainable transport initiatives;
 - e) Reduce the cost of travelling to and from the site through promotion of car sharing or alternative travel modes;
 - f) Reduce congestion by minimising car use, thereby reducing local noise pollution and harmful vehicle emissions such as carbon monoxide; and
 - g) Save energy through the reduced use of fossil fuels.
- 2.5 In summary, TPs should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.



Policy

- 2.6 In developing this TP, care has been taken to ensure that full regard has been given to best UK practice methods and these have been applied. Key policy documents (national, regional and local) have been taken into account to help deliver the maximum possible uptake of sustainable transport modes.

National Policy

- 2.7 National planning policies are set out in the revised National Planning Policy Framework (NPPF) published in December 2024, updated version February 2025, by the Ministry of Housing, Communities and Local Government, Ministry of Housing, Communities & Local Government (2018 to 2021) and Department for Levelling Up, Housing and Communities. It sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.8 The NPPF states at Paragraph 117 under Section 9: Promoting Sustainable Transport:

“... applications for development should:

(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

- 2.9 The NPPF promotes sustainable development. Paragraph 118 states:



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

- 2.10 The Government's guidance on TPs is set out in the Government's planning practice guidance to the NPPF which was launched as a web-based resource by the Department for Levelling Up, Housing and Communities (DLUHC) and Ministry of Housing, Communities and Local Government (MHCLG) on 6 March 2014. Guidance on TPs falls within the category 'Travel Plans, Transport Assessments and Statements' (Reference ID: 42 Revision date: 06 03 2014).
- 2.11 Paragraph 002 (Reference: ID: 42-002-20140306) states that TPs, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.
- 2.12 Paragraph 006 (Reference: ID: 42-006-20140306) of the guidance considers that TPs, Transport Assessments and Statements can positively contribute to:
- a) encouraging sustainable travel;
 - b) lessening traffic generation and its detrimental impacts;
 - c) reducing carbon emissions and climate impacts;
 - d) creating accessible, connected, inclusive communities;
 - e) improving health outcomes and quality of life;
 - f) improving road safety; and
 - g) reducing the need for new development to increase existing road capacity or provide new roads.
- 2.13 Significant research has been undertaken by DfT on the impacts of travel planning and smart choice measures on reducing the number of car trips made. This TP includes measures which have been proven to maximise returns in terms of car trip reductions.
- 2.14 The application site has existing walking, cycling and public transport links (**Section 3**), the use of which will be further enhanced by the development of this TP.



Guidance

Manual For Streets (2007)

- 2.15 Manual for Streets (MfS) is a Department for Transport (DfT) publication which provides guidance for planning and designing new streets. It aims to increase the quality of life through good design, which creates more people-orientated streets. The guidance contains principles in the design of suitable pedestrian and cyclist facilities to encourage and facilitate travel via these modes. Making the local environment convenient and attractive to walk in can help prioritise walking and cycling and reduce reliance on motor transport.
- 2.16 In section 3 of the document, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1**:

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Table 2.1 User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Manual for Streets 2 (2010)

- 2.17 Manual for Streets 2 (MfS2) takes the principles set out in MfS and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations. MfS2 does not supersede MfS, rather it explains how the principles of MfS can be applied more widely, exploring in greater detail how and where its key principles can be applied to busier streets and roads.

Local Policy and Guidance

Knowsley Replacement Unitary Development Plan (2006)

- 2.18 The Unitary Development Plan (UDP) was adopted in 2006 and sets out the Council's strategy for the physical development of Knowsley Borough and sets out where development is likely to take place, and which areas are to be protected from development.
- 2.19 The vision of the UDP is:



“to encourage community well-being by developing an economy that is vibrant, with a wide range of job opportunities, where being a citizen is valued and lifelong learning and education is promoted.

We wish to develop a Borough where the environment is safe, clean , attractive, where opportunity, health and social prosperity is available to all.”

2.20 The UPD sets out three strategic objectives relevant to transport:

- a) *“To accommodate improvements to the transport network...which will support the regeneration of the objectives of the Plan.*
- b) *To locate major new development where it is accessible by a choice of walking, cycling and public transport, thereby minimising the need to travel by car.*
- c) *To ensure that the design of the new development provides a good level of accessibility to the whole community (including the less mobile) making appropriate and safe provision for vehicle parking, walking, cycling and public transport.”*

2.21 Policy T9: Travel Plans sets out which forms of development will require the submission and implementation of a TP.

2.22 The following will require a TP:

“ a) Major traffic generating development proposals as defined in Table 8.1 [of the document]...; and

b) Smaller development proposals which, either by themselves or in conjunction with other proposals, would:

- Generate significant amounts of vehicular traffic in or near to Air Quality Management Areas; or
- Exacerbate an existing traffic problem in the surrounding area which would otherwise justify a refusal of planning permission.”

Knowsley Local Plan Core Strategy (2016)

2.23 The Knowsley Local Plan Core Strategy (CS) was adopted in January 2016 and sets out the strategic framework for the growth and development of Knowsley up to 2028 and beyond.



2.24 The CS sets out *“how and where new development and regeneration should take place and will therefore promote, guide and manage the future development of the borough. The Core Strategy will also shape the investment plans of the Council and other public, voluntary and private sector organisations.”*

2.25 The vision states that:

“By 2023, Knowsley will have:

- Attractive, sustainable neighbourhoods with a wide choice of housing and excellent community facilities;*
- Vibrant and welcoming town centres;*
- Residents and local communities who are able to make positive lifestyle choices;*
- High quality employment areas which help to drive economic growth in the Liverpool City Region;*
- Narrowed the gap in deprivation levels both between different parts of the borough and between Knowsley and elsewhere.”*

Ensuring a Choice of Travel: Supplementary Planning Document (2008)

2.26 The Ensuring Choice of Travel Supplementary Planning Document (SPD) was adopted in 2008 and provides guidance to developers on the access and transport requirements for new developments across Merseyside.

2.27 Paragraph 6.2 states *‘The Merseyside Authorities recognise that Travel Plans are an effective and important means of controlling the traffic generation of new developments and establishing long-term sustainable travel patterns.*

2.28 Paragraph 6.15 states that all TPs will be required to address the following:

- a) Controls on car parking;
- b) Nomination of a Travel Plan Co-Ordinator;
- c) Provision of improved public transport, cycle and pedestrian services and facilities both inside and outside the site; and
- d) Promotion of public transport and walking.

2.29 Paragraph 6.30 focuses on workplace TPs and states the measures currently in place to remove transport as a barrier to residents taking up employment, education or training opportunities. The SPD lists the following projects:



- a) WorkWise Travel Card;
- b) Scooter Commuter;
- c) WorkWise Wheels; and
- d) Travel and Transport Information.

Ensuring a Choice of Travel: Supplementary Planning Document (Sept 2010) – Knowsley Borough Council

2.30 The Ensuring Choice of Travel SPD for Knowsley Borough Council (KBC) was adopted in 2010 and provides guidance to developers on the access and transport requirements for new developments across Knowsley.

2.31 The SPD states:

“A Travel Plan is a plan for managing transport effectively for a specific site. It aims to improve access to the site by many modes of travel, thus improving transport choices for everyone. It is made up of a package of practical measures with the aim of reducing car dependency and encouraging the use of walking, cycling, and public transport. The plan can include improved bicycle facilities, car sharing schemes, support for public transport or changes in parking provision.”

2.32 The document goes on to state:

“A Full Travel Plan should be submitted where the end users of the site are known and an Interim Travel Plan should be submitted where end users are not known.

A Full Travel Plan should be based on known travel patterns of users which may require consultation with employees. All Full Travel Plans should include:

a modal share target;

controls on car parking;

nomination of Travel Plan co-ordinator;

provision of improved public transport such as diverting existing bus services or securing -new services provision of cycle and pedestrian services and facilities both in-side and outside the site;

promotion of public transport, walking and cycling; mechanisms for monitoring and reviewing the Travel Plan; and



may also cover car sharing schemes, alternative working practices / hours and 'greener' vehicle fleets"

Summary

2.33 In summary, the requirement for a TP is recognised within both national and local policy and it is within the context that this TP is prepared.



3 Baseline Site Accessibility

- 3.1 In order to ensure that the application site can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the application site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes, as well as identifying what local services and amenities are located in proximity of the application site, which may assist in promoting linked trips.
- 3.2 The area surrounding the application site comprises existing warehouses and ancillary offices, which are located within a wider industrial and commercial area. Therefore, it can be considered to be sustainably located and so a detailed assessment of facilities for non-car travel is not required. Nevertheless, a brief summary of local services, amenities, and infrastructure is provided below.

Proximity to Local Services and Amenities

- 3.3 The application site, being within Huyton, Liverpool, is situated in proximity to many commercial, industrial and residential uses, which gives a high likelihood of visits to the site making use of linked trips.
- 3.4 A range of existing services and amenities are located within 1km of the application site. These various services and amenities, which staff and visitors to the warehouse uses may also require on a day-to-day basis, include a hotel, Aldi, Tesco and Asda supermarkets, a dentist surgery, a gym, a pub, a number of eateries, a Starbucks café, and a number of commercial retail units. The distances to these and other amenities are detailed in **Table 3.1**.
- 3.5 For robustness, the distances and their corresponding journey times have been measured from the centre of the application site. Journey times have been calculated in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s).



Service/ facility/ amenity	Approximate distance	Walking time		Cycling time	
		Google	IHT	Google	RB
Links Road Bus Stops	450m	6 mins	5 mins	1 min	2 mins
Coppice Lane Bus Stops	600m	9 mins	7 mins	3 mins	3 mins
Premier Inn Liverpool Tarbock Hotel	600m	8 mins	7 mins	2 mins	3 mins
Aldi	750m	10 mins	9 mins	3 mins	3 mins
Starbucks	850m	12 mins	10 mins	4 mins	4 mins
Sbarro Pizza	900m	13 mins	11 mins	4 mins	4 mins
Greggs	900m	13 mins	11 mins	4 mins	4 mins
KFC	900m	13 mins	11 mins	4 mins	4 mins
Asda on the move	1km	13 mins	12 mins	4 mins	4 mins
Hare & Hounds	1km	14 mins	12 mins	5 mins	4 mins
Village Gym Liverpool	1.7km	23 mins	20 mins	7 mins	7 mins
Pub & Grill Liverpool	1.7km	23 mins	20 mins	7 mins	7 mins

Table 3.1 Local Facility and Amenity Hubs

- 3.6 In addition to the above, it should be noted that there are a number of residential areas within proximity to the application site; therefore, the location of the application site also affords an opportunity for future staff and visitors to travel to the application site by modes other than private car.

Walking & Cycling

Guidance

- 3.7 Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips.
- 3.8 The National Travel Survey (NTS) found that over the past five years 80% (2019), 82% (2020), 82% (2021), 83% (2022) and 81% (2023) of trips under a mile (1.6km) are undertaken on foot.
- 3.9 The 2023 NTS results detailed above are supported by the definition of a 'walkable neighbourhood' within Manual for Streets whereby facilities required on a day-to-day basis should ideally be located within an 800m walk distance.



- 3.10 It also states however that there is not an upper limit and PPG13, whilst now superseded, continues to set the benchmark in defining that 2km is an appropriate distance that occupiers or visitors to a site could be reasonably expected to walk to access a particular service or amenity.
- 3.11 The Local Transport Note 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:

'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people'.

- 3.12 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five kilometres (20 minutes) and trips of 30-40 mins are believed acceptable for commuting purposes. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.
- 3.13 The information set out in **Table 3.1** demonstrates that there are numerous key facilities located within less than a 2km walking and cycling distance.

Existing Infrastructure

- 3.14 Wilson Road benefits from footways along both sides of the carriageway, with dropped kerbs and tactile paving at all crossings and footway connections throughout the surrounding area.
- 3.15 Cronton Road has footways on both sides of the carriageway connecting to the nearby residential area, with dropped kerbs at all crossings.
- 3.16 Wilson Road and Cronton Road are both street lit.
- 3.17 A dropped kerb signalised pedestrian crossing with refuge islands and tactile paving is present at the Wilson Road / Cronton Road junction.
- 3.18 Signalised crossings are present at the Whitefield Lane / Cronton Road junction and at the Wilson Road / Manor Farm Road junction.
- 3.19 The application site is within a comfortable catchment of up to 5km to a range of residential areas and, therefore, it is anticipated that both employees and visitors will be able to both walk to / from the application site.



Public Transport

Bus

- 3.20 The nearest bus stops to the development site are 'Link Road' which are located approximately 400m north of the application site access on Wilson Road. The bus stops benefit from a flag and pole with a timetable. They are both served by the 248 and 897 with 'Link Road, adj' additionally served by the 870 and 'Link Road, opp' additionally served by the 3 and 3A. The times and frequencies of these services are summarised in **Table 3.2**.

Bus No.	Route	Days	First Service	Last Service	Frequency
3	Huyton Quarry – Halewood Shopping Centre	Mon - Fri	07:42	16:56	1 per hour
		Sat	07:48	17:49	1 per hour
3A	Huyton Quarry – Liverpool John Lennon Airport	Mon - Fri	04:19	20:38	1 per hour
		Sat	08:16	18:16	1 per hour
248	Prescott Bus Station – Huyton Bus Station	Mon - Sat	06:34	07:38	3 services
	Huyton Bus Station – Prescott Bus Station	Mon - Fri	06:56	08:00	3 services
		Sat	06:53	07:57	3 services
870	Old Swan – Huyton Quarry	Mon - Fri	08:48	-	1 service
897	Knowsley Industrial Park – Huyton Quarry	Mon - Sun	05:43	2 services	06:55
	Huyton Quarry – Knowsley Industrial Park	Mon - Sun	05:52	2 services	07:02

Table 3.2 Summary of Bus Services at 'Link Road' Bus Stops

- 3.21 Full Bus Timetables have been provided at **Appendix C**.
- 3.22 A further bus stop 'Coppice Lane' is located approximately 600m from the site. The bus stop is served by the 6, 7, 61, C42, C46 and C50 bus routes, with destinations including Liverpool Centre, Stockbridge Village, Huyton, and Gillmoss. Services to central Liverpool operate approximately every 20-30 minutes.

Rail

- 3.23 Huyton Railway Station is located approximately 2.2km to the north-west of the application site and can be accessed via the 3 / 6 / 7 / 61 bus service, with a total journey time of 16-minutes, a 7-minute cycle or a 31-minute walk. Direct services are provided to Blackpool North, Liverpool Lime Street, Wigan Northwestern and Manchester Airport, whilst stopping at numerous stops on-route.



Summary

- 3.24 The application site is sustainably located with accessibility to a wide range of local services and amenities to promote linked trips, supported by local public transport services. Future employees, visitors and customers will therefore be presented with a range of suitable travel choices to access the application site and will be able to link trips with other pre-existing retail offerings within the vicinity of the application site.



4 Aims and Objectives

Introduction

- 4.1 It is important that the TP has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of objectives, which are realistic and site specific.
- 4.2 It is essential that there is an agreed set of objectives that can be adopted and thereby influence all actions arising from the TP. The following objectives are informed by best practice guidance but also reflect local circumstances and stakeholder requirements.

Objectives

- 4.3 The five main objectives of this TP is set out below:
- a) To achieve a high awareness of the sustainable travel options available amongst staff and visitors, alternative to the car. It is vitally important that the users of the development are made fully aware of the sustainable transport choices available to them from the opening of the site so that sustainable travel habits are established from the outset;
 - b) To increase the health of all users of the site by increasing the proportion of active travel (i.e. walking and cycling). Current Government advice for living a healthier lifestyle is to engage in moderate exercise (that raises your breathing and heart rate) for 30 minutes a day;
 - c) To contain car parking demand;
 - d) To encourage less reliance on the car, wherever practical, particularly for single occupancy car journeys. The measures set out in this TP not only encourage and facilitate pedestrian and cycle use, but also make better use of the car through initiatives such as car sharing; and
 - e) Engage staff in critical thinking regarding their travel choices.
- 4.4 These objectives will be implemented through a package of measures that are discussed at **Section 5**.

Travel Surveys

- 4.5 Baseline surveys for future employees, in the form of questionnaires, will be carried out within six months of the development opening (Year 1). Surveys will be undertaken on an annual basis to ascertain modal splits and determine if the targets and objectives of this TP are being met.



- 4.6 As a 'living document,' measures within the TP can be adjusted/enhanced year-on-year in response to the travel survey results to ensure that the targets are being met. These are important as they provide the base from which comparisons can take place and they provide a focus for what the TP is trying to achieve.
- 4.7 Undertaking the surveys will be the responsibility of the Travel Plan Co-ordinator (TPC). Survey data will be provided to KBC within three months of the surveys taking place. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to the KBC identifying whether the agreed targets have been met. If they have not, the monitoring report will strive to identify what actions and additional Travel Plan initiatives are to be taken to rectify this situation.
- 4.8 An example travel survey has been provided at **Appendix D**.

Modal Shift Targets

- 4.9 Targets enable progress to be measured against aims and objectives and will be challenging to ensure continual improvement in managing development travel demand. The TP will need to be monitored to ensure it is still relevant, up-to-date and influencing sustainable travel use on the site, which is discussed in **Section 7**.
- 4.10 The introduction of a range of measures to support sustainable travel in favour of travel by private car, in particular single occupancy car journeys, will result in modal shift.
- 4.11 Targets for the scale of modal shift against which the success of the TP can be measured will accord with the following SMART principles:
- a) **Specific** (identify what is to be achieved);
 - b) **Measurable** (over the target period);
 - c) **Achievable** (linked to overall objectives and aims);
 - d) **Realistic** (must be achievable over time allocated); and
 - e) **Time-bound** (a defined action plan including dates for achievement).
- 4.12 Accurate modal split targets will be identified once the baseline travel survey has been undertaken. Initial modal split targets have been set based on Census 2011 travel to work data for the Workplace Zone Liverpool: E02001343 (Knowsley 017) within which the site is contained.
- 4.13 Initial modal shift targets are based on the Sovereign Business Park Redevelopment Framework Travel Plan attached at **Appendix E**. A target of 7% reduction in single occupancy car journeys was set out by the Framework Travel Plan. This is considered



feasible considering the measures in place, set out in **Section 5** together with the sustainable location of the site.

- 4.14 **Table 4.1** sets out initial modal split targets based on the 7% reduction in single occupancy car journeys.

Mode of Travel	Baseline / Year 1	Year 3 Target	Year 5 Target
Car (Driver)	72.2%	69.1%	67.2%
Car (Passenger)	8.5%	9.5%	10.2%
Train	1.4%	1.5%	1.7%
Bus /Coach	5.9%	6.6%	7.1%
Foot	7.2%	8.1%	8.6%
Bicycle	2.9%	3.2%	3.5%
Taxi	0.9%	0.9%	0.9%
Metro	0.1%	0.1%	0.1%
Motorbike / Moped	0.8%	0.8%	0.8%
Other	0.2%	0.2%	0.2%

Table 4.1: Percentage Modal Shift Targets based on 2011 Census Data (E02001343)

- 4.15 Whilst the targets have potential to change once the site is occupied, they are able to broadly set out what is able to be achieved as a result of implementing the TP. It is proposed that the above targets should be achieved over a five-year time period from the opening of the site.
- 4.16 It is not considered appropriate to set specific targets for customers, other than to encourage customers to travel sustainably.



5 Travel Plan Management and Measures

Management

- 5.1 The TP will be implemented and managed by a TPC, who will be appointed prior to occupation to guarantee the most effective implementation of the TP.

Travel Plan Co-ordinator

- 5.2 The key to any effective TP is to have an identified person responsible for its operation and monitoring. In order for the TP to be effective and responsive, it must be kept up to date and relevant, otherwise it may become ineffective.
- 5.3 The TP will be managed and monitored by the TPC who will work to deliver the content of this TP and ensure the measures are carried out effectively.
- 5.4 A suitably qualified TPC has been appointed and will be funded by the developer. Their role will be ongoing for a period of five years following the opening of the development.
- 5.5 The responsibilities of the TPC will include the following:
- a) Implementing and promoting various Travel Plan initiatives at the site to promote sustainable travel;
 - b) Promoting the Travel Plan and providing sustainable travel information to employees
 - c) Liaising with the council, transport operators and specialist groups where necessary;
 - d) Monitoring the success of the Travel Plan initiatives, including undertaking and analysing travel surveys;
 - e) Reviewing the Travel Plan's success and preparing action plans.

Marketing and Promotion

- 5.6 The TP and the reasons for implementing it will be communicated to ensure that staff are provided with information on the alternatives to car travel before they establish single occupancy vehicle-based travel habits.
- 5.7 The TPC will be responsible for marketing and promotion of the TP and sustainable travel opportunities and benefits and will establish communication between those who are responsible for delivery and those who benefit from the implementation of the TP.



- 5.8 The provision of information to staff, which is both accessible and available in varied formats, is an important measure of the TP.
- 5.9 This will be achieved through a co-ordinated marketing and communications strategy including information within a notice board within the staff area, and Travel Welcome Packs (TWP) for staff on commencement of their employment.

Travel Plan Measures

- 5.10 The TP is effectively a set of measures, directed at staff and visitors and intended to maximise sustainable travel for journeys to / from the site.

Travel Information Pack

- 5.11 A TIP will be created and distributed to all staff on commencement of their employment. The TIP will include various travel information, with the intention of encouraging staff to engage with sustainable transport modes. The TIP will contain the following:

- a) A cycle / pedestrian route map;
- b) Contact details of the TPC;
- c) Details of nearby bus stops / train station and the most recent bus / rail timetables;
- d) Details of public transport fares and operators;
- e) Benefits of car sharing; and
- f) Links to relevant sustainable travel apps.

- 5.12 The TPC will keep the TIP up to date to reflect changes, for example when revised bus timetables are issued.

Travel Noticeboard

- 5.13 A Travel noticeboard will be created to be displayed in communal areas for staff.

- 5.14 The noticeboard will contain the following:

- a) Public transport, pedestrian and cycle route maps and information on car sharing;
- b) Information and contact details for local taxi services;
- c) List of internet websites on sustainable transport and journey planning;
- d) Contact details for the Travel Plan Coordinator; and
- e) Details of national and international initiatives such as Walk to Work Week and National Cycling Week



Walking / Cycling Measures

- 5.15 The Welcome Pack will include a map, identifying pedestrian and cycle friendly routes surrounding the site, in order to ensure that employees are aware of the facilities available to them.
- 5.16 Details of local cycling and walking shops and mobile cycle repairs will be provided to employees at the site using the travel board and within the Welcome Packs. The Travel Plan Coordinator will also enter into discussions with local retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided to employees via the Welcome Pack.
- 5.17 The TIP will contain information that will actively promote the use of bicycles as a regular and reliable transport mode and illustrate the physical health benefits of regular exercise to all site users.
- 5.18 Details of the health benefits of walking, will also be included in the TIP.
- 5.19 The TPC will be responsible for promoting events such as Walk to Work Week, National Bike Week and European Mobility Week to encourage staff to cycle.
- 5.20 Furthermore, staff will be made aware of walking and cycling initiatives they can get involved with, such as the following:
 - a) www.livingstreets.org.uk;
 - b) www.sustrans.org.uk;
 - c) <https://www.merseytravel.gov.uk/>; and
 - d) www.knowsley.gov.uk/streets-roads-and-transport/getting-around-knowsley

Public Transport Measures

- 5.21 Good public transport provision is important to achieving sustainable transport targets. By encouraging staff to use existing bus and rail services, additional revenue will be generated, and the quality of services could improve and also allow 'at risk' services to be maintained.
- 5.22 The use of public transport will be promoted through the TIP and on the noticeboard. This will include information on local bus and rail routes, timetables and location of stops.
- 5.23 Public transport use will be encouraged by the introduction / promotion of the following measures by the TPC:
 - a) Provision of current information on bus and rail routes, bus / rail times and location of bus stops and train stations;



- b) Provision of information on tickets and discounts;
- c) Links and details of online journey planners;
- d) Promotion of local bus / rail services as attractive access options; and
- e) Regular review of any changes to timetables, routes or fares.

Car Measures

- 5.24 The most unsustainable mode of transport is single occupancy car travel. Car sharing can result in considerable cost savings and other benefits. Car sharing not only reduces an individual's transport costs, by fuel costs being shared, but also reduces the number of cars on the roads and reduces the need for a private car.
- 5.25 Staff will be made aware of car sharing websites such as www.liftshare.com and www.co-cars.co.uk, which are free to access and helps to facilitate car-sharing amongst anyone that lives in the surrounding area. The scheme can benefit anyone who regularly commutes to work by trip matching drivers, pedestrians, cyclists and taxi users.
- 5.26 The TPC will ensure that all staff are advised of the financial savings, which can be achieved through car sharing and will ensure that all staff are provided with details of the car share scheme.

Key Travel Resources

- 5.27 Sustainable travel opportunities are supported locally. **Table 5.1** provides a summary of the key travel resources available for staff and residents.

Resource	Description	Details
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Cycle Street	Online cycling journey planner	www.cyclestreets.net
Better by Bike	Cycle information	https://betterbybike.info
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
Traveline	Online Journey Planner	www.traveline.info
Active Travel Website	Liverpool City Council Active Travel	https://www.merseytravel.gov.uk/

Table 5.1 Key Travel Resources



6 Travel Plan Action Plan

Introduction

- 6.1 Key to the success of the TP is the identification of viable transport alternatives and these can be identified through the Action Plan. This is the package of site-specific measures that will encourage a shift away from single occupancy car use and increase accessibility to and from the site.
- 6.2 This section outlines measures that will be implemented as part of this TP. These measures will include making best use of the current facilities, as well as creating further incentive for staff use sustainable transport modes of travel. The implementation of the TP and the measures contained within it will be flexible.

Action Plan

- 6.3 A comprehensive set of initiatives and measures is set out on the following pages. The recommended measures have been drawn from best practice, Travel Plan guidance and case studies throughout the UK.
- 6.4 The Action Plan has been broken down into four main strategy sections relating to the scope of the TP, which comprise the following:-
- a) Walking and cycling strategy;
 - b) Public transport strategy;
 - c) Car user strategy; and
 - d) Additional TP support measures.
- 6.5 The measures and initiatives identified in the strategy section aim to directly influence staff of the site. Furthermore, some of the measures have an influence on visitor trips to the site, and where this is the case, this has been identified in each strategy section.
- 6.6 Measures contained within the Action Plan also indicate where the responsibility lies in relation to each measure, timeframe and estimated costs.



Walking and Cycling Strategy

	Measure	Action	Staff	Visitors	Timeframe	Cost	Responsibility
WC1	Walking and cycling Route Map	Walking and cycling route map of pedestrian and cycle friendly routes surrounding the site will be available within the TWP	✓	✓	Prior to completion / updated bi-annually	Designer's time and printing costs - TBC	TPC
WC2	Promotion of Walking and Cycling Events / Websites	Promotion of events such as 'Walk to Work Week' and websites such as livingstreets.org.uk , sustrans.org.uk and https://www.merseytravel.gov.uk/	✓		Ongoing for the lifetime of the TP	TPC's Time	TPC
WC3	Local Cycling and Walking Shops	Details of local walking and cycling shops and mobile cycle repairs will be provided within the TWP and on the travel notice board. The TPC will discuss with retailers the potential to provide discounts for employees.	✓		Prior to completion / updated bi-annually	TPC's Time	TPC

Table 6.1: Walking and Cycling Action Plan



Public Transport Strategy

	Measure	Action	Staff	Visitors	Timeframe	Cost	Responsibility
PT1	Promotion of Bus Services	Up to date bus information to be provided to staff and visitors in the TIP of cost, timetables and services available.	✓	✓	Prior to completion / updated bi-annually for the lifetime of the TP	Designer's time and printing costs	TPC
PT2	Promotion of Rail Services	Up to date rail information to be provided to staff and visitors in the TIP	✓	✓	Prior to completion / updated bi-annually for the lifetime of the TP	Designer's time and printing costs	TPC
PT3	Public Transport Discount Cards	Availability of any public transport discount cards provided by local operators will be investigated and promoted at the site and employees will be encouraged to apply	✓		Prior to completion / updated bi-annually for the lifetime of the TP	TPCs time	TPC
PT4	Promotion of Travel Apps and Online Journey Planning Websites	Online journey planning websites and public transport apps will be promoted as part of personalised journey planning in the TIP	✓		Prior to completion / for the lifetime of the TP	Designer's time and printing costs	TPC

Table 6.2: Public Transport Action Plan

Car User Strategy

	Measure	Action	Staff	Visitors	Timeframe	Cost	Responsibility
CU1	Promoting Car Sharing Websites	Information included in the TIP and online with details on car sharing	✓	✓	Ongoing for the lifetime of the TP	TPC's Time	TPC

Table 6.3: Car User Action Plan



Additional Travel Plan Measures

	Measure	Action	Staff	Visitors	Timeframe	Cost	Responsibility
TP1	Appoint a TPC	A TPC has been appointed	✓	✓	Prior to completion	TBC	Developer
TP2	Travel Welcome Pack (TWP)	A TWP is to be created and distributed to staff upon commencement of employment	✓		Within 3 months of occupation and updated annually	Designer's time and printing costs - TBC	TPC
TP3	Travel Notice Boards	Implement travel notice boards on communal areas of the individual units	✓	✓	Prior to occupation	Designer's time and printing costs - TBC	TPC

Table 6.4: Additional Travel Plan Measures Action Plan

7 Monitoring and Review

- 7.1 An effective monitoring and review process is important to establish how successful the TP has proved to be. Monitoring involves collecting data and information, and the review process involves the consideration of these details to determine whether or not the TP targets have been met.
- 7.2 As set out in **Section 5**, a TPC has been appointed and will liaise with the relevant officers at KBC. The TP will be actively managed and monitored by the TPC for a period of five-years, following completion of the development.
- 7.3 Based on the monitoring and review process, it will then be necessary for the TPC, in conjunction with KBC, to decide what, if any, amendments are required to the TP. As part of the monitoring process, it is important to establish the baseline conditions.

Travel Plan Monitoring

- 7.4 For the on-going management of the TP to be successful and to deliver the desired outcomes, it is important that the parties involved in the delivery of the TP, which means the Developer / TPC and KBC, work effectively in partnership to achieve the desired results.
- 7.5 Monitoring of travel patterns over time, to ascertain whether the initiatives of the TP are proving successful and whether there has been a shift to more sustainable modes of transport, requires on-going travel surveys to be undertaken.
- 7.6 A baseline staff travel survey will be undertaken within six months of occupation of the unit (Year 1). Follow up monitoring surveys will then be conducted on an annual basis for a period of 5 years, as shown in **Table 7.1**. The results of the initial surveys will be used to inform targets, objectives and measures and the monitoring surveys will be used to assess the progress of the TP against the objectives and targets.

	Year 1 (baseline)	Year 2	Year 3	Year 5	Year 5
Travel Survey	✓	✓	✓	✓	✓

Table 7.1: Programme of Surveys



8 Funding

- 8.1 The funding of all aspects of the TP, including the introduction of measures, employing of TPC, monitoring and reporting will be the responsibility of the developer. This responsibility will be maintained for the full life of the TP.

Appendix A – Decision Notice



Knowsley Council

**REGENERATION AND ECONOMIC DEVELOPMENT
DEPARTMENT**

TOWN AND COUNTRY PLANNING ACT 1990

This application is subject to a Section 106 Agreement and needs to be read in conjunction with that Agreement.

PLANNING PERMISSION

Application No: 24/00218/FUL

Name and address of applicant

DAVOS Industrial Limited
C/O Agent
Quod
21 Soho Street
London
W1D 3QP

Name and address of agent

Quod
21 Soho Square
London
W1D 3QP

Date of Receipt: 26 April 2024

Date Valid: 7 May 2024

Address/Location Of Development:

The Sovereign Distillery, Halewood Wines And Spirits - Factory Outlet
Wilson Road
Huyton
Knowsley
L36 6AD

Description of Development:

**VARIATION OF CONDITION 2 ATTACHED TO PLANNING PERMISSION 22/00109/FUL (DEMOLITION OF BUILDINGS AND THE ERECTION OF 2 NO. INDUSTRIAL UNITS TOGETHER WITH THE PART DEMOLITION/PART EXTENSION AND REMODELLING OF EXISTING INDUSTRIAL BUILDING TO FORM 7 NO. UNITS (USE CLASSES E (G)(II) (III), B2 AND B8) WITH ANCILLARY OFFICE SPACE.
RECONFIGURATION OF CAR PARKING INCLUDING SERVICE AND VEHICULAR CIRCULATION AREAS) TO ALLOW FOR AN AMENDMENT TO THE LAYOUT OF UNIT C TO COMPRISE THE ERECTION OF TWO SPRINKLER TANKS TO THE SERVICE YARD, A PUMP HOUSE, A COMPRESSOR ROOM, A CANOPY TO THE WESTERN ELEVATION OF THE BUILDING , THE INSTALLATION OF AN LIQUEFIED PETROLEUM GAS STORAGE AREA AND ALTERATION TO CAR PARKING LAYOUT.**

The Council of the Metropolitan Borough of Knowsley hereby give notice in pursuance of the above Act(s) that Planning Permission has been **granted** for the carrying out of the

development referred to above in accordance with the application and plans submitted subject to the following condition(s):

1. The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

2. The development shall be carried out in accordance with the schedule of materials approved pursuant to condition 3 attached to planning permission 22/00109/FUL.

Reason: In the interests of visual amenity and to comply with Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and the National Planning Policy Framework.

3. No part of the development shall be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority.

The details shall relate to all land surfaces not built upon and shall include:

- a) Land-levels and gradients resulting in the formation of any banks, terraces or other earthworks
- b) hard surfaced areas and materials,
- c) planting plans, specifications and schedules, planting size, species and numbers/densities, trees to be retained and a scheme for the timing / phasing of work. (including the incorporation of species rich grassland into landscaping areas on site and new native tree and shrub planting to replace that being lost)
- d) existing plants / trees to be retained
- e) tree replacement scheme for the 5 individual trees to be removed on a 2:1 basis with a minimum girth of 12-14cm.
- f) incorporation of species rich grassland into landscaping areas and new native tree and shrub planting to replace that being lost.
- g) A detailed regime for the ongoing and longer term maintenance of all soft landscaping is also required to be submitted for approval.

The approved landscaping works shall be implemented and completed prior to the first occupation of the development or in accordance with a timetable to be agreed in writing by the Local Planning Authority.

Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and to comply with Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and the National Planning Policy Framework.

4. The tree protective fencing referred to in the arboriculture report ref B029861 submitted pursuant to planning application 22/00109/FUL shall be retained in place until the development is complete.

No storage of plant or material (including soil), works (including movement of soil, changes in ground level, vehicular movements, siting of temporary buildings or other works), lighting of fires or tipping of liquids shall take place within the protective fencing thereby defined for the duration of the development works.

Reason: To protect existing trees within the site in the interests of visual amenity and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016 and saved Policy DQ4 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

5. All works which form part of the mitigation measures as detailed within the Noise Assessment (Network Space Ltd, Sovereign Business Park, February 2022, report ref: 784-B029681) shall be implemented in full in accordance with the scheme as agreed prior to the first occupation of the development and shall be retained at all times the development is in use and maintained in accordance with the approved scheme. Documentary evidence of the implementation of the works shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development.

Reason: To safeguard local residents from noise and disturbance, and to comply with Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

6. Fixed plant and machinery associated with the development shall be designed to a level that is at least 5dB(A) below the existing LA90 background noise level as measured during the relevant time period. Any tonal, impulsive and/or irregular noise would be addressed by imposing a penalty as per the methodology set out in BS 4142:2014+A1:2019, Methods for Rating and Assessing Industrial and Commercial Sound. Noise limits for fixed plant are to apply at a position 1 metre from the closest affected window of the nearest noise sensitive property.

Reason: To safeguard local residents from noise and disturbance, and to comply with Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

7. Contaminated Land

A. Implementation of Approved Remediation Scheme

The remediation scheme approved pursuant to Condition 8 attached to planning permission 22/00109/FUL shall be implemented, and a verification report submitted to and approved in writing by the Local Planning Authority, prior to the development (or relevant phase of development) being brought into use.

B. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported immediately to the Local Planning Authority. Development on the part of the site affected must be halted and a risk assessment carried out and submitted to and approved in writing by the Local Planning Authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented prior to the development (or relevant phase of development) being brought into use.

C. Materials Management Plan

Prior to the reuse of site won materials ('waste' and non-waste) a Materials Management Plan, signed off by a Qualified Person, shall be submitted to and agreed in writing with the local planning authority. The MMP shall demonstrate that any reuse of contaminated materials does not result in increased risk to the environment or human health.

D. Importation of Soil/Material

No soil is to be imported to the site until it has been tested for contamination and assessed for its suitability for the proposed development; a suitable methodology for testing this material should be submitted to and agreed by the Local Planning Authority prior to the soils being imported onto site. The methodology should include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by the risk assessment) and source material information. The analysis shall then be carried out and evidence submitted to and approved in writing to by the Local Planning Authority.

Reason: In the interests of safety, to prevent pollution of the water environment and to comply with Policy ENV5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006

8. Prior to occupation of any unit hereby approved the drainage scheme approved pursuant to condition 9 attached to planning permission 22/00109/FUL shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution and to ensure compliance with Policy CS24 of the Knowsley Local Plan Core Strategy, adopted January 2016, and the National Planning Policy Framework.

9. All site works shall proceed only in accordance with the construction management plan approved pursuant to condition 10 attached to planning permission 22/00109/FUL unless otherwise agreed in writing beforehand with the Local Planning Authority.

Reason: To ensure the satisfactory development of the site and in the interests of protecting the amenity of neighbouring occupiers and to comply with the National Planning Policy Framework; Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016; Policy WM9 of the Merseyside and Halton Joint Waste Local Plan 2013 and saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

10. The management and maintenance plan for the sustainable drainage system approved pursuant to condition 11 attached to planning permission 22/00109/FUL shall be implemented in accordance with the agreed timescales contained within it.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

11. The development shall not be brought into use until the approved parking and vehicular manoeuvring layout for the intended use class have been surfaced, drained and permanently marked out or demarcated in accordance with the details and specifications shown. For the avoidance of doubt, a use falling within class B2 or B8 shall be laid out in accordance with drawing . P0213546-AEW-SI-XX-DR-A-0503 Rev

P02. (Except for unit C which shall be laid out in accordance with Drg no 1001 Rev P02). For Units C, G1 or G2, any uses falling within either classes E (g)(ii) or (iii) parking shall be laid out in accordance with a revised car parking layout which has previously been submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the respective unit.

Reason: In the interests of highway and pedestrian safety and to comply with Policy CS7 of the Core Strategy, adopted January 2016.

12. The proposed development shall not be brought into use until precise scheme details of the proposed cycle storage highlighted on Drawing A-0503 Rev P13 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as agreed before any part of the development hereby permitted has been brought into use. For the avoidance of doubt, long stay cycle parking must be covered and offer a means to secure the cycles.

Reason: To ensure that adequate provision is made for parking cycles securely and to comply with Policy CS7 of the Core Strategy, adopted January 2016.

13. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended), the premises to which this permission relates shall only be used for either Use Classes B2, B8 and E(g) (ii) and (iii) and for no other purpose, including any other use falling within Class E of the Schedule to that Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, except with the prior grant of a further planning permission.

Reason: To enable the Local Planning Authority to assess any proposal for a further change of use, whether or not it falls within the same Use Class and to comply with Policies CS7 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016.

14. The car parking spaces serving units F1-F6 shall remain available to any users of said units within Block F and shall not be fenced, segregated, marked out, signed or otherwise reserved for specific users.

Reason: To ensure that parking is adequately utilised for units F1-F6 to avoid overspill parking, which may affect the passage of traffic into or out of the site to the detriment of highway safety and to comply with Policy CS7 of the Core Strategy, adopted January 2016.

15. No part of the development hereby permitted shall be occupied prior to implementation of the Framework Travel Plan 26263-HYD-XX-XXRP-TP-6001- REV P2-S4. During the first year of occupation of each block (C, F, G1 or G2) a Full Travel Plan based on the Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Each approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority as part of the annual review.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment and to comply with saved policy T9 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

16. No part of the development hereby permitted shall be brought into use until a scheme for the provision of motorcycle parking, in accordance with the Council's current standards, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter. For the avoidance of doubt, parking must offer a means to secure the motorcycles.

Reason: To ensure that adequate provision is made for parking cycles and motorcycles on the site and to comply with Policy CS7 of the Core Strategy, adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
02/07/2024	10187-WPL-V1-ZZ-DR-A-1021-S4-P04	-	Proposed Pump House Compressor Room Elevations
02/07/2024	10187-WPL-V1-ZZ-DR-A-1025-S4-P02	-	Proposed Site Section through Bridgewater Way
02/07/2024	10187-WPL-V1-ZZ-DR-A-1020-S4-P03	-	Proposed External Canopy Elevations
12/06/2024	784-B066702	-	NOISE ASSESSMENT
07/05/2024	10187-WPL-V1-ZZ-DR-A-1030-S0-P01	-	Proposed LPG Storage Details
26/04/2024	10187-WPL-V1-ZZ-DR-A-1015-S4-P02	-	Unit C_Proposed Roof plan
26/04/2024	10187-WPL-V1-ZZ-DR-A-1010-S4-P02	-	Unit C_Proposed GA Floor Plans.
26/04/2024	10187-WPL-V1-ZZ-DR-A-1010-S4-P02	-	Proposed Site Layout Plan
10/02/2023	12211-AEW-XX-XXDR-A-0501-S2-P04	-	LOCATION PLAN
23/05/2022	B029681	-	ARBORICULTURAL REPORT
24/01/2023	26263-HYD-XX-XXRP-TP-6001-	REV P2-S4	AMENDED FRAMEWORK TRAVEL PLAN
18/02/2022	-	-	Habitat survey
01/09/2022	100.22042-ACE040-RP-C-0001-P1	-	DRAINAGE STRATEGY & FLOOD RISK ASSESSMENT
23/05/2022	-	-	SOCIAL VALUE STRATEGY
07/11/2022	-	-	BIODIVERSITY ENHANCEMENT SCHEME
07/11/2022	220712	-	INVASIVE SPECIES SURVEY RESULTS
10/11/2022	12211-AEW-XX-XXDR-A-0017-	-	PROPOSED SITE LEVELS PLAN

	S2-P01		
10/02/2023	12211-AEW-XX-XXDR-A-0503	REV P13	PROPOSED MASTERPLAN
14/02/2023	12211-AEW-XX-XXDR-A-0508	REV P02	AMENDED PEDESTRIAN CONNECTIVITY PLAN
01/02/2023	26263-HYD-XX-XXTP-DR-1009.	REVP0 1.01	SWEPT PATH - HGV NORTHERN ACCESS
01/02/2023	26263-HYD-XX-XXTP-DR-1008	REV P01.01	SWEPT PATH 16.5M HGV NORTHERN ACCESS
12/01/2023	12211-AEW-XX-XXDR-A-0509-	REV P1	MAXIMISED PARKING RATIOS PLAN
10/02/2023	12211-AEW-XX-XXDR-A-0504	REV P07	PROPOSED EXTERNAL SURFACES
24/01/2024	13546-AEW-G1-XX-DR-A-0563-S4-P02	-	UNIT G1 PROPOSED ELEVATIONS (AMENDED)
21/12/2023	13546-AEW-BF-ZZ-DR-A-0557-S4-P01-Unit F	-	UNIT F PROPOSED ELEVATIONS
21/12/2023	13546-AEW-G2-XX-DR-A-0523-S4-P01	-	UNIT G2 PROPOSED ELEVATIONS
21/12/2023	13546-AEW-BC-XX-DR-A-0537-S4-P02-Unit C	-	UNIT C PROPOSED ELEVATIONS
11/07/2022	12211-AEW-G1-XXDR-A-0561	REV P04	UNIT G1 - PROPOSED GA FLOOR PLANS
11/07/2022	12211-AEW-G1-XXDR-A-0562	REV P04	UNIT G1 - PROPOSED GA ROOF PLAN
18/02/2022	12211-AEW-BF-RFDR-A-0556-S2-P02	-	PROPOSED GA ROOF PLAN UNIT F
18/02/2022	12211-AEW-BF-RFDR-A-0556-S2-P02	-	PROPOSED GA FLOOR PLANS UNIT F
18/02/2022	12211-AEW-BF-ZZDR-A-0558-S2-P02	-	PROPOSED GA SECTIONS UNIT F
18/02/2022	12211-AEW-G1-XXDR-A-0564-S2-P02	-	PROPOSED GA SECTIONS UNIT G1
18/02/2022	12211-AEW-G2-RFDR-A-0522-S2-P03	-	PROPOSED GA ROOF PLANS UNIT G2
18/02/2022	12211-AEW-G2-XXDR-A-0521-S2-P03	-	PROPOSED GA FLOOR PLANS UNIT G2
07/11/2022	12211-AEW-XX-XXDR-A-0016-S2-P02	-	PROPOSED SECTIONS

REASON(S) FOR THE GRANTING OF PLANNING PERMISSION

The decision to grant planning permission has also been taken having regard to the policies and proposals as set out below, and to all relevant material considerations including supplementary planning guidance:-

This informative is only intended as a summary of the reason(s) for the granting of planning permission. Should you require any further details relating to the decision please contact the relevant case officer (Mark Quinn on 0151 443 2381)

ARTICLE 35 STATEMENT

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

NOTE FOR APPLICANT:

IMPORTANT - PLEASE READ CAREFULLY THE NOTES BELOW AS FAILURE TO COMPLY COULD MAKE THE DEVELOPMENT HEREBY PERMITTED UNAUTHORISED

- 1) This planning permission is granted in strict accordance with the approved plans. It should be noted however that:
 - a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
 - b) You or your agent or any other person responsible for implementing this permission should inform Planning Services immediately of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.
- 2) This permission is granted subject to conditions and it is the owner of the property and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.
- 3) If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development this is called a "condition precedent". The following should be noted with regards to conditions precedent.
 - a) If a condition precedent is not complied with prior to the start of development, the whole of the development will be unauthorised and you may be liable to enforcement action.
 - b) In addition, if the requirements of a condition precedent are subsequently not complied with, the development is unauthorised and the only way to rectify the development is the submission of a new application.

If any other type of condition is breached then you will be liable to a breach of condition notice.

- 1 The proposed development lies within an area that has been defined by the Coal Authority as containing coal mining features at surface or shallow depth. These features may include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such features are seldom readily visible, they can often be present and problems can occur, particularly as a result of new development taking place.

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design

which takes into account all the relevant safety and environmental risk factors, including mine gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at:

www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

Informative Note valid from 1st January 2023 until 31st December 2024

- 2 No scrub clearance, tree removal, vegetation management or building works are to take place during the period 1 March to 31 August inclusive. If it is necessary to undertake works during the bird breeding season then all buildings, scrub, trees and vegetation are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present. If present, details of how they will be protected are required to be submitted for approval.
- 3 Please find attached correspondence from The Coal Authority (30th August 2022) United Utilities (18th August 2022), Cadent Gas (18th August 2022) Merseyside Fire Service (28th July 2022) from planning permission 22/00109/FUL
- 4 It is an offence to carry out any works within the public highway without the permission of the Highway Authority. The grant of planning permission will require the developer to enter into an agreement under s278 of the Highways Act 1980 with the Council. The applicant is advised to contact the Site Development Team at SiteDevelopment@knowsley.gov.uk to discuss the matter further.



Executive Director - Regeneration and Economic Development

Date: 23 July 2024

IMPORTANT NOTES FOR YOUR ATTENTION:

1. This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, bylaw, order or regulation.
2. This permission refers only to those plans submitted as part of the Planning Application a copy of which is retained by the Local Planning Authority. The Local Planning Authority should be contacted in writing if it is proposed to amend these plans in any way as a further permission, may be required.
3. You should ensure that you understand the requirements of all planning conditions and that you fully comply with their requirements. If you are in any doubt about what a condition requires of you, please ask us for assistance. Planning conditions may require you to submit further information to us and await our approval before you can start your development. A failure to do so could result in your development being unlawful and necessitate the submission of a further planning application. A failure to comply with the conditions of the permission/consent may result in the taking of enforcement and potentially legal action, against you to remedy the breach of planning control.
4. A fee is normally payable to discharge planning conditions in accordance with government regulations.
5. This permission does not convey any rights or approval to build on, or develop, any land that is not fully owned or controlled by you, including on party boundaries. You should satisfy yourself that the agreement of any adjoining landowners has been given prior to commencing any building works.
6. If a Building Regulations Consent is required for these works it is your responsibility to ensure that the plans submitted for both the Building Regulations Consent and Planning Permission are the same in all respects. Should the plans relating to one consent vary from the other, it will be necessary for you to submit amended plans to this Department and obtain the relevant approval(s) prior to commencing any works. Knowsley Council's Building Control team are contactable on (0151)-443 2342 and they would be pleased to assist you.

Appeals to the Secretary of State

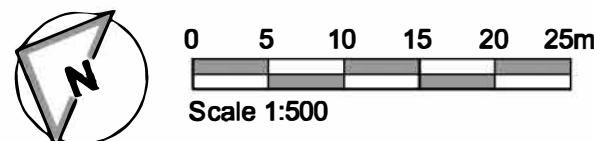
- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.
- Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>.
If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.
- The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

Appendix B – Site Layout Plan

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used exactly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties:
Principal Designer: Client
Unless noted below, all known hazards have been highlighted on the drawing:



- Red line site boundary
- (E) Electric Vehicle Charging spaces
- Previously Specified 2.4m (Metal Paladin fence -RAL 9005)
- Previously Specified Mitigation (Acoustic fence)
- Proposed 2.0m high Acoustic barrier

Yard and Parking area to be in Asphalt top finish Pavement with drop-kerb with Asphalt top finish

Proposed 2.0m high Acoustic Barrier (Purple)

P04	27/02/25	DW	DRS
Added 2.0m high acoustic barrier			
P03	19/02/25	DW	DRS
Unit G2 Proposed levels, external gradient & finishes shown			
P02	03/01/25	DW	DRS
Updated to planning cons, client comments			
P01	23/12/24	DW	DRS
Initial issue			
REV	Date	Drawn by :-	Checked by :-
Status	Purpose of issue		
S2	For Information		
Drawing stage		Planning	
Client			
DAVOS Industrial Ltd			

project
Phase 1 Sovereign Business Park
Huyton

drawing title
Unit G2 - Proposed Site Plan (Cadent)

date	Dec 24	drawn	DW
scale(s)	1:500	checked	DRS

Appendix C – Bus Timetables

Mondays to Fridays

Speke, Liverpool John Lennon Airport (Stop 5)	dep	04:36	05:36	06:28	07:21	08:28	09:30	10:30	11:30	12:30	13:30	14:32	15:32	16:40	17:40	18:40	19:35	20:35
Speke, adj Dunlop Road		04:37	05:38	06:30	07:23	08:30	09:32	10:32	11:32	12:32	13:32	14:35	15:34	16:42	17:42	18:42	19:37	20:37
Speke, adj Stirling Road		04:38	05:38	06:30	07:24	08:31	09:33	10:33	11:33	12:33	13:33	14:36	15:35	16:43	17:43	18:42	19:37	20:37
Speke, adj Estuary Banks		04:39	05:39	06:31	07:24	08:31	09:33	10:33	11:33	12:34	13:34	14:37	15:36	16:44	17:43	18:43	19:38	20:38
Speke, opp Leeward Drive		04:40	05:40	06:32	07:26	08:33	09:35	10:35	11:35	12:35	13:35	14:39	15:37	16:46	17:45	18:44	19:39	20:39
Speke, opp Windward Drive		04:40	05:41	06:33	07:27	08:34	09:36	10:36	11:36	12:36	13:36	14:40	15:39	16:48	17:46	18:45	19:40	20:40
Speke, adj Speke Hall Road		04:42	05:42	06:34	07:29	08:36	09:38	10:38	11:38	12:38	13:38	14:43	15:41	16:50	17:48	18:46	19:41	20:41
Speke, adj Evans Road		04:43	05:44	06:36	07:30	08:37	09:39	10:39	11:39	12:40	13:40	14:45	15:42	16:52	17:49	18:48	19:43	20:43
Speke, adj Woodend Avenue		04:44	05:45	06:37	07:31	08:38	09:40	10:40	11:40	12:41	13:41	14:47	15:44	16:53	17:50	18:49	19:44	20:44
Speke, Morrisons (Stand 2)		04:46	05:47	06:39	07:34	08:41	09:43	10:43	11:43	12:44	13:44	14:51	15:47	16:57	17:53	18:51	19:46	20:46
Ditton, adj Lower Road		04:51	05:51	06:43	07:38	08:46	09:47	10:47	11:47	12:48	13:48	14:55	15:51	17:01	17:57	18:55	19:50	20:50
Halewood, opp Chemical Factory		04:51	05:51	06:43	07:38	08:46	09:47	10:47	11:47	12:48	13:48	14:55	15:51	17:01	17:57	18:55	19:50	20:50
Halewood, opp Ditton Fold Farm		04:52	05:52	06:44	07:39	08:47	09:48	10:48	11:48	12:49	13:49	14:56	15:52	17:02	17:58	18:56	19:51	20:51
Halewood, nr Finch Lane		04:52	05:53	06:45	07:40	08:48	09:49	10:49	11:49	12:50	13:50	14:56	15:52	17:02	17:58	18:56	19:51	20:51
Halewood, adj Elwyn Drive		04:53	05:54	06:46	07:41	08:49	09:50	10:50	11:50	12:51	13:51	14:57	15:53	17:03	17:59	18:57	19:52	20:52
Halewood, adj Hollies Road		04:53	05:54	06:46	07:41	08:49	09:50	10:50	11:50	12:51	13:51	14:57	15:53	17:03	17:59	18:57	19:52	20:52
Halewood, Halewood Station (Stop A)		04:54	05:55	06:47	07:42	08:50	09:51	10:51	11:51	12:52	13:52	14:58	15:54	17:04	18:00	18:58	19:53	20:53
Halewood, Halewood Station (Stop D)		04:55	05:56	06:48	07:43	08:52	09:53	10:53	11:53	12:54	13:53	14:59	15:55	17:05	18:01	18:59	19:54	20:54
Halewood, opp Halewood Shopping Centre		04:56	05:57	06:49	07:44	08:53	09:54	10:54	11:54	12:55	13:54	15:00	15:56	17:06	18:02	19:00	19:55	20:55
Halewood, Halewood Shopping Centre (Stop C)		04:57	05:58	06:50	07:45	08:54	09:55	10:55	11:55	12:56	13:55	15:01	15:57	17:07	18:03	19:01	19:56	20:56
Halewood, nr Roseheath Drive		04:57	05:59	06:51	07:46	08:55	09:56	10:56	11:56	12:57	13:56	15:02	15:58	17:08	18:04	19:02	19:57	20:57
Halewood, Torrington Drive (NW-bound)		04:59	06:02	06:54	07:49	08:59	09:59	10:59	11:59	13:00	13:59	15:05	16:01	17:11	18:07	19:05	19:59	20:59
Halewood, adj Torrington Drive		05:00	06:03	06:55	07:50	09:00	10:00	11:00	12:00	13:01	14:00	15:06	16:02	17:12	18:08	19:06	20:00	21:00
Halewood, nr Blackburne Drive		05:01	06:04	06:56	07:51	09:01	10:01	11:01	12:01	13:02	14:01	15:07	16:03	17:13	18:09	19:07	20:00	21:00
Halewood, nr Portway		05:02	06:05	06:57	07:53	09:02	10:02	11:02	12:02	13:03	14:02	15:08	16:04	17:14	18:10	19:08	20:01	21:01
Woolton, adj Roskell Road		05:02	06:05	06:57	07:54	09:03	10:02	11:02	12:02	13:03	14:02	15:10	16:04	17:15	18:10	19:08	20:02	21:02
Woolton, opp Camberley Drive												15:12						
Halewood, Camberley Drive (E-bound)		05:04	06:07	06:59	07:56	09:05	10:04	11:04	12:04	13:05	14:04		16:06	17:17	18:12	19:10	20:03	21:03
Halewood, Arncliffe Road (E-bound)		05:05	06:09	07:01	07:58	09:07	10:06	11:06	12:06	13:07	14:06		16:08	17:19	18:13	19:11	20:04	21:04
Halewood, Arncliffe Road (W-bound)		05:07	06:10	07:02	08:01	09:08	10:08	11:08	12:08	13:08	14:07		16:10	17:21	18:15	19:13	20:06	21:06
Woolton, adj Linkside Road		05:08	06:11	07:03	08:02	09:09	10:09	11:09	12:09	13:09	14:08	15:13	16:11	17:22	18:16	19:14	20:07	21:07
Woolton, adj Halewood Drive		05:09	06:13	07:05	08:04	09:11	10:11	11:11	12:11	13:11	14:10	15:14	16:12	17:23	18:17	19:15	20:08	21:08
Woolton, adj Out Lane		05:10	06:14	07:06	08:07	09:12	10:12	11:12	12:12	13:12	14:11	15:16	16:14	17:25	18:18	19:16	20:09	21:09
Gateacre, adj Hollytree Road		05:11	06:15	07:07	08:08	09:13	10:13	11:13	12:13	13:13	14:12	15:17	16:15	17:26	18:19	19:17	20:10	21:10
Gateacre, adj Grange Lane		05:12	06:16	07:08	08:09	09:14	10:14	11:14	12:14	13:14	14:13	15:18	16:16	17:27	18:20	19:17	20:10	21:10
Belle Vale, adj Belle Vue Road		05:13	06:16	07:08	08:10	09:14	10:15	11:15	12:15	13:14	14:13	15:19	16:16	17:27	18:21	19:18	20:11	21:11
Belle Vale, opp Jones Farm Road		05:13	06:17	07:09	08:11	09:15	10:16	11:16	12:16	13:15	14:14	15:20	16:17	17:28	18:21	19:19	20:12	21:12
Belle Vale, Besford Road (NW-bound)		05:14	06:18	07:10	08:13	09:16	10:17	11:17	12:17	13:16	14:15	15:21	16:18	17:29	18:22	19:19	20:12	21:12
Belle Vale, Belle Vale Bus Station (Stop C)		05:15	06:19	07:11	08:14	09:17	10:18	11:18	12:18	13:17	14:16	15:22	16:19	17:30	18:23	19:20	20:13	21:13

Belle Vale, Hartsbourne Avenue (Nw-bound)	05:19	06:23	07:15	08:19	09:21	10:22	11:22	12:22	13:21	14:20	15:27	16:24	17:35	18:27	19:24	20:16	21:16
Belle Vale, opp Hartsbourne Avenue	05:20	06:24	07:16	08:20	09:22	10:23	11:23	12:23	13:22	14:21	15:28	16:25	17:36	18:28	19:25	20:17	21:17
Belle Vale, adj Baldwin Avenue	05:20	06:25	07:17	08:21	09:23	10:24	11:24	12:24	13:23	14:22	15:28	16:26	17:36	18:28	19:25	20:17	21:17
Belle Vale, adj Baldwin Avenue	05:21	06:26	07:18	08:22	09:24	10:25	11:25	12:25	13:24	14:23	15:30	16:27	17:38	18:29	19:26	20:18	21:18
Belle Vale, adj Glenconner Road	05:22	06:27	07:19	08:23	09:25	10:26	11:26	12:26	13:25	14:24	15:31	16:28	17:39	18:30	19:27	20:19	21:19
Court Hey, opp Grangewood	05:23	06:28	07:20	08:25	09:26	10:27	11:27	12:27	13:26	14:25	15:32	16:30	17:40	18:31	19:28	20:20	21:20
Court Hey, opp Court Hey Road	05:24	06:29	07:21	08:26	09:27	10:28	11:28	12:28	13:27	14:26	15:33	16:31	17:41	18:32	19:28	20:21	21:21
Bowring Park, opp Rimmer Avenue	05:24	06:29	07:21	08:26	09:27	10:28	11:28	12:28	13:27	14:27	15:33	16:32	17:41	18:32	19:29	20:21	21:21
Roby, adj Pilch Lane East	05:26	06:31	07:23	08:28	09:29	10:30	11:30	12:30	13:29	14:28	15:35	16:33	17:43	18:34	19:30	20:22	21:22
Roby, Roby Station (Stop A)	05:28	06:33	07:25	08:30	09:31	10:31	11:31	12:31	13:30	14:30	15:37	16:35	17:44	18:35	19:31	20:23	21:23
Roby, nr Anderton Terrace	05:28	06:33	07:25	08:30	09:31	10:31	11:31	12:31	13:30	14:31	15:37	16:36	17:44	18:35	19:32	20:24	21:24
Blacklow Brow, adj Roby Road	05:29	06:34	07:26	08:31	09:32	10:32	11:32	12:32	13:31	14:32	15:38	16:37	17:45	18:36	19:33	20:25	21:25
Knowsley, adj Westmorland Road	05:30	06:35	07:27	08:32	09:33	10:34	11:34	12:34	13:33	14:33	15:39	16:38	17:47	18:38	19:34	20:26	21:26
Huyton, Huyton Bus Station (Stand 4)	05:31	06:36	07:28	08:33	09:34	10:34	11:34	12:34	13:33	14:34	15:40	16:39	17:47	18:38	19:34	20:26	21:26
Huyton Quarry, adj School Lane	05:32	06:38	07:30	08:35	09:36	10:36	11:36	12:36	13:35	14:36	15:42	16:41		18:39	19:35	20:27	21:27
Huyton Quarry, Brickfields (S-bound)	05:33	06:38	07:30	08:35	09:36	10:36	11:36	12:36	13:35	14:36	15:43	16:41		18:40	19:36	20:28	21:28
Huyton Quarry, nr Wilson Road <i>arr</i>	05:35	06:41	07:33	08:39	09:39	10:39	11:39	12:39	13:38	14:39	15:47	16:44		18:42	19:38	20:30	21:30

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Saturdays

Speke, Liverpool John Lennon Airport (Stop 5)	dep	07:32	08:32	09:32	10:29	11:29	12:32	13:32	14:32	15:32	16:32	17:32
Speke, adj Dunlop Road		07:34	08:34	09:34	10:31	11:31	12:34	13:34	14:34	15:34	16:34	17:34
Speke, adj Stirling Road		07:34	08:34	09:34	10:31	11:31	12:35	13:35	14:35	15:35	16:35	17:35
Speke, adj Estuary Banks		07:35	08:35	09:35	10:32	11:32	12:35	13:35	14:35	15:35	16:35	17:35
Speke, opp Leeward Drive		07:36	08:36	09:36	10:33	11:33	12:37	13:37	14:37	15:37	16:37	17:37
Speke, opp Windward Drive		07:37	08:37	09:37	10:34	11:34	12:38	13:38	14:38	15:38	16:38	17:38
Speke, adj Speke Hall Road		07:39	08:39	09:39	10:36	11:36	12:40	13:40	14:40	15:40	16:40	17:40
Speke, adj Evans Road		07:40	08:40	09:40	10:37	11:37	12:41	13:41	14:41	15:41	16:41	17:41
Speke, adj Woodend Avenue		07:41	08:41	09:41	10:38	11:38	12:42	13:42	14:42	15:42	16:42	17:42
Speke, Morrisons (Stand 2)		07:44	08:44	09:44	10:41	11:41	12:45	13:45	14:45	15:45	16:45	17:45
Ditton, adj Lower Road		07:48	08:48	09:48	10:45	11:45	12:49	13:49	14:49	15:49	16:49	17:49
Halewood, opp Chemical Factory		07:48	08:48	09:48	10:45	11:45	12:49	13:49	14:49	15:49	16:49	17:49
Halewood, opp Ditton Fold Farm		07:49	08:49	09:49	10:46	11:46	12:50	13:50	14:50	15:50	16:50	17:50
Halewood, nr Finch Lane		07:49	08:49	09:49	10:46	11:46	12:50	13:50	14:50	15:50	16:50	17:50
Halewood, adj Elwyn Drive		07:50	08:50	09:50	10:47	11:47	12:51	13:51	14:51	15:51	16:51	17:51
Halewood, adj Hollies Road		07:50	08:50	09:50	10:47	11:47	12:51	13:51	14:51	15:51	16:51	17:51
Halewood, Halewood Station (Stop A)		07:51	08:51	09:51	10:48	11:48	12:52	13:52	14:52	15:52	16:52	17:52
Halewood, Halewood Station (Stop D)		07:53	08:53	09:53	10:50	11:50	12:54	13:54	14:54	15:54	16:53	17:53
Halewood, opp Halewood Shopping Centre		07:54	08:54	09:54	10:51	11:51	12:55	13:55	14:55	15:55	16:54	17:54
Halewood, Halewood Shopping Centre (Stop C)		07:55	08:55	09:55	10:52	11:52	12:56	13:56	14:56	15:56	16:55	17:55
Halewood, nr Roseheath Drive		07:56	08:56	09:56	10:53	11:53	12:57	13:57	14:57	15:57	16:56	17:56
Halewood, Torrington Drive (NW-bound)		07:59	08:59	09:59	10:56	11:56	13:00	14:00	15:00	16:00	16:59	17:59
Halewood, adj Torrington Drive		08:00	09:00	10:00	10:57	11:57	13:01	14:01	15:01	16:01	17:00	18:00
Halewood, nr Blackburne Drive		08:01	09:01	10:01	10:58	11:58	13:02	14:02	15:02	16:02	17:01	18:01
Halewood, nr Portway		08:02	09:02	10:02	10:59	11:59	13:03	14:03	15:03	16:03	17:02	18:02
Woolton, adj Roskell Road		08:03	09:03	10:03	11:00	12:00	13:04	14:04	15:04	16:04	17:03	18:03
Halewood, Camberley Drive (E-bound)		08:05	09:05	10:05	11:02	12:02	13:06	14:06	15:06	16:06	17:05	18:05
Halewood, Arncliffe Road (E-bound)		08:07	09:07	10:07	11:04	12:04	13:08	14:08	15:08	16:08	17:07	18:07
Halewood, Arncliffe Road (W-bound)		08:09	09:09	10:09	11:06	12:06	13:10	14:10	15:10	16:10	17:09	18:09
Woolton, adj Linkside Road		08:10	09:10	10:10	11:07	12:07	13:11	14:11	15:11	16:11	17:10	18:10
Woolton, adj Halewood Drive		08:11	09:11	10:11	11:08	12:08	13:12	14:12	15:12	16:12	17:11	18:11
Woolton, adj Out Lane		08:13	09:13	10:13	11:10	12:10	13:14	14:14	15:14	16:14	17:13	18:13
Gateacre, adj Hollytree Road		08:14	09:14	10:14	11:11	12:11	13:15	14:15	15:15	16:15	17:14	18:14
Gateacre, adj Grange Lane		08:15	09:15	10:15	11:12	12:12	13:16	14:16	15:16	16:16	17:15	18:15
Belle Vale, adj Belle Vue Road		08:15	09:15	10:15	11:12	12:12	13:16	14:16	15:16	16:16	17:15	18:15
Belle Vale, opp Jones Farm Road		08:16	09:16	10:16	11:13	12:13	13:17	14:17	15:17	16:17	17:16	18:16
Belle Vale, Besford Road (NW-bound)		08:17	09:17	10:17	11:14	12:14	13:18	14:18	15:18	16:18	17:17	18:17
Belle Vale, Belle Vale Bus Station (Stop C)		08:18	09:18	10:18	11:15	12:15	13:19	14:19	15:19	16:19	17:18	18:18
Belle Vale, Hartsbourne Avenue (Nw-bound)		08:22	09:22	10:22	11:19	12:19	13:23	14:23	15:23	16:23	17:22	18:22

Belle Vale, opp Hartsbourne Avenue	08:23	09:23	10:23	11:20	12:20	13:24	14:24	15:24	16:24	17:23	18:23
Belle Vale, adj Baldwin Avenue	08:24	09:24	10:24	11:21	12:21	13:25	14:25	15:25	16:25	17:24	18:24
Belle Vale, adj Baldwin Avenue	08:25	09:25	10:25	11:22	12:22	13:26	14:26	15:26	16:26	17:25	18:25
Belle Vale, adj Glenconner Road	08:26	09:26	10:26	11:23	12:23	13:27	14:27	15:27	16:27	17:26	18:26
Court Hey, opp Grangewood	08:27	09:27	10:27	11:24	12:24	13:28	14:28	15:28	16:28	17:27	18:27
Court Hey, opp Court Hey Road	08:28	09:28	10:27	11:24	12:24	13:29	14:29	15:29	16:29	17:28	18:28
Bowring Park, opp Rimmer Avenue	08:28	09:28	10:28	11:25	12:25	13:29	14:29	15:29	16:29	17:28	18:28
Roby, adj Pilch Lane East	08:30	09:30	10:29	11:26	12:26	13:31	14:31	15:31	16:31	17:29	18:29
Roby, Roby Station (Stop A)	08:31	09:31	10:30	11:27	12:27	13:32	14:32	15:32	16:32	17:30	18:30
Roby, nr Anderton Terrace	08:31	09:31	10:31	11:28	12:28	13:32	14:32	15:32	16:32	17:31	18:31
Blacklow Brow, adj Roby Road	08:32	09:32	10:32	11:29	12:29	13:33	14:33	15:33	16:33	17:32	18:32
Knowsley, adj Westmorland Road	08:34	09:34	10:33	11:30	12:30	13:35	14:35	15:35	16:35	17:33	18:33
Huyton, Huyton Bus Station (Stand 4)	08:34	09:34	10:33	11:30	12:30	13:35	14:35	15:35	16:35	17:33	18:33
Huyton Quarry, adj School Lane	08:35	09:35	10:35	11:32	12:32	13:37	14:37	15:37	16:37	17:35	18:35
Huyton Quarry, Brickfields (S-bound)	08:36	09:36	10:35	11:32	12:32	13:37	14:37	15:37	16:37	17:35	18:35
Huyton Quarry, nr Wilson Road <i>arr</i>	08:38	09:38	10:38	11:35	12:35	13:40	14:40	15:40	16:40	17:38	18:38

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Huyton Quarry, nr Wilson Road	dep	04:17	05:17		07:10	08:04	09:12	10:14	11:14	12:14	13:14	14:15	15:16	16:23	17:23	18:28	19:31	20:37
Huyton Quarry, opp Link Road		04:19	05:19		07:12	08:06	09:14	10:16	11:16	12:16	13:16	14:17	15:18	16:25	17:25	18:30	19:32	20:38
Huyton Quarry, o/s Huyton Trade Centre		04:19	05:19		07:12	08:06	09:14	10:16	11:16	12:16	13:16	14:17	15:18	16:25	17:25	18:30	19:33	20:39
Huyton Quarry, adj St Johns Road		04:20	05:20		07:14	08:08	09:16	10:17	11:18	12:18	13:17	14:18	15:20	16:26	17:26	18:31	19:34	20:40
Fazakerley, adj Haven Road	dep		05:28															
Field Lane Estate, nr Aintree Lane			05:29															
Field Lane Estate, nr Ingoe Lane			05:30															
Westvale, adj Elstead Road			05:32															
Westvale, adj Ingoe Close			05:33															
Westvale, adj Houlston Road			05:34															
Westvale, opp Richard Hesketh Drive			05:34															
Westvale, adj Lingtree Road			05:35															
Westvale, Kirkby Station (Stop D)			05:35															
Westvale, Kirkby Station (Stop B)			05:36															
Westvale, adj Old Hall Lane			05:37															
Kirkby, Kirkby Bus Station (Stand 2)			05:38															
Kirkby, adj Old Hall Lane			05:39															
Kirkby, adj Millbrook Drive			05:40															
Northwood, opp Briery Hey Avenue			05:41															
Northwood, adj Bigdale Drive			05:42															
Northwood, adj Harleston Road			05:42															
Northwood, opp Mintor Road			05:43															
Northwood, opp Simonswood Walk			05:44															
Northwood, opp Farrier Road			05:44															
Southdene, adj Lees Road			05:46															
Southdene, opp Moorgate Lane			05:47															
Southdene, opp Britonside Avenue			05:47															
Southdene, opp Sedburn Road			05:48															
Southdene, opp Old Farm Road			05:49															
Knowsley, opp Gellings Road			05:51															
Knowsley, adj Kitling Road			05:52															
Knowsley, adj Tithebarn Road			05:54															
Knowsley, nr Shop Road			05:55															
Knowsley, adj Sugar Lane			05:56															
Knowsley Park, opp Shannons Lane			05:57															
Knowsley Park, opp Croxteth Lane			05:58															
Knowsley Park, opp Knowlsey Road Farr			05:58															
Knowsley Park, nr Nursery Farm			05:59															
Stockbridge Village, adj Hillside Avenue			06:00															
Stockbridge Village, nr Waterpark Drive			06:01															

Woolfall Heath, adj Fairclough Road			06:02															
Woolfall Heath, adj Barkbeth Road			06:02															
Woolfall Heath, adj Heath Road			06:02															
Page Moss, adj Terminus Road			06:03															
Page Moss, opp Lincombe Road			06:04															
Knowsley, opp Gentwood Road			06:05															
Knowsley, adj Crown Way			06:06															
Knowsley, adj Whitelodge Avenue			06:07															
Roby, nr Kingsway			06:08															
Roby, adj Stanley Road			06:09															
Knowsley, adj Westmorland Road			06:10															
Huyton, Huyton Bus Station (Stand 3)	04:22	05:22	06:11	07:16	08:10	09:18	10:19	11:20	12:20	13:19	14:20	15:22	16:28	17:28	18:33	19:35	20:41	
Knowsley, Archway Road (Stop J)	04:23	05:23	06:12	07:17	08:11	09:19	10:20	11:21	12:21	13:20	14:21	15:23	16:29	17:29	18:34	19:36	20:42	
Knowsley, Huyton Town Centre (Stop N)	04:23	05:23	06:12	07:17	08:13	09:20	10:21	11:22	12:22	13:21	14:22	15:24	16:30	17:30	18:35	19:37	20:42	
Knowsley, adj Poplar Bank	04:24	05:24	06:13	07:18	08:13	09:21	10:22	11:23	12:23	13:22	14:23	15:25	16:31	17:31	18:35	19:37	20:43	
Roby, adj Waterside Park	04:24	05:24	06:13	07:18	08:15	09:22	10:23	11:24	12:24	13:23	14:24	15:26	16:32	17:32	18:37	19:39	20:44	
Roby, adj Lawton Road	04:25	05:25	06:14	07:19	08:16	09:23	10:24	11:25	12:25	13:24	14:25	15:27	16:33	17:33	18:37	19:39	20:44	
Roby, Roby Station (Stop B)	04:25	05:25	06:14	07:19	08:17	09:24	10:25	11:26	12:26	13:25	14:26	15:28	16:34	17:34	18:38	19:40	20:45	
Roby, opp Pilch Lane East	04:26	05:26	06:15	07:20	08:19	09:25	10:26	11:27	12:27	13:26	14:27	15:29	16:35	17:35	18:39	19:41	20:46	
Court Hey, o/s Court Hey Church	04:27	05:27	06:16	07:21	08:22	09:27	10:28	11:29	12:29	13:29	14:30	15:31	16:37	17:37	18:41	19:43	20:47	
Court Hey, adj Court Hey Road	04:28	05:28	06:17	07:22	08:22	09:27	10:28	11:29	12:29	13:29	14:30	15:31	16:37	17:37	18:41	19:43	20:48	
Court Hey, adj Grangewood	04:28	05:28	06:17	07:22	08:23	09:28	10:29	11:30	12:30	13:30	14:31	15:32	16:38	17:38	18:42	19:44	20:48	
Belle Vale, adj Inchape Road	04:29	05:29	06:18	07:23	08:24	09:29	10:30	11:31	12:31	13:31	14:32	15:33	16:39	17:39	18:43	19:45	20:49	
Belle Vale, adj Thornton Road	04:30	05:30	06:19	07:24	08:26	09:30	10:31	11:32	12:32	13:32	14:33	15:35	16:40	17:40	18:44	19:46	20:50	
Belle Vale, opp Baldwin Avenue	04:31	05:31	06:20	07:25	08:27	09:32	10:33	11:34	12:34	13:33	14:34	15:36	16:42	17:42	18:45	19:47	20:51	
Bowring Park, Hartsbourne Avenue (SW-bound)	04:31	05:31	06:20	07:26	08:28	09:32	10:33	11:34	12:34	13:34	14:35	15:37	16:42	17:42	18:45	19:47	20:51	
Belle Vale, adj Wellgreen Road	04:32	05:32	06:21	07:27	08:29	09:33	10:34	11:35	12:35	13:35	14:36	15:38	16:43	17:43	18:46	19:48	20:52	
Belle Vale, adj Craighurst Road	04:33	05:33	06:22	07:28	08:30	09:34	10:35	11:36	12:36	13:36	14:37	15:39	16:44	17:44	18:47	19:48	20:53	
Belle Vale, Hartsbourne Avenue (SE-bound)	04:34	05:34	06:23	07:29	08:32	09:36	10:37	11:38	12:38	13:37	14:38	15:41	16:46	17:46	18:48	19:50	20:54	
Belle Vale, Chislehurst Avenue (NE-bound)	04:34	05:34	06:23	07:30	08:34	09:37	10:38	11:39	12:39	13:38	14:39	15:42	16:47	17:47	18:49	19:50	20:54	
Belle Vale, opp Chislehurst Avenue	04:35	05:35	06:24	07:31	08:34	09:37	10:38	11:39	12:39	13:39	14:40	15:42	16:47	17:47	18:50	19:51	20:55	
Belle Vale, Belle Vale Bus Station (Stop B)	04:36	05:36	06:25	07:32	08:36	09:39	10:40	11:41	12:41	13:40	14:41	15:44	16:49	17:49	18:51	19:52	20:56	
Belle Vale, Besford Road (SE-bound)	04:37	05:37	06:26	07:33	08:37	09:40	10:41	11:42	12:42	13:41	14:42	15:45	16:50	17:50	18:52	19:53	20:57	
Belle Vale, adj Jones Farm Road	04:37	05:37	06:26	07:33	08:38	09:41	10:42	11:43	12:43	13:42	14:43	15:46	16:51	17:51	18:53	19:54	20:57	
Belle Vale, adj Lee Vale Road	04:38	05:38	06:27	07:34	08:39	09:41	10:42	11:43	12:44	13:43	14:44	15:47	16:52	17:51	18:53	19:54	20:58	
Gateacre, adj Halewood Road	04:38	05:38	06:27	07:34	08:39	09:42	10:43	11:44	12:44	13:43	14:44	15:48	16:52	17:52	18:54	19:55	20:58	
Gateacre, adj The Nook	04:39	05:39	06:28	07:35	08:41	09:43	10:44	11:45	12:45	13:44	14:45	15:49	16:53	17:53	18:55	19:56	20:59	
Halewood, adj Roxborough Walk	04:40	05:40	06:29	07:36	08:42	09:43	10:44	11:46	12:46	13:45	14:46	15:50	16:54	17:54	18:55	19:56	21:00	
Halewood, opp Halewood Way	04:41	05:41	06:30	07:37	08:43	09:44	10:45	11:47	12:47	13:46	14:47	15:51	16:55	17:55	18:56	19:57	21:01	
Halewood, adj Arncliffe Road	04:42	05:42	06:31	07:38	08:44	09:46	10:47	11:48	12:49	13:48	14:49	15:53	16:57	17:56	18:58	19:59	21:02	
Halewood, Arncliffe Road (E-bound)	04:42	05:42	06:31	07:38		09:46	10:47	11:49	12:50	13:49	14:50	15:54	16:58	17:57	18:58	19:59	21:02	
Halewood, Arncliffe Road (W-bound)	04:44	05:44	06:33	07:40		09:48	10:49	11:51	12:51	13:50	14:51	15:56	16:59	17:59	19:00	20:01	21:04	
Halewood, Camberley Drive (W-bound)	04:45	05:45	06:34	07:41		09:49	10:50	11:52	12:53	13:52	14:53	15:58	17:01	18:00	19:01	20:02	21:05	
Woolton, adj Camberley Drive	04:45	05:45	06:34	07:41	08:45	09:49	10:50	11:52	12:53	13:52	14:53	15:58	17:01	18:00	19:01	20:02	21:05	
Halewood, opp Roskell Road	04:46	05:46	06:35	07:43	08:47	09:51	10:51	11:53	12:54	13:54	14:55	16:00	17:03	18:02	19:03	20:04	21:06	

Halewood, adj Mackets Lane	04:47	05:47	06:36	07:43	08:48	09:51	10:52	11:54	12:55	13:54	14:55	16:01	17:03	18:02	19:03	20:04	21:07
Halewood, opp Blackburne Drive	04:48	05:48	06:37	07:44	08:49	09:52	10:53	11:55	12:56	13:55	14:56	16:02	17:04	18:03	19:04	20:05	21:08
Halewood, Torrington Drive (SE-bound)	04:49	05:49	06:38	07:46	08:51	09:54	10:54	11:56	12:57	13:57	14:58	16:04	17:06	18:05	19:06	20:07	21:09
Halewood, adj Higher Road	04:51	05:51	06:40	07:48	08:54	09:56	10:57	11:59	13:00	14:00	15:01	16:07	17:09	18:07	19:08	20:09	21:11
Halewood, adj Beechwood Avenue	04:52	05:52	06:41	07:49	08:54	09:57	10:57	11:59	13:00	14:00	15:01	16:07	17:09	18:08	19:09	20:10	21:12
Halewood, opp Halewood Shopping Centre	04:52	05:52	06:41	07:49	08:55	09:57	10:58	12:00	13:01	14:01	15:02	16:08	17:10	18:08	19:09	20:10	21:12
Halewood, Halewood Shopping Centre (Stop A)	04:53	05:53	06:42	07:50	08:56	09:58	10:59	12:01	13:02	14:02	15:03	16:09	17:11	18:09	19:10	20:11	21:13
Halewood, Halewood Station (Stop C)	04:55	05:55	06:43	07:52	08:58	10:00	11:00	12:02	13:03	14:03	15:04	16:11	17:12	18:10	19:11	20:12	21:14
Halewood, Halewood Station (Stop B)	04:56	05:56	06:44	07:54	08:59	10:01	11:01	12:03	13:04	14:04	15:05	16:12	17:13	18:11	19:12	20:13	21:15
Halewood, opp Rutland Avenue	04:56	05:56	06:44	07:54	08:59	10:01	11:01	12:03	13:04	14:04	15:05	16:12	17:13	18:11	19:12	20:13	21:15
Halewood, adj Church Road	04:57	05:57	06:45	07:55	09:00	10:02	11:02	12:04	13:05	14:05	15:06	16:13	17:14	18:12	19:13	20:14	21:16
Halewood, opp Hollies Road	04:57	05:57	06:45	07:55	09:00	10:02	11:02	12:04	13:05	14:05	15:06	16:13	17:14	18:12	19:13	20:14	21:16
Halewood, opp Rawlinson Crescent	04:59	05:59	06:47	07:57	09:02	10:04	11:04	12:06	13:06	14:06	15:07	16:14	17:15	18:14	19:15	20:16	21:18
Halewood, Halewood Caravan Park (N-bound)	05:00	06:00	06:48	07:58	09:03	10:05	11:05	12:07	13:07	14:07	15:08	16:15	17:16	18:15	19:16	20:17	21:19
Halewood, o/s Brook House Farr	05:01	06:01	06:49	07:59	09:04	10:06	11:06	12:08	13:08	14:08	15:09	16:16	17:17	18:16	19:17	20:18	21:20
Halewood, o/s Chemical Factory	05:02	06:02	06:50	08:00	09:05	10:07	11:07	12:09	13:09	14:09	15:10	16:17	17:18	18:17	19:18	20:19	21:21
Ditton, adj Carr Lane	05:02	06:02	06:50	08:00	09:05	10:07	11:07	12:09	13:09	14:09	15:10	16:17	17:18	18:17	19:18	20:19	21:21
Halewood, opp Jaguar Land Rover Factory	05:07																
Speke, Morrisons (Stand 1)		06:08	06:56	08:07	09:09	10:11	11:11	12:13	13:14	14:14	15:15	16:22	17:22	18:21	19:22	20:23	21:25
Speke, adj Western Avenue	05:11	06:10	06:58	08:10	09:11	10:13	11:13	12:15	13:16	14:16	15:17	16:24	17:24	18:23	19:24	20:25	21:27
Speke, adj Longman Drive	05:12	06:11	06:59	08:11	09:12	10:14	11:14	12:16	13:17	14:17	15:18	16:26	17:25	18:24	19:25	20:26	21:28
Speke, adj Speke Hall Avenue	05:13	06:12	07:00	08:12	09:14	10:16	11:15	12:17	13:18	14:19	15:20	16:27	17:27	18:26	19:26	20:27	21:29
Speke, adj Estuary Banks	05:14	06:13	07:02	08:14	09:15	10:17	11:17	12:19	13:20	14:20	15:21	16:29	17:28	18:27	19:27	20:28	21:30
Speke, adj Leeward Drive	05:14	06:14	07:02	08:15	09:16	10:18	11:17	12:19	13:20	14:21	15:22	16:29	17:29	18:28	19:28	20:29	21:31
Speke, nr Cartwrights Farm Roac	05:15	06:15	07:03	08:17	09:17	10:19	11:18	12:20	13:21	14:22	15:23	16:31	17:30	18:29	19:29	20:30	21:32
Speke, adj Speke Church Road	05:16	06:15	07:04	08:17	09:18	10:20	11:19	12:21	13:22	14:23	15:24	16:32	17:31	18:30	19:29	20:30	21:32
Speke, adj Dunlop Road	05:16	06:16	07:05	08:18	09:18	10:20	11:20	12:22	13:23	14:23	15:24	16:32	17:31	18:30	19:30	20:31	21:33
Speke, adj Western Avenue	05:17	06:17	07:06	08:20	09:20	10:22	11:21	12:23	13:24	14:25	15:26	16:34	17:33	18:32	19:31	20:32	21:34
Speke, Liverpool John Lennon Airport (Stop 1) arr	05:18	06:18	07:07	08:21	09:21	10:23	11:22	12:24	13:25	14:26	15:27	16:35	17:34	18:33	19:32	20:33	21:35

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Saturdays

[illegible]

Woolfall Heath, adj Fairclough Road	07:13												
Woolfall Heath, adj Barkbeth Road	07:13												
Woolfall Heath, adj Heath Road	07:13												
Page Moss, adj Terminus Road	07:14												
Page Moss, opp Lincombe Road	07:15												
Knowsley, opp Gentwood Road	07:16												
Knowsley, adj Crown Way	07:17												
Knowsley, adj Whitelodge Avenue	07:18												
Roby, nr Kingsway	07:18												
Roby, adj Stanley Road	07:19												
Knowsley, adj Westmorland Road	07:20												
Huyton, Huyton Bus Station (Stand 3)	07:21	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20	
Knowsley, Archway Road (Stop J)	07:22	08:21	09:21	10:21	11:21	12:21	13:21	14:21	15:21	16:21	17:21	18:21	
Knowsley, Huyton Town Centre (Stop N)	07:22	08:22	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22	
Knowsley, adj Poplar Bank	07:23	08:23	09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:23	17:23	18:22	
Roby, adj Waterside Park	07:24	08:24	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24	17:24	18:24	
Roby, adj Lawton Road	07:24	08:25	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:24	
Roby, Roby Station (Stop B)	07:25	08:26	09:26	10:26	11:26	12:26	13:26	14:26	15:26	16:26	17:26	18:25	
Roby, opp Pilch Lane East	07:26	08:27	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:26	
Court Hey, o/s Court Hey Church	07:27	08:29	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:29	17:29	18:28	
Court Hey, adj Court Hey Road	07:28	08:29	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:29	17:29	18:28	
Court Hey, adj Grangewood	07:28	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:29	
Belle Vale, adj Inchape Road	07:29	08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31	18:30	
Belle Vale, adj Thornton Road	07:30	08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32	18:31	
Belle Vale, opp Baldwin Avenue	07:31	08:33	09:33	10:33	11:34	12:33	13:33	14:33	15:33	16:33	17:33	18:32	
Bowring Park, Hartsbourne Avenue (SW-bound)	07:31	08:34	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:34	17:34	18:32	
Belle Vale, adj Wellgreen Road	07:32	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:33	
Belle Vale, adj Craighurst Road	07:33	08:36	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:34	
Belle Vale, Hartsbourne Avenue (SE-bound)	07:34	08:37	09:37	10:37	11:38	12:37	13:37	14:37	15:37	16:37	17:37	18:35	
Belle Vale, Chislehurst Avenue (NE-bound)	07:34	08:38	09:38	10:38	11:39	12:38	13:38	14:38	15:38	16:38	17:38	18:36	
Belle Vale, opp Chislehurst Avenue	07:35	08:39	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:37	
Belle Vale, Belle Vale Bus Station (Stop B)	07:36	08:40	09:40	10:40	11:41	12:40	13:40	14:40	15:40	16:40	17:40	18:38	
Belle Vale, Besford Road (SE-bound)	07:37	08:41	09:41	10:41	11:42	12:41	13:41	14:41	15:41	16:41	17:41	18:39	
Belle Vale, adj Jones Farm Road	07:38	08:42	09:42	10:42	11:43	12:42	13:42	14:42	15:42	16:42	17:42	18:40	
Belle Vale, adj Lee Vale Road	07:38	08:42	09:42	10:42	11:44	12:42	13:43	14:43	15:42	16:42	17:42	18:40	
Gateacre, adj Halewood Road	07:39	08:43	09:43	10:43	11:44	12:43	13:44	14:43	15:43	16:43	17:43	18:41	
Gateacre, adj The Nook	07:40	08:44	09:44	10:44	11:46	12:44	13:45	14:44	15:44	16:44	17:44	18:42	
Halewood, adj Roxborough Walk	07:40	08:45	09:45	10:45	11:47	12:45	13:46	14:45	15:45	16:44	17:45	18:42	
Halewood, opp Halewood Way	07:41	08:46	09:46	10:46	11:48	12:46	13:47	14:46	15:46	16:45	17:46	18:43	
Halewood, adj Arncliffe Road	07:43	08:47	09:47	10:47	11:50	12:47	13:49	14:48	15:47	16:47	17:47	18:45	
Halewood, Arncliffe Road (E-bound)	07:43	08:48	09:48	10:48	11:50	12:48	13:50	14:49	15:48	16:47	17:48	18:45	
Halewood, Arncliffe Road (W-bound)	07:45	08:50	09:50	10:50	11:52	12:50	13:52	14:50	15:50	16:49	17:50	18:47	
Halewood, Camberley Drive (W-bound)	07:46	08:51	09:51	10:51	11:54	12:51	13:54	14:52	15:51	16:50	17:51	18:48	
Woolton, adj Camberley Drive	07:46	08:51	09:51	10:51	11:54	12:51	13:54	14:52	15:51	16:50	17:51	18:48	
Halewood, opp Roskell Road	07:47	08:52	09:52	10:53	11:56	12:53	13:56	14:54	15:53	16:51	17:52	18:50	

Halewood, adj Mackets Lane	07:48	08:53	09:53	10:53	11:56	12:53	13:56	14:54	15:53	16:52	17:53	18:50
Halewood, opp Blackburne Drive	07:49	08:54	09:54	10:54	11:57	12:54	13:57	14:55	15:54	16:53	17:54	18:51
Halewood, Torrington Drive (SE-bound)	07:50	08:55	09:55	10:56	11:59	12:56	13:59	14:57	15:56	16:54	17:55	18:53
Halewood, adj Higher Road	07:52	08:58	09:58	10:59	12:02	12:59	14:02	15:00	15:59	16:57	17:58	18:55
Halewood, adj Beechwood Avenue	07:53	08:58	09:58	10:59	12:02	12:59	14:02	15:01	15:59	16:57	17:58	18:56
Halewood, opp Halewood Shopping Centre	07:53	08:59	09:59	11:00	12:03	13:00	14:03	15:01	16:00	16:58	17:59	18:56
Halewood, Halewood Shopping Centre (Stop A)	07:54	09:00	10:00	11:01	12:04	13:01	14:04	15:03	16:01	16:59	18:00	18:57
Halewood, Halewood Station (Stop C)	07:56	09:01	10:01	11:02	12:05	13:02	14:05	15:04	16:02	17:00	18:01	
Halewood, Halewood Station (Stop B)	07:57	09:02	10:02	11:03	12:06	13:03	14:06	15:05	16:03	17:01	18:02	
Halewood, opp Rutland Avenue	07:57	09:02	10:02	11:03	12:06	13:03	14:06	15:05	16:03	17:01	18:02	
Halewood, adj Church Road	07:58	09:03	10:03	11:04	12:07	13:04	14:07	15:06	16:04	17:02	18:03	
Halewood, opp Hollies Road	07:58	09:03	10:03	11:04	12:07	13:04	14:07	15:06	16:04	17:02	18:03	
Halewood, opp Rawlinson Crescent	07:59	09:05	10:05	11:06	12:09	13:06	14:09	15:08	16:05	17:03	18:04	
Halewood, Halewood Caravan Park (N-bound)	08:00	09:06	10:06	11:07	12:10	13:07	14:10	15:09	16:06	17:04	18:05	
Halewood, o/s Brook House Farm	08:02	09:07	10:07	11:08	12:11	13:08	14:11	15:10	16:07	17:05	18:06	
Halewood, o/s Chemical Factory	08:02	09:08	10:08	11:09	12:12	13:09	14:12	15:11	16:08	17:06	18:07	
Ditton, adj Carr Lane	08:03	09:08	10:08	11:09	12:12	13:09	14:12	15:11	16:08	17:06	18:07	
Speke, Morrisons (Stand 1)	08:07	09:11	10:11	11:13	12:16	13:13	14:16	15:15	16:12	17:10	18:11	
Speke, adj Western Avenue	08:09	09:13	10:13	11:15	12:18	13:15	14:18	15:17	16:14	17:12	18:13	
Speke, adj Longman Drive	08:10	09:14	10:14	11:16	12:19	13:16	14:19	15:18	16:15	17:13	18:14	
Speke, adj Speke Hall Avenue	08:11	09:15	10:15	11:17	12:20	13:17	14:20	15:19	16:16	17:15	18:15	
Speke, adj Estuary Banks	08:12	09:17	10:17	11:18	12:22	13:18	14:22	15:21	16:17	17:16	18:17	
Speke, adj Leeward Drive	08:13	09:17	10:17	11:19	12:22	13:19	14:22	15:21	16:18	17:17	18:17	
Speke, nr Cartwrights Farm Roac	08:14	09:18	10:18	11:20	12:23	13:20	14:23	15:22	16:19	17:18	18:18	
Speke, adj Speke Church Road	08:14	09:19	10:19	11:20	12:24	13:20	14:24	15:23	16:19	17:19	18:19	
Speke, adj Dunlop Road	08:15	09:20	10:20	11:21	12:25	13:21	14:25	15:24	16:20	17:19	18:20	
Speke, adj Western Avenue	08:16	09:21	10:21	11:22	12:26	13:22	14:26	15:25	16:21	17:21	18:21	
Speke, Liverpool John Lennon Airport (Stop 1) arr	08:17	09:22	10:22	11:23	12:27	13:23	14:27	15:26	16:22	17:22	18:22	

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Prescot, Prescot Bus Station (Stand 1)	dep	06:10	06:40	07:14
Prescot, opp Yates Court		06:12	06:42	07:16
Prescot, o/s Cables Retail Park		06:13	06:43	07:17
Prescot, adj Hayes Avenue		06:15	06:45	07:19
Prescot, adj Kingsway		06:16	06:46	07:20
Prescot, nr Molyneux Drive		06:16	06:46	07:20
Prescot, opp Bryer Road		06:17	06:47	07:21
Prescot, nr Molyneux Drive		06:17	06:47	07:21
Prescot, opp Old Colliery Road		06:18	06:48	07:22
Prescot, Dragon Lane (Stop C)		06:18	06:48	07:22
Whiston, adj Cross Lane		06:19	06:49	07:23
Whiston, opp Oak Road		06:20	06:50	07:24
Whiston, Whiston Hospital (Stop J)		06:21	06:51	07:25
Whiston, opp Milton Avenue		06:22	06:52	07:26
Blundells Hill, opp Haslemere		06:22	06:52	07:26
Blundells Hill, opp Driveway		06:23	06:53	07:27
Halsnead Park, opp Croftwood Grove		06:24	06:54	07:28
Halsnead Park, opp Fisher Avenue		06:26	06:56	07:30
Whiston, opp Lickers Lane		06:26	06:56	07:30
Whiston, adj Jubilee Drive		06:27	06:57	07:31
Whiston, nr Doulton Place		06:28	06:58	07:32
Huyton, adj Dales Row		06:28	06:58	07:32
Huyton, opp The Crescent		06:29	06:59	07:33
Huyton Quarry, adj Quarry Gardens		06:29	06:59	07:33
Huyton Quarry, nr Wilson Road		06:32	07:02	07:36
Huyton Quarry, opp Link Road		06:34	07:04	07:38
Huyton Quarry, o/s Huyton Trade Centre		06:34	07:04	07:38
Huyton Quarry, adj Wilson Road		06:35	07:05	07:39
Huyton, adj Edinburgh Drive		06:35	07:05	07:39
Huyton, adj Elizabeth Road		06:35	07:05	07:39
Huyton, adj Tarbock Road		06:36	07:06	07:40
Huyton, adj Wheathill Road		06:37	07:07	07:41
Huyton, adj Belfield Crescent		06:37	07:07	07:41
Blacklow Brow, nr Marina Crescent		06:38	07:08	07:42
Blacklow Brow, adj Roby Road		06:39	07:09	07:43
Knowsley, adj Westmorland Road		06:40	07:10	07:44
Huyton, Huyton Bus Station (Stand 1)	arr	06:40	07:10	07:44

Saturdays

Prescot, Prescot Bus Station (Stand 1)	dep	06:10	06:40	07:14
Prescot, opp Yates Court		06:12	06:42	07:16
Prescot, o/s Cables Retail Park		06:13	06:43	07:17
Prescot, adj Hayes Avenue		06:15	06:45	07:19
Prescot, adj Kingsway		06:16	06:46	07:20
Prescot, nr Molyneux Drive		06:16	06:46	07:20
Prescot, opp Bryer Road		06:17	06:47	07:21
Prescot, nr Molyneux Drive		06:17	06:47	07:21
Prescot, opp Old Colliery Road		06:18	06:48	07:22
Prescot, Dragon Lane (Stop C)		06:18	06:48	07:22
Whiston, adj Cross Lane		06:19	06:49	07:23
Whiston, opp Oak Road		06:20	06:50	07:24
Whiston, Whiston Hospital (Stop J)		06:21	06:51	07:25
Whiston, opp Milton Avenue		06:22	06:52	07:26
Blundells Hill, opp Haslemere		06:22	06:52	07:26
Blundells Hill, opp Driveway		06:23	06:53	07:27
Halsnead Park, opp Croftwood Grove		06:24	06:54	07:28
Halsnead Park, opp Fisher Avenue		06:26	06:56	07:30
Whiston, opp Lickers Lane		06:26	06:56	07:30
Whiston, adj Jubilee Drive		06:27	06:57	07:31
Whiston, nr Doulton Place		06:28	06:58	07:32
Huyton, adj Dales Row		06:28	06:58	07:32
Huyton, opp The Crescent		06:29	06:59	07:33
Huyton Quarry, adj Quarry Gardens		06:29	06:59	07:33
Huyton Quarry, nr Wilson Road		06:32	07:02	07:36
Huyton Quarry, opp Link Road		06:34	07:04	07:38
Huyton Quarry, o/s Huyton Trade Centre		06:34	07:04	07:38
Huyton Quarry, adj Wilson Road		06:35	07:05	07:39
Huyton, adj Edinburgh Drive		06:35	07:05	07:39
Huyton, adj Elizabeth Road		06:35	07:05	07:39
Huyton, adj Tarbock Road		06:36	07:06	07:40
Huyton, adj Wheathill Road		06:37	07:07	07:41
Huyton, adj Belfield Crescent		06:37	07:07	07:41
Blacklow Brow, nr Marina Crescent		06:38	07:08	07:42
Blacklow Brow, adj Roby Road		06:39	07:09	07:43
Knowsley, adj Westmorland Road		06:40	07:10	07:44
Huyton, Huyton Bus Station (Stand 1)	arr	06:40	07:10	07:44

Mondays to Fridays

Huyton, Huyton Bus Station (Stand 4)	dep	06:45	07:15	07:48
Huyton, Police Station (Stop H)	06:45	07:16	07:49	
Knowsley, Huyton Town Centre (Stop N)	06:46	07:17	07:50	
Knowsley, adj Poplar Bank	06:47	07:17	07:50	
Blacklow Brow, nr Blacklow Brow	06:48	07:18	07:51	
Huyton Park, adj The Rooley	06:48	07:19	07:52	
Huyton Park, adj The Park	06:49	07:19	07:52	
Huyton Park, adj Beech Road	06:49	07:20	07:53	
Huyton, adj Holmfield Grove	06:50	07:21	07:54	
Huyton, adj Oakfield Drive	06:50	07:21	07:54	
Huyton, adj Dryden Grove	06:51	07:22	07:55	
Huyton Quarry, adj Wilson Road	06:52	07:23	07:56	
Huyton Quarry, opp Huyton Trade Centre	06:52	07:23	07:56	
Huyton Quarry, adj Link Road	06:53	07:24	07:57	
Huyton Quarry, nr Wilson Road	06:54	07:25	07:58	
Huyton Quarry, opp Link Road	06:56	07:27	08:00	
Huyton Quarry, o/s Huyton Trade Centre	06:57	07:28	08:01	
Huyton Quarry, adj St Johns Road	06:58	07:29	08:02	
Huyton Quarry, adj School Lane	06:59	07:30	08:03	
Huyton Quarry, adj Poplar Way	06:59	07:30	08:03	
Huyton, nr The Crescent	06:59	07:30	08:03	
Huyton, nr Whiston Lane	07:00	07:31	08:04	
Whiston, nr Pottery Close	07:01	07:32	08:05	
Whiston, nr Montgomery Close	07:02	07:33	08:06	
Whiston, adj Dragon Lane	07:02	07:33	08:06	
Halsnead Park, adj Windy Arbor Road	07:03	07:34	08:07	
Whiston, adj Croftwood Grove	07:04	07:35	08:08	
Whiston, adj Driveway	07:05	07:36	08:09	
Whiston, adj Haslemere	07:06	07:37	08:10	
Whiston, nr Milton Avenue	07:06	07:37	08:10	
Whiston, Whiston Hospital (Stop H)	07:07	07:38	08:11	
Whiston, nr Stoney Lane	07:07	07:38	08:11	
Whiston, adj Oak Road	07:08	07:39	08:12	
Whiston, adj Dragon Lane	07:08	07:40	08:13	
Prescot, Dragon Lane (Stop B)	07:08	07:40	08:13	
Prescot, nr Old Colliery Road	07:09	07:41	08:14	
Prescot, opp Saunders Avenue	07:09	07:41	08:14	
Prescot, adj Cross Lane	07:09	07:42	08:15	
Prescot, nr Molyneux Drive	07:10	07:43	08:16	

Prescot, adj Kingsway	07:10	07:43	08:16
Prescot, Prescot Station (Stop B)	07:10	07:43	08:16
Prescot, Prescot Station (Stop A)	07:11	07:44	08:17
Prescot, adj Kelly Street	07:12	07:45	08:18
Prescot, Houghton Street (Stop B)	07:13	07:46	08:19
Prescot, adj Church Street	07:14	07:47	08:20
Prescot, Prescot Bus Station (Stand 1) <i>arr</i>	07:14	07:47	08:20

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Saturdays

Huyton, Huyton Bus Station (Stand 4)	dep	06:45	07:15	07:48
Huyton, Police Station (Stop H)	06:45	07:16	07:49	
Knowsley, Huyton Town Centre (Stop N)	06:46	07:17	07:50	
Knowsley, adj Poplar Bank	06:47	07:17	07:50	
Blacklow Brow, nr Blacklow Brow	06:48	07:18	07:51	
Huyton Park, adj The Rooley	06:48	07:19	07:52	
Huyton Park, adj The Park	06:49	07:19	07:52	
Huyton Park, adj Beech Road	06:49	07:20	07:53	
Huyton, adj Holmfield Grove	06:50	07:21	07:54	
Huyton, adj Oakfield Drive	06:50	07:21	07:54	
Huyton, adj Dryden Grove	06:51	07:22	07:55	
Huyton Quarry, adj Wilson Road	06:52	07:23	07:56	
Huyton Quarry, opp Huyton Trade Centre	06:52	07:23	07:56	
Huyton Quarry, adj Link Road	06:53	07:24	07:57	
Huyton Quarry, nr Wilson Road	06:54	07:25	07:58	
Huyton Quarry, opp Link Road	06:56	07:27	08:00	
Huyton Quarry, o/s Huyton Trade Centre	06:57	07:28	08:01	
Huyton Quarry, adj St Johns Road	06:58	07:29	08:02	
Huyton Quarry, adj School Lane	06:59	07:30	08:03	
Huyton Quarry, adj Poplar Way	06:59	07:30	08:03	
Huyton, nr The Crescent	06:59	07:30	08:03	
Huyton, nr Whiston Lane	07:00	07:31	08:04	
Whiston, nr Pottery Close	07:01	07:32	08:05	
Whiston, nr Montgomery Close	07:02	07:33	08:06	
Whiston, adj Dragon Lane	07:02	07:33	08:06	
Halsnead Park, adj Windy Arbor Road	07:03	07:34	08:07	
Whiston, adj Croftwood Grove	07:04	07:35	08:08	
Whiston, adj Driveway	07:05	07:36	08:09	
Whiston, adj Haslemere	07:06	07:37	08:10	
Whiston, nr Milton Avenue	07:06	07:37	08:10	
Whiston, Whiston Hospital (Stop H)	07:07	07:38	08:11	
Whiston, nr Stoney Lane	07:07	07:38	08:11	
Whiston, adj Oak Road	07:08	07:39	08:12	
Whiston, adj Dragon Lane	07:08	07:40	08:13	
Prescot, Dragon Lane (Stop B)	07:08	07:40	08:13	
Prescot, nr Old Colliery Road	07:09	07:41	08:14	
Prescot, opp Saunders Avenue	07:09	07:41	08:14	
Prescot, adj Cross Lane	07:09	07:42	08:15	
Prescot, nr Molyneux Drive	07:10	07:43	08:16	

Prescot, adj Kingsway	07:10	07:43	08:16
Prescot, Prescot Station (Stop B)	07:10	07:43	08:16
Prescot, Prescot Station (Stop A)	07:11	07:44	08:17
Prescot, adj Kelly Street	07:12	07:45	08:18
Prescot, Houghton Street (Stop B)	07:13	07:46	08:19
Prescot, adj Church Street	07:14	07:47	08:20
Prescot, Prescot Bus Station (Stand 1) <i>arr</i>	07:14	07:47	08:20

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Mondays to Fridays

Old Swan, adj Fitzgerald Road	dep 08:15
Old Swan, adj Black Horse Lane	08:16
Old Swan, adj Chatterton Road	08:17
Knotty Ash, o/s Alder Hey Hospital	08:18
Knotty Ash, adj Eaton Road	08:19
Dovecot, opp Gala Close	08:20
Dovecot, adj Ackers Hall Avenue	08:21
Dovecot, adj Finch Lane	08:22
Dovecot, adj Taurus Road	08:22
Page Moss, adj Lordens Road	08:23
Fincham, adj Princess Drive	08:24
Woolfall Heath, adj Calgarth Road	08:25
Woolfall Heath, adj Mardale Road	08:26
Longview, adj Pennard Avenue	08:27
Longview, adj Hillside Avenue	08:28
Longview, adj Wastle Bridge Road	08:29
Knowsley, opp Wavell Road	08:30
Knowsley, nr Salerno Drive	08:31
Knowsley, nr Alt Road	08:32
Huyton, Huyton Bus Station (Stand 4)	08:34
Huyton Quarry, nr Hall Lane	08:36
Huyton Quarry, opp Huyton Trade Centre	08:37
Huyton Quarry, adj Link Road	08:38
Huyton Quarry, nr Wilson Road	08:39
Huyton Quarry, Brickfields (N-bound)	arr 08:43

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Knowsley Industrial Park, Admin Road (Stop C)	dep	05:15	06:25
Knowsley Industrial Park, adj Spinney Road		05:16	06:26
Knowsley Industrial Park, adj East Lancashire Road		05:17	06:27
Knowsley, adj East Lancashire Road		05:18	06:28
Knowsley, nr Ormskirk Road		05:19	06:29
Knowsley, adj Tithebarn Road		05:20	06:30
Knowsley, nr Shop Road		05:21	06:31
Knowsley, adj Sugar Lane		05:22	06:32
Knowsley Park, opp Shannons Lane		05:23	06:33
Knowsley Park, opp Croxteth Lane		05:24	06:34
Knowsley Park, opp Knowlsey Road Farm		05:25	06:35
Knowsley Park, nr Nursery Farm		05:25	06:36
Knowsley, opp Park Way		05:26	06:37
Knowsley, opp Thornton Way		05:27	06:38
Longview, opp Astley Road		05:28	06:39
Longview, opp No. 153		05:29	06:40
Longview, opp Lyme Close		05:30	06:41
Knowsley, opp Wellcroft Road		05:33	06:45
Knowsley, nr Wallace Drive		05:35	06:46
Knowsley, adj Hurst Park Drive		05:35	06:47
Huyton Quarry, nr Hardie Road		05:36	06:48
Huyton, adj The Crescent		05:37	06:49
Huyton Quarry, adj Quarry Gardens		05:37	06:49
Huyton Quarry, adj De Silva Street		05:38	06:50
Huyton, Huyton Bus Station (Stand 4)		05:40	06:52
Huyton Quarry, nr Hall Lane		05:42	06:54
Huyton Quarry, opp Huyton Trade Centre		05:43	06:55
Huyton Quarry, adj Link Road		05:43	06:55
Huyton Quarry, nr Wilson Road	arr	05:44	06:56

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Saturdays

Knowsley Industrial Park, Admin Road (Stop C)	dep	05:15	06:25
Knowsley Industrial Park, adj Spinney Road		05:16	06:26
Knowsley Industrial Park, adj East Lancashire Road		05:17	06:27
Knowsley, adj East Lancashire Road		05:18	06:28
Knowsley, nr Ormskirk Road		05:19	06:29
Knowsley, adj Tithebarn Road		05:20	06:30
Knowsley, nr Shop Road		05:21	06:31
Knowsley, adj Sugar Lane		05:22	06:32
Knowsley Park, opp Shannons Lane		05:23	06:33
Knowsley Park, opp Croxteth Lane		05:24	06:34
Knowsley Park, opp Knowlsey Road Farm		05:25	06:35
Knowsley Park, nr Nursery Farm		05:25	06:36
Knowsley, opp Park Way		05:26	06:37
Knowsley, opp Thornton Way		05:27	06:38
Longview, opp Astley Road		05:28	06:39
Longview, opp No. 153		05:29	06:40
Longview, opp Lyme Close		05:30	06:41
Knowsley, opp Wellcroft Road		05:33	06:45
Knowsley, nr Wallace Drive		05:35	06:46
Knowsley, adj Hurst Park Drive		05:35	06:47
Huyton Quarry, nr Hardie Road		05:36	06:48
Huyton, adj The Crescent		05:37	06:49
Huyton Quarry, adj Quarry Gardens		05:37	06:49
Huyton Quarry, adj De Silva Street		05:38	06:50
Huyton, Huyton Bus Station (Stand 4)		05:40	06:52
Huyton Quarry, nr Hall Lane		05:42	06:54
Huyton Quarry, opp Huyton Trade Centre		05:43	06:55
Huyton Quarry, adj Link Road		05:43	06:55
Huyton Quarry, nr Wilson Road	arr	05:44	06:56

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Sundays

Knowsley Industrial Park, Admin Road (Stop C)	dep	05:15	06:25
Knowsley Industrial Park, adj Spinney Road		05:16	06:26
Knowsley Industrial Park, adj East Lancashire Road		05:17	06:27
Knowsley, adj East Lancashire Road		05:18	06:28
Knowsley, nr Ormskirk Road		05:19	06:29
Knowsley, adj Tithebarn Road		05:20	06:30
Knowsley, nr Shop Road		05:21	06:31
Knowsley, adj Sugar Lane		05:22	06:32
Knowsley Park, opp Shannons Lane		05:23	06:33
Knowsley Park, opp Croxteth Lane		05:24	06:34
Knowsley Park, opp Knowlsey Road Farm		05:25	06:35
Knowsley Park, nr Nursery Farm		05:25	06:36
Knowsley, opp Park Way		05:26	06:37
Knowsley, opp Thornton Way		05:27	06:38
Longview, opp Astley Road		05:28	06:39
Longview, opp No. 153		05:29	06:40
Longview, opp Lyme Close		05:30	06:41
Knowsley, opp Wellcroft Road		05:33	06:45
Knowsley, nr Wallace Drive		05:35	06:46
Knowsley, adj Hurst Park Drive		05:35	06:47
Huyton Quarry, nr Hardie Road		05:36	06:48
Huyton, adj The Crescent		05:37	06:49
Huyton Quarry, adj Quarry Gardens		05:37	06:49
Huyton Quarry, adj De Silva Street		05:38	06:50
Huyton, Huyton Bus Station (Stand 4)		05:40	06:52
Huyton Quarry, nr Hall Lane		05:42	06:54
Huyton Quarry, opp Huyton Trade Centre		05:43	06:55
Huyton Quarry, adj Link Road		05:43	06:55
Huyton Quarry, nr Wilson Road	arr	05:44	06:56

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Huyton Quarry, nr Wilson Road	dep	05:50	07:00
Huyton Quarry, opp Link Road		05:52	07:02
Huyton Quarry, o/s Huyton Trade Centre		05:53	07:03
Huyton Quarry, adj St Johns Road		05:55	07:05
Huyton, Huyton Bus Station (Stand 5)		05:57	07:07
Huyton Quarry, adj School Lane		06:00	07:10
Huyton Quarry, adj Poplar Way		06:00	07:10
Huyton, adj Longview Drive		06:01	07:11
Huyton Quarry, adj Hardie Road		06:01	07:11
Knowsley, opp Hurst Park Drive		06:02	07:12
Knowsley, adj Edenfield Crescent		06:02	07:12
Knowsley, adj Wellcroft Road		06:04	07:14
Longview, adj Hillside Road		06:04	07:14
Longview, nr Lyme Cross Roac		06:05	07:15
Longview, adj Radway Road		06:07	07:17
Longview, o/s No. 169		06:07	07:17
Longview, adj Primrose Drive		06:08	07:18
Knowsley, nr Newark Close		06:09	07:19
Knowsley, nr Park Way		06:09	07:19
Knowsley Park, nr Nursery Farm		06:10	07:20
Knowsley Park, o/s Knowlsey Road Farm		06:10	07:20
Knowsley Park, adj Croxteth Lane		06:11	07:21
Knowsley Park, adj Shannons Lane		06:12	07:22
Knowsley Park, opp Home Farm Lane		06:12	07:22
Knowsley, adj Pinfold Lane		06:13	07:23
Knowsley, opp Shop Road		06:13	07:23
Knowsley, adj Knowsley Lane		06:14	07:24
Knowsley, Ritling Road (N-bound)		06:16	07:26
Knowsley, nr East Lancashire Roac		06:17	07:27
Knowsley Industrial Park, adj East Lancashire Roac		06:18	07:28
Knowsley Industrial Park, Qvc (NW-bound)		06:19	07:29
Knowsley Industrial Park, Admin Road (Stop B)	arr	06:21	07:31

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Saturdays

Huyton Quarry, nr Wilson Road	dep	05:50	07:00
Huyton Quarry, opp Link Road		05:52	07:02
Huyton Quarry, o/s Huyton Trade Centre		05:53	07:03
Huyton Quarry, adj St Johns Road		05:55	07:05
Huyton, Huyton Bus Station (Stand 5)		05:57	07:07
Huyton Quarry, adj School Lane		06:00	07:10
Huyton Quarry, adj Poplar Way		06:00	07:10
Huyton, adj Longview Drive		06:01	07:11
Huyton Quarry, adj Hardie Road		06:01	07:11
Knowsley, opp Hurst Park Drive		06:02	07:12
Knowsley, adj Edenfield Crescent		06:02	07:12
Knowsley, adj Wellcroft Road		06:04	07:14
Longview, adj Hillside Road		06:04	07:14
Longview, nr Lyme Cross Roac		06:05	07:15
Longview, adj Radway Road		06:07	07:17
Longview, o/s No. 169		06:07	07:17
Longview, adj Primrose Drive		06:08	07:18
Knowsley, nr Newark Close		06:09	07:19
Knowsley, nr Park Way		06:09	07:19
Knowsley Park, nr Nursery Farm		06:10	07:20
Knowsley Park, o/s Knowlsey Road Farm		06:10	07:20
Knowsley Park, adj Croxteth Lane		06:11	07:21
Knowsley Park, adj Shannons Lane		06:12	07:22
Knowsley Park, opp Home Farm Lane		06:12	07:22
Knowsley, adj Pinfold Lane		06:13	07:23
Knowsley, opp Shop Road		06:13	07:23
Knowsley, adj Knowsley Lane		06:14	07:24
Knowsley, Ritling Road (N-bound)		06:16	07:26
Knowsley, nr East Lancashire Roac		06:17	07:27
Knowsley Industrial Park, adj East Lancashire Roac		06:18	07:28
Knowsley Industrial Park, Qvc (NW-bound)		06:19	07:29
Knowsley Industrial Park, Admin Road (Stop B)	arr	06:21	07:31

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Sundays

Huyton Quarry, nr Wilson Road	dep	05:50	07:00
Huyton Quarry, opp Link Road		05:52	07:02
Huyton Quarry, o/s Huyton Trade Centre		05:53	07:03
Huyton Quarry, adj St Johns Road		05:55	07:05
Huyton, Huyton Bus Station (Stand 5)		05:57	07:07
Huyton Quarry, adj School Lane		06:00	07:10
Huyton Quarry, adj Poplar Way		06:00	07:10
Huyton, adj Longview Drive		06:01	07:11
Huyton Quarry, adj Hardie Road		06:01	07:11
Knowsley, opp Hurst Park Drive		06:02	07:12
Knowsley, adj Edenfield Crescent		06:02	07:12
Knowsley, adj Wellcroft Road		06:04	07:14
Longview, adj Hillside Road		06:04	07:14
Longview, nr Lyme Cross Roac		06:05	07:15
Longview, adj Radway Road		06:07	07:17
Longview, o/s No. 169		06:07	07:17
Longview, adj Primrose Drive		06:08	07:18
Knowsley, nr Newark Close		06:09	07:19
Knowsley, nr Park Way		06:09	07:19
Knowsley Park, nr Nursery Farm		06:10	07:20
Knowsley Park, o/s Knowlsey Road Farm		06:10	07:20
Knowsley Park, adj Croxteth Lane		06:11	07:21
Knowsley Park, adj Shannons Lane		06:12	07:22
Knowsley Park, opp Home Farm Lane		06:12	07:22
Knowsley, adj Pinfold Lane		06:13	07:23
Knowsley, opp Shop Road		06:13	07:23
Knowsley, adj Knowsley Lane		06:14	07:24
Knowsley, Ritling Road (N-bound)		06:16	07:26
Knowsley, nr East Lancashire Roac		06:17	07:27
Knowsley Industrial Park, adj East Lancashire Roac		06:18	07:28
Knowsley Industrial Park, Qvc (NW-bound)		06:19	07:29
Knowsley Industrial Park, Admin Road (Stop B)	arr	06:21	07:31

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays

Halewood, Halewood Shopping Centre (Stop C)	dep	07:18	08:28	09:28	10:28	11:28	12:28	13:28	14:28	15:30	16:40	17:40	18:40
Halewood, nr Roseheath Drive		07:19	08:29	09:29	10:29	11:29	12:29	13:29	14:29	15:31	16:41	17:41	18:41
Halewood, opp Leathers Lane		07:19	08:29	09:30	10:30	11:30	12:30	13:30	14:30	15:32	16:41	17:41	18:41
Halewood, adj Mansell Drive		07:20	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:33	16:42	17:42	18:42
Halewood, adj Torrington Drive		07:21	08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:34	16:43	17:43	18:43
Halewood, nr Blackburne Drive		07:21	08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:35	16:44	17:43	18:43
Halewood, nr Portway		07:22	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:36	16:45	17:44	18:44
Woolton, adj Roskell Road		07:23	08:34	09:34	10:34	11:34	12:34	13:34	14:34	15:38	16:46	17:45	18:45
Halewood, Camberley Drive (E-bound)										15:40			
Halewood, Arncliffe Road (E-bound)										15:42			
Halewood, Arncliffe Road (W-bound)										15:44			
Woolton, opp Camberley Drive		07:25	08:35	09:36	10:36	11:36	12:36	13:36	14:36		16:47	17:47	18:46
Woolton, adj Linkside Road		07:26	08:36	09:37	10:37	11:37	12:37	13:37	14:37	15:45	16:48	17:48	18:47
Woolton, adj Halewood Drive		07:27	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:47	16:50	17:49	18:48
Woolton, adj Out Lane		07:28	08:39	09:40	10:40	11:40	12:40	13:40	14:40	15:48	16:51	17:50	18:50
Gateacre, adj Hollytree Road		07:29	08:40	09:41	10:41	11:41	12:41	13:41	14:41	15:49	16:52	17:51	18:51
Gateacre, adj Grange Lane		07:30	08:41	09:42	10:42	11:42	12:42	13:42	14:42	15:50	16:53	17:52	18:51
Belle Vale, adj Belle Vue Road		07:31	08:41	09:42	10:42	11:42	12:42	13:42	14:42	15:51	16:53	17:53	18:52
Belle Vale, opp Jones Farm Road		07:31	08:42	09:43	10:43	11:43	12:43	13:43	14:43	15:52	16:54	17:53	18:52
Belle Vale, Besford Road (NW-bound)		07:32	08:43	09:44	10:44	11:44	12:44	13:44	14:44	15:53	16:55	17:54	18:53
Belle Vale, Belle Vale Bus Station (Stop C)		07:33	08:44	09:45	10:45	11:45	12:45	13:45	14:45	15:54	16:56	17:55	18:54
Belle Vale, Belle Vale Interchange (Stop B)		07:35	08:46	09:47	10:47	11:47	12:47	13:46	14:47	15:56	16:58	17:56	18:55
Belle Vale, opp Runton Road		07:36	08:47	09:48	10:48	11:48	12:48	13:47	14:48	15:57	16:59	17:57	18:56
Belle Vale, adj Abbeyvale Drive		07:37	08:48	09:49	10:49	11:49	12:49	13:48	14:49	15:59	17:00	17:58	18:57
Belle Vale, opp St Cyrils Close		07:38	08:49	09:50	10:50	11:50	12:50	13:49	14:50	16:00	17:01	17:59	18:58
Belle Vale, opp Farmview Close		07:39	08:50	09:51	10:51	11:51	12:51	13:50	14:51	16:01	17:02	18:00	18:59
Belle Vale, opp Silverbrook Road		07:40	08:51	09:52	10:52	11:52	12:52	13:51	14:52	16:02	17:03	18:01	19:00
Huyton, opp Holt Lane		07:42	08:52	09:54	10:54	11:54	12:54	13:53	14:54	16:05	17:05	18:03	19:02
Huyton, opp The Chase		07:44	08:54	09:55	10:56	11:56	12:56	13:54	14:56	16:07	17:07	18:05	19:04
Huyton Park, opp Manor Farm Road		07:46	08:55	09:57	10:58	11:58	12:58	13:56	14:58	16:08	17:09	18:06	19:05
Huyton Park, nr St Annes Road		07:46	08:56	09:57	10:58	11:58	12:58	13:56	14:58	16:09	17:09	18:06	19:05
Huyton Park, adj St Agnes Road		07:47	08:56	09:58	10:59	11:59	12:59	13:57	14:59	16:10	17:10	18:07	19:06
Huyton, Huyton Bus Station (Stand 4)		07:49	08:58	10:00	11:01	12:01	13:01	13:59	15:01	16:12	17:12	18:09	19:08
Huyton Quarry, adj School Lane		07:51	09:00	10:02	11:03	12:03	13:03	14:01	15:03	16:14	17:14	18:11	19:09
Huyton Quarry, Brickfields (S-bound)		07:51	09:00	10:02	11:03	12:03	13:03	14:01	15:03	16:14	17:14	18:11	19:10
Huyton Quarry, nr Wilson Road	arr	07:55	09:03	10:05	11:06	12:06	13:07	14:04	15:06	16:17	17:17	18:14	19:12

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Saturdays

Halewood, Halewood Shopping Centre (Stop C)	dep	08:29	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:29	17:29	18:29
Halewood, nr Roseheath Drive		08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30
Halewood, opp Leathers Lane		08:30	09:30	10:31	11:31	12:31	13:31	14:31	15:30	16:30	17:30	18:30
Halewood, adj Mansell Drive		08:31	09:31	10:31	11:32	12:31	13:31	14:31	15:31	16:31	17:31	18:31
Halewood, adj Torrington Drive		08:32	09:32	10:32	11:33	12:33	13:32	14:32	15:32	16:32	17:32	18:32
Halewood, nr Blackburne Drive		08:33	09:33	10:33	11:34	12:33	13:33	14:33	15:32	16:32	17:32	18:32
Halewood, nr Portway		08:34	09:34	10:34	11:35	12:35	13:34	14:34	15:33	16:33	17:33	18:33
Woolton, adj Roskell Road		08:35	09:35	10:35	11:37	12:36	13:35	14:35	15:34	16:34	17:34	18:34
Woolton, opp Camberley Drive		08:36	09:36	10:37	11:39	12:38	13:37	14:37	15:36	16:36	17:36	18:35
Woolton, adj Linkside Road		08:37	09:37	10:38	11:40	12:39	13:38	14:38	15:37	16:37	17:37	18:36
Woolton, adj Halewood Drive		08:39	09:39	10:39	11:42	12:41	13:39	14:39	15:38	16:38	17:38	18:37
Woolton, adj Out Lane		08:40	09:40	10:41	11:44	12:43	13:41	14:41	15:39	16:39	17:39	18:39
Gateacre, adj Hollytree Road		08:41	09:41	10:42	11:45	12:44	13:42	14:42	15:40	16:40	17:40	18:40
Gateacre, adj Grange Lane		08:42	09:42	10:43	11:46	12:45	13:43	14:43	15:41	16:41	17:41	18:40
Belle Vale, adj Belle Vue Road		08:42	09:42	10:43	11:47	12:46	13:43	14:43	15:42	16:42	17:42	18:41
Belle Vale, opp Jones Farm Road		08:43	09:43	10:44	11:48	12:47	13:44	14:44	15:42	16:42	17:42	18:41
Belle Vale, Besford Road (NW-bound)		08:44	09:44	10:45	11:49	12:48	13:45	14:45	15:43	16:43	17:43	18:42
Belle Vale, Belle Vale Bus Station (Stop C)		08:45	09:45	10:46	11:50	12:49	13:46	14:46	15:44	16:44	17:44	18:43
Belle Vale, Belle Vale Interchange (Stop B)		08:47	09:47	10:48	11:52	12:51	13:48	14:48	15:45	16:45	17:45	18:44
Belle Vale, opp Runton Road		08:48	09:48	10:49	11:53	12:52	13:49	14:49	15:46	16:46	17:46	18:45
Belle Vale, adj Abbeyvale Drive		08:49	09:50	10:50	11:54	12:53	13:50	14:51	15:47	16:47	17:47	18:46
Belle Vale, opp St Cyrils Close		08:50	09:51	10:51	11:55	12:54	13:51	14:52	15:48	16:48	17:48	18:47
Belle Vale, opp Farmview Close		08:51	09:52	10:52	11:56	12:55	13:52	14:53	15:49	16:49	17:49	18:48
Belle Vale, opp Silverbrook Road		08:52	09:53	10:53	11:57	12:56	13:53	14:54	15:50	16:50	17:50	18:49
Huyton, opp Holt Lane		08:54	09:55	10:54	11:58	12:57	13:55	14:55	15:52	16:52	17:52	18:51
Huyton, opp The Chase		08:56	09:56	10:56	12:00	12:59	13:56	14:57	15:53	16:53	17:54	18:53
Huyton Park, opp Manor Farm Road		08:58	09:58	10:57	12:01	13:00	13:58	14:58	15:55	16:55	17:55	18:54
Huyton Park, nr St Annes Road		08:58	09:58	10:58	12:02	13:01	13:58	14:59	15:55	16:55	17:55	18:54
Huyton Park, adj St Agnes Road		08:59	09:59	10:58	12:02	13:01	13:59	14:59	15:56	16:56	17:56	18:55
Huyton, Huyton Bus Station (Stand 4)		09:01	10:01	11:00	12:04	13:03	14:01	15:01	15:58	16:58	17:58	18:57
Huyton Quarry, adj School Lane		09:03	10:03	11:02	12:06	13:05	14:03	15:03	16:00	17:00	18:00	18:59
Huyton Quarry, Brickfields (S-bound)		09:03	10:03	11:02	12:06	13:05	14:03	15:03	16:00	17:00	18:00	18:59
Huyton Quarry, nr Wilson Road	arr	09:06	10:06	11:05	12:09	13:08	14:06	15:06	16:03	17:03	18:03	19:02

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Stockbridge Village, nr Waterpark Drive	06:34											
Woolfall Heath, adj Fairclough Road	06:35											
Woolfall Heath, adj Barkbeth Road	06:35											
Woolfall Heath, adj Heath Road	06:35											
Page Moss, adj Terminus Road	06:36											
Page Moss, opp Lincombe Road	06:37											
Knowsley, opp Gentwood Road	06:38											
Knowsley, adj Crown Way	06:39											
Knowsley, adj Whitelodge Avenue	06:40											
Roby, nr Kingsway	06:40											
Roby, adj Stanley Road	06:41											
Knowsley, adj Westmorland Road	06:42											
Huyton, Huyton Bus Station (Stand 3)	06:43	07:46	08:52	09:52	10:52	11:52	12:52	13:52	14:52	16:00	17:01	18:03
Huyton, opp St Agnes Road	06:44	07:48	08:54	09:54	10:54	11:54	12:54	13:54	14:54	16:02	17:03	18:04
Huyton Park, adj Manor Farm Road	06:45	07:49	08:55	09:55	10:55	11:55	12:55	13:55	14:55	16:03	17:04	18:05
Huyton, o/s Kelvin Cottage	06:46	07:50	08:56	09:56	10:56	11:56	12:56	13:56	14:56	16:05	17:06	18:07
Netherley, adj Holt Lane	06:47	07:51	08:57	09:57	10:57	11:57	12:57	13:57	14:57	16:06	17:07	18:07
Belle Vale, adj Silverbrook Road	06:48	07:52	08:58	09:58	10:58	11:58	12:58	13:58	14:58	16:07	17:08	18:09
Belle Vale, adj Southbrook Road	06:48	07:53	08:59	09:59	10:59	11:59	12:59	13:59	14:59	16:08	17:09	18:09
Belle Vale, adj St Cyrils Close	06:49	07:54	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:09	17:10	18:10
Belle Vale, Handel Road (adj)	06:50	07:56	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:11	17:12	18:12
Belle Vale, adj Runton Road	06:51	07:58	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:13	17:14	18:14
Belle Vale, Belle Vale Interchange (Stop A)	06:53	08:00	09:06	10:06	11:06	12:06	13:06	14:06	15:07	16:15	17:16	18:16
Belle Vale, Belle Vale Bus Station (Stop B)	06:54	08:02	09:08	10:08	11:08	12:08	13:08	14:08	15:09	16:17	17:18	18:18
Belle Vale, Besford Road (SE-bound)	06:55	08:03	09:09	10:09	11:09	12:09	13:09	14:09	15:10	16:18	17:19	18:19
Belle Vale, adj Jones Farm Road	06:56	08:04	09:10	10:10	11:10	12:10	13:10	14:10	15:11	16:19	17:20	18:20
Belle Vale, adj Lee Vale Road	06:57	08:05	09:10	10:10	11:10	12:10	13:10	14:10	15:12	16:20	17:21	18:21
Gateacre, adj Halewood Road	06:58	08:05	09:11	10:11	11:11	12:11	13:11	14:11	15:12	16:20	17:21	18:21
Gateacre, adj The Nook	06:59	08:06	09:12	10:12	11:12	12:12	13:12	14:12	15:13	16:21	17:22	18:22
Halewood, adj Roxborough Walk	07:00	08:07	09:13	10:13	11:13	12:13	13:13	14:13	15:14	16:22	17:23	18:23
Halewood, opp Halewood Way	07:01	08:08	09:14	10:14	11:14	12:14	13:14	14:14	15:15	16:23	17:24	18:24
Halewood, adj Arncliffe Road	07:03	08:10	09:15	10:15	11:15	12:15	13:15	14:15	15:17	16:25	17:26	18:26
Halewood, Arncliffe Road (E-bound)		08:11										
Halewood, Arncliffe Road (W-bound)		08:12										
Halewood, Camberley Drive (W-bound)		08:14										
Woolton, adj Camberley Drive	07:04	08:14	09:16	10:16	11:16	12:16	13:16	14:16	15:18	16:26	17:27	18:27
Halewood, opp Roskell Road	07:06	08:16	09:18	10:18	11:18	12:18	13:18	14:18	15:19	16:27	17:28	18:28
Halewood, adj Mackets Lane	07:06	08:17	09:18	10:18	11:18	12:18	13:18	14:18	15:20	16:28	17:29	18:29
Halewood, opp Blackburne Drive	07:08	08:18	09:19	10:19	11:19	12:19	13:19	14:19	15:21	16:29	17:30	18:30
Halewood, adj Wood Road	07:09	08:19	09:20	10:20	11:20	12:20	13:20	14:20	15:22	16:30	17:31	18:31
Halewood, opp Mansell Drive	07:09	08:20	09:21	10:21	11:21	12:21	13:21	14:21	15:23	16:31	17:32	18:32
Halewood, adj Higher Road	07:11	08:21	09:22	10:22	11:22	12:22	13:22	14:22	15:24	16:32	17:33	18:33
Halewood, adj Beechwood Avenue	07:11	08:21	09:22	10:22	11:22	12:22	13:22	14:22	15:24	16:32	17:33	18:33
Halewood, opp Halewood Shopping Centre	07:11	08:21	09:22	10:22	11:22	12:22	13:22	14:22	15:24	16:32	17:33	18:33
Halewood, opp Halewood Shopping Centre <i>arr</i>	07:12	08:22	09:23	10:23	11:23	12:23	13:23	14:23	15:25	16:33	17:34	18:34

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Saturdays

Huyton Quarry, nr Wilson Road	dep	07:46	08:46	09:46	10:46	11:42	12:44	13:47	14:47	15:47	16:47	17:47
Huyton Quarry, opp Link Road		07:48	08:48	09:48	10:48	11:44	12:46	13:49	14:49	15:49	16:49	17:49
Huyton Quarry, o/s Huyton Trade Centre		07:48	08:48	09:48	10:48	11:44	12:46	13:49	14:49	15:49	16:49	17:49
Huyton Quarry, adj St Johns Road		07:50	08:50	09:50	10:50	11:46	12:48	13:51	14:51	15:51	16:51	17:51
Huyton, Huyton Bus Station (Stand 3)		07:52	08:52	09:52	10:52	11:48	12:50	13:53	14:53	15:53	16:53	17:53
Huyton, opp St Agnes Road		07:53	08:54	09:54	10:54	11:50	12:51	13:55	14:55	15:55	16:55	17:55
Huyton Park, adj Manor Farm Road		07:54	08:55	09:55	10:55	11:51	12:52	13:56	14:56	15:56	16:56	17:56
Huyton, o/s Kelvin Cottage		07:56	08:56	09:56	10:56	11:52	12:54	13:57	14:57	15:57	16:57	17:57
Netherley, adj Holt Lane		07:56	08:57	09:57	10:57	11:53	12:54	13:58	14:58	15:58	16:58	17:58
Belle Vale, adj Silverbrook Road		07:58	08:58	09:58	10:58	11:54	12:56	13:59	14:59	15:59	16:59	17:59
Belle Vale, adj Southbrook Road		07:58	08:59	09:59	10:59	11:55	12:56	14:00	15:00	16:00	17:00	18:00
Belle Vale, adj St Cyrils Close		07:59	09:00	10:00	11:00	11:56	12:57	14:01	15:01	16:01	17:01	18:01
Belle Vale, Handel Road (adj)		08:00	09:01	10:01	11:02	11:58	12:58	14:03	15:03	16:03	17:03	18:03
Belle Vale, adj Runton Road		08:02	09:03	10:03	11:04	12:01	13:00	14:05	15:05	16:05	17:05	18:05
Belle Vale, Belle Vale Interchange (Stop A)		08:04	09:05	10:05	11:06	12:05	13:02	14:07	15:07	16:07	17:07	18:07
Belle Vale, Belle Vale Bus Station (Stop B)		08:05	09:07	10:07	11:08	12:08	13:03	14:09	15:09	16:09	17:09	18:09
Belle Vale, Besford Road (SE-bound)		08:06	09:08	10:08	11:09	12:09	13:04	14:10	15:10	16:10	17:10	18:10
Belle Vale, adj Jones Farm Road		08:07	09:09	10:09	11:10	12:10	13:05	14:11	15:11	16:11	17:11	18:11
Belle Vale, adj Lee Vale Road		08:07	09:09	10:09	11:10	12:11	13:06	14:11	15:11	16:11	17:11	18:11
Gateacre, adj Halewood Road		08:08	09:10	10:10	11:11	12:11	13:07	14:12	15:12	16:12	17:12	18:12
Gateacre, adj The Nook		08:09	09:11	10:11	11:12	12:12	13:09	14:13	15:13	16:13	17:13	18:13
Halewood, adj Roxborough Walk		08:10	09:12	10:12	11:13	12:13	13:10	14:14	15:14	16:14	17:14	18:14
Halewood, opp Halewood Way		08:11	09:13	10:13	11:14	12:14	13:11	14:15	15:15	16:15	17:15	18:15
Halewood, adj Arncliffe Road		08:12	09:14	10:14	11:15	12:16	13:13	14:16	15:16	16:16	17:16	18:16
Woolton, adj Camberley Drive		08:13	09:15	10:15	11:16	12:17	13:14	14:17	15:17	16:17	17:17	18:17
Halewood, opp Roskell Road		08:15	09:17	10:17	11:18	12:18	13:16	14:19	15:19	16:19	17:19	18:19
Halewood, adj Mackets Lane		08:15	09:17	10:17	11:18	12:19	13:17	14:19	15:19	16:19	17:19	18:19
Halewood, opp Blackburne Drive		08:16	09:18	10:18	11:19	12:20	13:19	14:20	15:20	16:20	17:20	18:20
Halewood, adj Wood Road		08:17	09:19	10:19	11:20	12:21	13:20	14:21	15:21	16:21	17:21	18:21
Halewood, opp Mansell Drive		08:18	09:20	10:20	11:21	12:22	13:21	14:22	15:22	16:22	17:22	18:22
Halewood, adj Higher Road		08:19	09:21	10:21	11:22	12:23	13:22	14:23	15:23	16:23	17:23	18:23
Halewood, adj Beechwood Avenue		08:19	09:21	10:21	11:22	12:23	13:23	14:23	15:23	16:23	17:23	18:23
Halewood, opp Halewood Shopping Centre		08:19	09:21	10:21	11:22	12:23	13:23	14:23	15:23	16:23	17:23	18:23
Halewood, opp Halewood Shopping Centre	arr	08:20	09:22	10:22	11:23	12:24	13:24	14:24	15:24	16:24	17:24	18:24

Compiled from data for the period Mon 10-Mar-2025 to Sun 16-Mar-2025. Times not in bold are estimated by using the distance between the stops.

Appendix D – Example Travel Survey

Example Residents Survey

We are currently researching existing travel behaviour within your area to establish travel patterns and encourage more sustainable travel choices.

This survey should take around five minutes to complete.

1. If you are in employment, please choose your main mode of travel to work (i.e. the mode of travel you use for most of the week)

- | | |
|--|---|
| ☐ Car | ☐ Bus |
| ☐ Car Share | ☐ Train |
| ☐ On foot | ☐ Motorbike / moped |
| ☐ Pedal bike | ☐ N/A |
| ☐ E-Bike | |
| ☐ Other (please specify) | |

2. If you have school age children, how do they travel to school?

- | | |
|--|---|
| ☐ Car, with you | ☐ E-Bike |
| ☐ Car, with peers | ☐ Bus |
| ☐ Car, on their own | ☐ Train |
| ☐ On foot | ☐ Motorbike / moped |
| ☐ Pedal bike | ☐ N/A |
| ☐ Other (please specify) | |

3. How do you typically travel around your local area? (i.e. for leisure purposes etc.)

- | | |
|--|---|
| ☐ Car | ☐ Bus |
| ☐ Car share | ☐ Train |
| ☐ On foot | ☐ Motorbike / moped |
| ☐ Pedal bike | ☐ N/A |
| ☐ E-Bike | |
| ☐ Other (please specify) | |

4. How many cars are owned by your household?

- | | |
|-------------------------|--------------------------|
| ☐ 0 | ☐ 3 |
| ☐ 1 | ☐ 4+ |
| ☐ 2 | |

5. Roughly, how far do you travel to work? (One-way)

☐ Less than 1 mile

☐ Over 20 miles

☐ 1 to 5 miles

☐ N/A

☐ 6 to 20 miles

6. Are there any obstacles that prevent you from travelling sustainably? e.g. lack of cycle lanes, no direct bus routes where you need to go, you do not own a bike etc.

7. Is there anything that would encourage you to travel more sustainably? e.g. better lit routes, cheaper public transport, bicycle training etc.

8. Do you have any further transport related comments or concerns you would like to raise? For example are there any issues you would like to raise regarding a journey you regularly make, or are there any issues relevant to the development you would like to raise?

Appendix E – Framework Travel Plan



Sovereign Business Park Redevelopment, Huyton Framework Travel Plan

For Network Space

Date: 24 January 2023

Doc ref: 26263-HYD-XX-XX-RP-TP-6001-P02

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1. INTRODUCTION

1.1 Overview

- 1.1.1 Hydrock have been instructed by Network Space to prepare a Framework Travel Plan [FTP] in support of a planning application that will see the remodelling of the former Sovereign Distillery Site, following part demolition, part refurbishment and repurposing of some of the existing facilities and, two new build units to the north end of the site, within Sovereign Industrial Park, Huyton. In total, the proposals will provide approximately 18,083m² (194,659ft²) GIA of employment space for E (g) (ii) (iii), B2, B8 use with ancillary E (g) (i) offices in each unit.

1.2 Site Location

- 1.2.1 The site is located within the Sovereign Industrial Park, 2.4km south from Huyton Village Shopping Centre, opposite several other industrial units such as Huyton Household Waste Recycling Centre, City Plumbing Supplies, and CEMEX Liverpool Asphalt Plant. The wider Business Park comprises a well-established predominantly industrial and trade counter location.
- 1.2.2 The location of the site is presented in **Figure 1.1**.

Figure 1.1 Site Location



Source: Googlemaps

1.3 Travel Plan Status

- 1.3.1 This Travel Plan has been provided as a FTP. A full Travel Plan will be prepared at a later stage. Although the scale and purpose of the proposed development is known, the travel behaviour of employees cannot be identified at this stage.
- 1.3.2 A full Travel Plan will be developed for the site following occupation once an initial travel survey has been undertaken and the travel behaviour of employees has been established. This FTP will form the basis of the full Travel Plan for the site. A copy of the full Travel Plan will be provided to Knowsley Metropolitan Borough Council following completion.

1.4 Travel Plan Objectives

- 1.4.1 The Travel Plan is a long-term strategy for a site to reduce the dependence of employees on travel by private car. The Travel Plan reflects the following objectives which are intended to achieve current Government and local policies 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 working on or visiting the site;
 - Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health, etc.); and
 - Contain car parking demand.

1.5 Developer Commitment

- 1.5.1 Network Space recognises the importance of reducing the potential negative transport-related impacts of the proposed development and the need to provide for, and encourage, a range of sustainable travel options as alternatives to single occupancy car use.
- 1.5.2 To this end, the developer, in partnership with the Council, local public transport operators and other relevant stakeholders, are committed to implementing the measures contained within this Travel Plan to provide employees of the development with the facilities and information they require in order for them to make sustainable travel choices.

1.6 Structure of the Report

- 1.6.1 Following this introductory section:
 - **Section 2** considers the transport policy and accessibility context;
 - **Section 3** assesses the sustainability of the site;
 - **Section 4** outlines the development proposals
 - **Section 5** describes the package of measures designed to reduce reliance on the private car and encourage the use of alternatives;
 - **Section 6** outlines how the Travel Plan will be managed;
 - **Section 7** outlines the aim, objectives and targets of the travel plan; and
 - **Section 8** provides an action plan and marketing strategy for the travel plan.

2. TRANSPORT POLICY CONTEXT

2.1 Preamble

- 2.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 2.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

2.2 National Planning Policy Framework

- 2.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 2.2.2 The most recent NPPF report was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 2.2.3 Paragraph 104 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 105 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 2.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 112).
- 2.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 2.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This FTP considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

2.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making

- 2.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.

- 2.3.2 The advice reflects current Government policy, promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

2.4 Manual for Streets

- 2.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.
- 2.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:
- Place;
 - Movement;
 - Access;
 - Parking; and
 - Drainage and utilities.
- 2.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.
- 2.4.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.
- 2.4.5 In section 3 of the document, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1**:

Table 2.1 User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

2.5 Guidelines for Providing for Journeys on Foot

- 2.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation’s (CIHT’s) “Guidelines for Providing for Journeys on Foot”. **Table 2.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 2.2 Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

2.6 Liverpool City Region Combined Authority - Adopted June 2019

2.6.1 This Combined Authority Transport Plan articulates the Liverpool City Region Combined Authority's (LCRCA's) vision for transport. It focuses on delivery over the short term. It links closely with the city region's Transforming Cities Funding programme, which is part of the Strategic Investment Fund.

2.6.2 LCR Combined Authority Transport Plan - Strategic Objectives

1. To support inclusive economic growth across a thriving city region. This is by developing a transport network that effectively and efficiently connects people, freight, businesses and visitors, and in a way that is fully integrated with wider policy objectives.
2. To exploit the city region's role as a global gateway that is served by all forms of transport that supports Northern Powerhouse and Transport for the North's aims to rebalance the UK's economy, through economic agglomeration and de-congestion benefits.
3. To deliver the objectives above through a new mobility culture, where transport services are modern, safe, clean, healthy and inclusive. This has a focus on boosting healthy forms of travel for short trips and where the public transport networks are the modes of choice
4. To develop a mobility system that enhances the health and wellbeing of our citizens. This will include the development of liveable and resilient city region that addresses the challenges of poor air quality and supports the move to a zero carbon LCR by 2040
5. To secure a transport network that is well maintained, safe and resilient.

2.7 Knowsley Local Plan: Core Strategy - Adopted January 2016

2.7.1 Knowsley Local Plan: Core Strategy is a Development Plan Document Adopted by resolution of the Council, 6 January 2016. Strategic Objective 6 - Sustainable Transport is a key strategy that Knowsley Local Plan (KLP) wants to target by ensuring new developments in Knowsley encourages a reduction in the overall need to travel, and prioritises sustainable transport such as walking, cycling and public transport. This will help to ensure accessibility and linkage between housing areas and employment locations, shopping, leisure, culture, health care, education, community and sporting facilities, green spaces and other services.

2.7.2 Other relevant transport policies are presented below.

Policy CS7: Transport Networks

- 2.7.3 A key aspect of the Knowsley Local Plan will be to support a sustainable transport system and geographical pattern of development which minimises the need to travel and will help grow the borough's economy, ensuring that jobs, shops and services are accessible to all, leading to a lesser reliance on the car for travel. This will help to improve the environment and the health and wellbeing of residents.

Location, Design and Management of New Development:

New Developments will be required to be:

- a. Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;
- b. Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;
- c. Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;
- d. In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;

The council will work with National, Regional and Sub-Regional partners to deliver schemes which support Local Transport Plan priorities including:

- e. Further transport infrastructure that is necessary to support the future expansion of Liverpool John Lennon Airport consistent with its Surface Access Strategy and national aviation policy;
- f. Improvements to the rail network including: electrification of existing lines; enhancements to stations and passenger interchange facilities; provision of Park and Ride facilities; and expansion and/or improvement of the Knowsley Rail Freight Terminal;
- g. Enhanced provision for buses, including improved bus stations, bus stops and laybys, and the enhancement of the principal bus routes through Quality Bus Partnerships and Quality Bus Contracts;
- h. Maintenance of transport hubs such as bus termini and train stations to give improved safety;
- i. Enhanced provision of walking and cycling routes as part of the Green Infrastructure network (see Policy CS8: Green Infrastructure); and
- j. The roll out of infrastructure for low carbon emission vehicles.

2.8 Third Merseyside Local Transport Plan

- 2.8.1 The Third Merseyside Local Transport Plan (LTP3) provides a strategy and delivery programme of transport investment and service improvements up to 2024. Its vision is to provide: 'A City Region, committed to a low carbon future which has a transport network and mobility culture which positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.'

- 2.8.2 A local implementation plan to support the LTP3 has been produced by the Council. LTP3 includes the principles of the Liverpool City Region Low Emission Strategy (LES). Merseytravel are currently investigating the feasibility of a framework by which financial contributions from developers can be used to fund infrastructure. Policy CS7 will help to achieve these objectives and will support the regeneration and sustainability objectives of the Local Plan.
- 2.8.3 The strategic transport schemes and programmes outlined in Policy CS7 accord with LTP3 priorities identified on a sub-regional basis. These include longer term safeguarded schemes and priorities for which there is not yet any clear delivery mechanism. They have been included in order to retain the long-term flexibility of the schemes and to protect them from development which may prejudice their eventual implementation.
- 2.8.4 The Knowsley Borough Council Parking Standards can be found within "Ensuring A Choice of Travel Supplementary Planning Document", which was adopted in September 2010 and is discussed in the following section.

2.9 Ensuring a Choice of Travel Supplementary Planning Document [SPD] (Adopted 2010)

- 2.9.1 The Knowsley Metropolitan Borough Council (KMBC) Parking Standards SPD provides guidance on parking standards, with the aim of establishing a more appropriate and effective response to parking issues relating to new development across the borough. Knowsley's parking standards are presented in Table 2.3.

Table 2.3 Knowsley Maximum Parking Standards

Class	Town Centre (Maximum)	District and Local centre (Maximum)	Other Areas (Maximum)	Disabled Parking	Bicycles	Motorcycles
B2 General Industry	1 space per 60sqm	1 space per 48sqm	1 space per 45sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater	1 space per 450sqm (minimum of 2 spaces)	1 space per 1000sqm (minimum of 2 spaces)
B8 Storage and Distribution	1 space per 100sqm	1 space per 100sqm	1 space per 100sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater	1 space per 850sqm (minimum of 2 spaces)	1 space per 2000sqm (minimum of 2 spaces)

2.10 Summary

- 2.10.1 The above policy review summaries both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.
- 2.10.2 Access on foot, cycle and public transport is discussed in the following section of this report.

3. SUSTAINABLE ACCESSIBILITY

3.1 Choice of Transport Mode

- 3.1.1 The accessibility of the proposed development by a range of transport modes has been considered in line with the Local Transport Plan and NPPF. The purpose of this section is to outline the accessibility of the site by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the site by sustainable modes of transport, appropriate travel plan measures can be identified to promote these modes.
- 3.1.2 To assist the assessment of accessibility, the 2011 Census: Method of Travel to Work data for Knowsley (017) has been used to ascertain the current percentage of travel by each mode, as shown in **Table 3.1**.

Table 3.1 Knowsley (017) 2011 Census, Method of Travel to Work

Mode	Percentage
Driving a car or van	73%
Passenger in a car or van	7%
Bus, minibus or coach	5%
Train	4%
On foot	4%
Work mainly at or from home	4%
Bicycle	1%
Other method of travel to work	1%
Taxi	1%
Motorcycle, scooter or moped	0%
Underground, metro, light rail, tram	0%
Total	100%

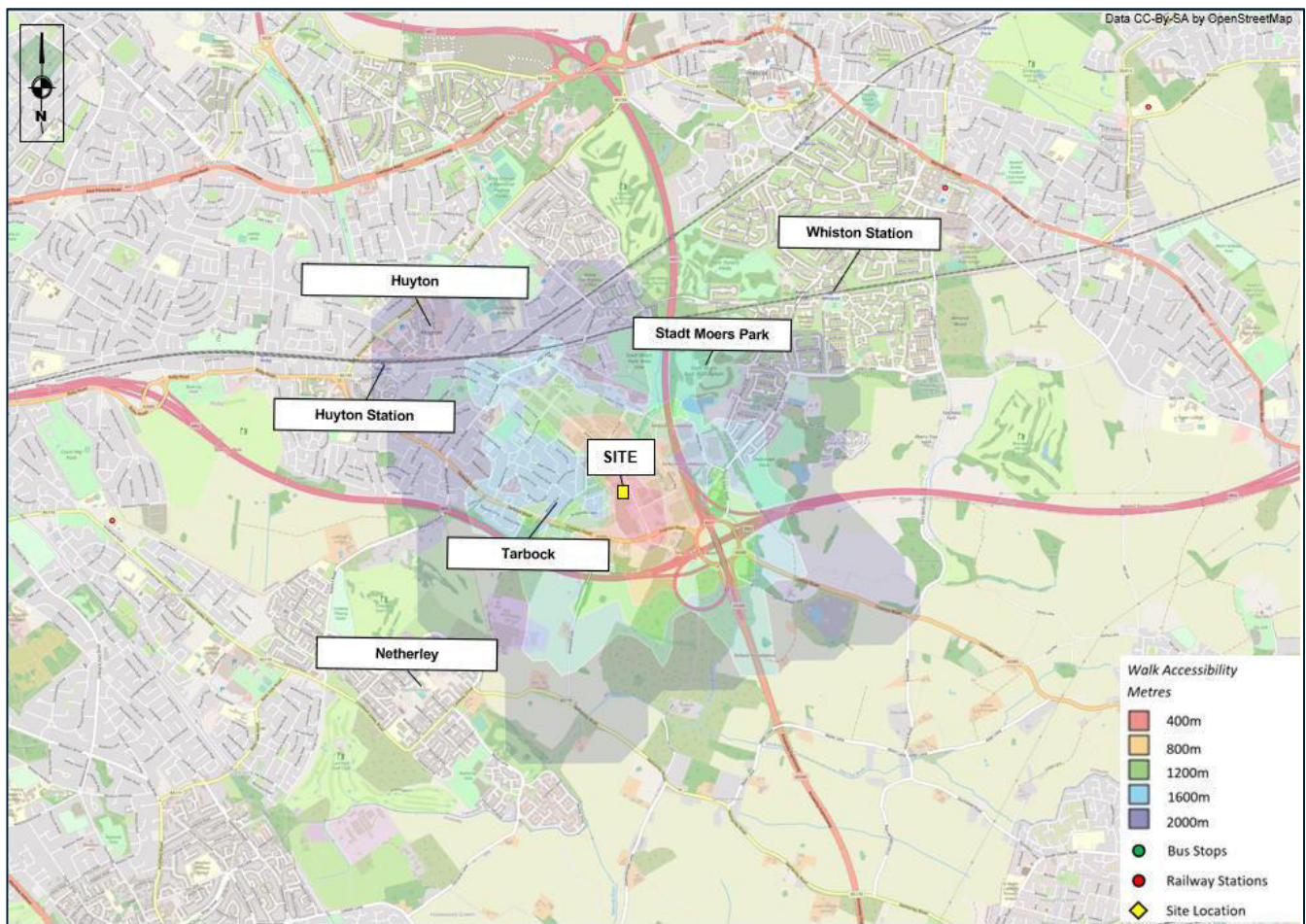
**Note: Results subject to rounding.*

3.2 Accessibility on Foot

- 3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).
- 3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 3.2.3 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."
- 3.2.4 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods should have a range of facilities available within 800m." However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

- 3.2.5 Pedestrian access to the site will be taken via the existing footway from Wilson Road leading into the development site (proposed car access). Wilson Road hosts footways in excess of 2.0m wide, with an additional grass verge separating the highway from the footways. There is also a dropped kerb at the access from Wilson Road onto the development site and regularly placed street lighting.
- 3.2.6 **Figure 3.1** below provides an extract of the indicative walk catchment plan using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping. A copy of the full plan is provided at **Figure 1** within **Appendix A**.

Figure 3.1 2km Walking Catchment



- 3.2.7 As demonstrated within **Figure 3.1**, the site benefits from a number of bus stops within 800m of the site. Huyton Train Station is within 2,000m of the site, whilst Whiston Train Station is just slightly beyond 2,000m of the site. The proximity of the site to local bus and national rail services provides opportunities to travel further afield.

3.3 Current Local Environment for Walkers

- 3.3.1 The local highway network provides footways on Wilson Road leading north into Huyton Town Centre and south across Tarbock Roundabout onto Ox Lane, which is classed as a Public Right of Way (PRoW). The wider pedestrian network also allows for pedestrians to enter the Tarbock residential area to the west of the site, along Cronton Road towards Tarbock Road. Dropped kerbs are available at the development site access, with tactile paving and signalled crossing points available further south at the Wilson Road, A5080 junction, near the ALDI supermarket.
- 3.3.2 The site is located within a short walking distance to a number of residential areas to the west of Sovereign Business Park.

3.4 Local Amenities

- 3.4.1 There are a number of local amenities within 500m of the site for employees, the following are some examples:
- Chapel Brook Brewers Fayre - approximately 250m from the site;
 - ALDI Supermarket - approximately 400m from the site;
 - Tesco ESSO Express - approximately 450m from the site;
 - Starbucks Coffee - approximately 600m from the site; and
 - KFC Belle Vale Beacon Services - approximately 650m from the site.
- 3.4.2 In summary the site is highly accessible on foot, this will reduce the requirements for employees to make short car journeys to the site.

3.5 Disabled Accessibility

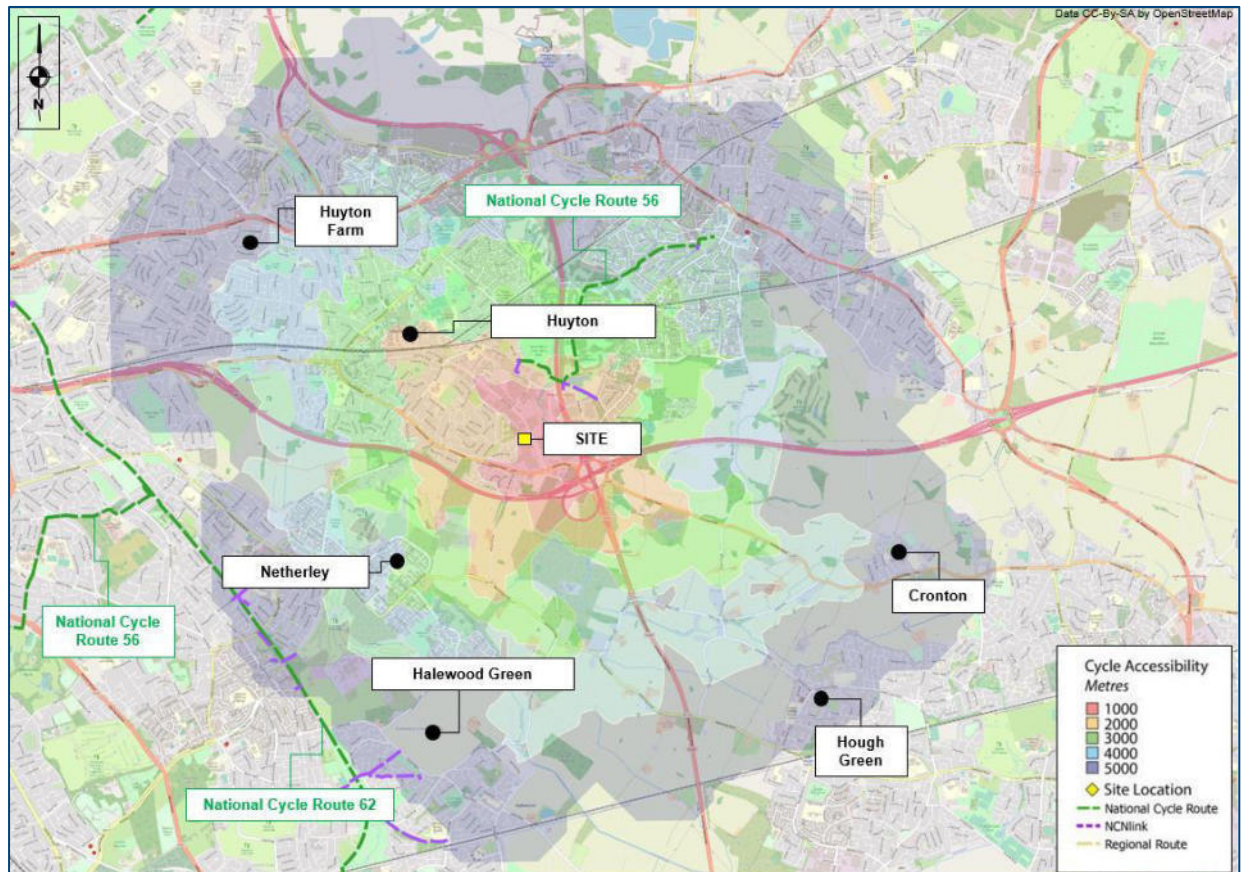
- 3.5.1 Disabled accessibility is facilitated through footways leading to the development site and throughout the site linking to Mill Way offering good pedestrian amenity to ambulant users.
- 3.5.2 Dropped kerbs and tactile paving are present at some crossing points on the surrounding highway network to assist staff and visitors that are visually impaired travelling to and from the site.

3.6 Access by Cycle

- 3.6.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those 5km in length. With regard to cycling, TA90/05 states (paragraph 2.11) that "Cycling is used for accessing a variety of destinations, including educational facilities shops and places of work, up to a range of around 5 miles.
- 3.6.2 Cycling is also undertaken as a leisure activity, often over much longer distances". At paragraph 2.9, TA91/05 states that five mile (8km) is a distance "that could easily be cycled by the majority of people".
- 3.6.3 This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states: "two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."
- 3.6.4 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose'.

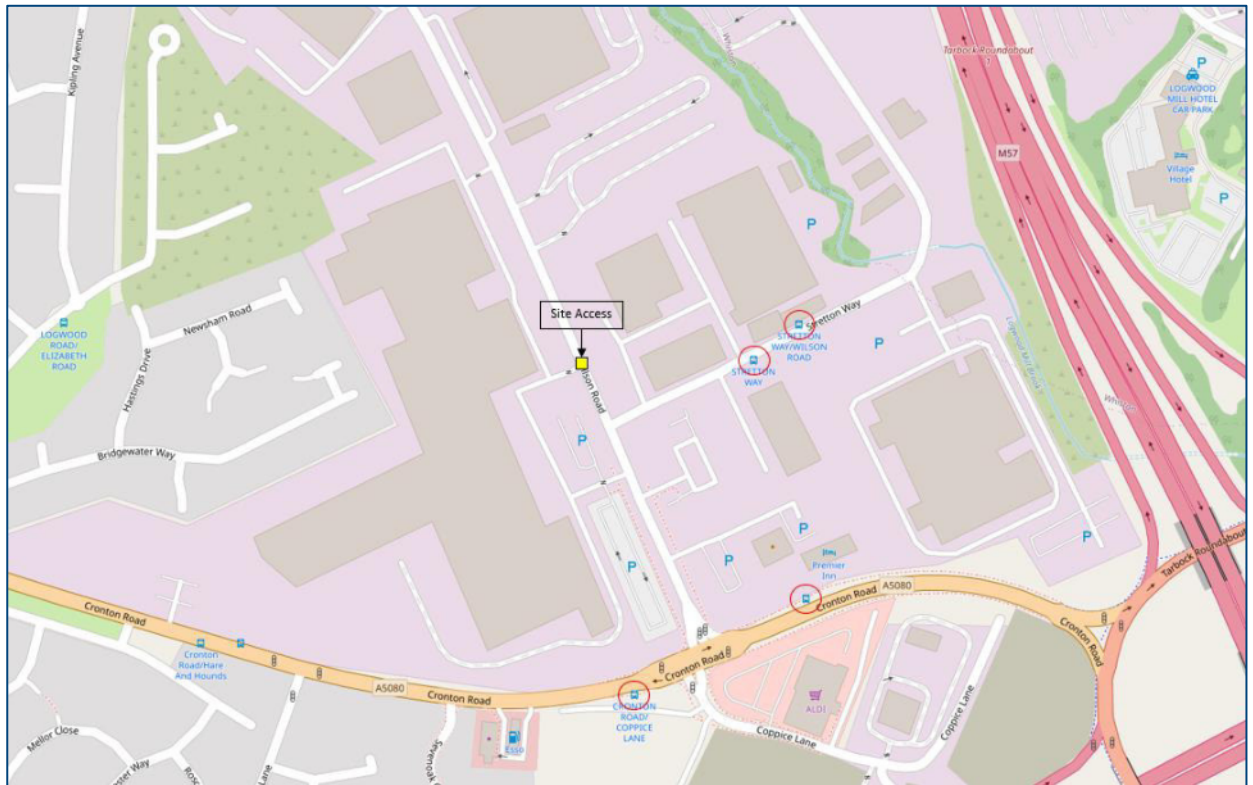
- 3.6.5 In terms of a sustainable mode of transport, it should be noted that 5km is equivalent to a typical cycle time of 15-20 minutes making it an achievable distance for most people.
- 3.6.6 **Figure 3.3** below presents an extract of the 5km cycling catchment from the site. A copy of the cycling catchment is provided at **Figure 2** within **Appendix A**.

Figure 3.2 5km Cycling Catchment



- 3.6.7 The figure demonstrates that a number a residential areas local to Huyton such as Huyton Farm, Cronton, Netherley and Hough Green are within cycling distance.
- 3.6.8 National Cycle Routes 56 and 62 provide connections to other towns and boroughs outside of Knowsley Metropolitan Borough Council's boundary providing opportunities to travel further afield.
- 3.6.9 Cycling would therefore be a viable mode of transport for employees.
- 3.7 Access by Bus**
- 3.7.1 The site benefits from a number of bus stops within 800m of the site. The closest bus stops are located on Stretton Way, approximately 200m from the site, with additional bus stops located within 350m of the site on Cronton Road with services running at a high frequency to destinations such as Speke, Halewood and Huyton.
- 3.7.2 A map illustrating the closest bus stops in relation to the development location are provided in **Figure 3.3** below. All bus stops within the local area provide shelters with seating and timetable information.

Figure 3.3 Bus Stop Map



3.7.3 The frequency of the services from the local bus stops within the 800m threshold are presented in **Table 3.2**. For simplicity and to avoid double counting the frequencies are taken at the nearest available stop for each service. The AM and PM peak for the weekday are 08:00-09:00 and 17:00-18:00. The peak for the weekend will be considered as 12:00-13:00.

Table 3.2 Bus Timetable Summary

Service	Route	Monday – Friday					Saturday	
		First	AM Peak	PM Peak	Last	Per Day	Peak	Per Day
897	Huyton Industrial Estate - Kirkby Admin	05:50	-	-	07:00	2	05:50	2
	Kirkby Admin - Huyton Industrial Estate	05:44	-	-	06:56	2	05:44	2
870	Huyton Industrial Estate - Old Swan	08:39	1	-	08:39	1	-	-
248	Huyton - Prescott	06:32	-	-	07:36	3	-	-

7	Liverpool ONE Bus Station - Warrington	05:36	1	2	22:51	32	2	32
7	Warrington - Liverpool ONE Bus Station	06:54	2	2	23:54	32	2	32
61	Liverpool - Palacefields	05:36	1	1	19:32	15	1	15
61	Palacefields - Liverpool	05:34	1	1	19:33	15	1	15
Total	-	-	1	1	-	102	6	98

3.7.4 The site is served by a regular bus service. It shows that up to 102 buses will pass within walking distance of the site on a weekly basis. On the weekend, there are a total of 98 buses available.

3.7.5 It is therefore concluded that the development benefits from some access by bus, offering a potential mode of transport. Given the frequency of the services available and the proximity of the bus stops, this has the potential to provide a some alternative to single occupancy car journeys.

3.8 Access by Rail

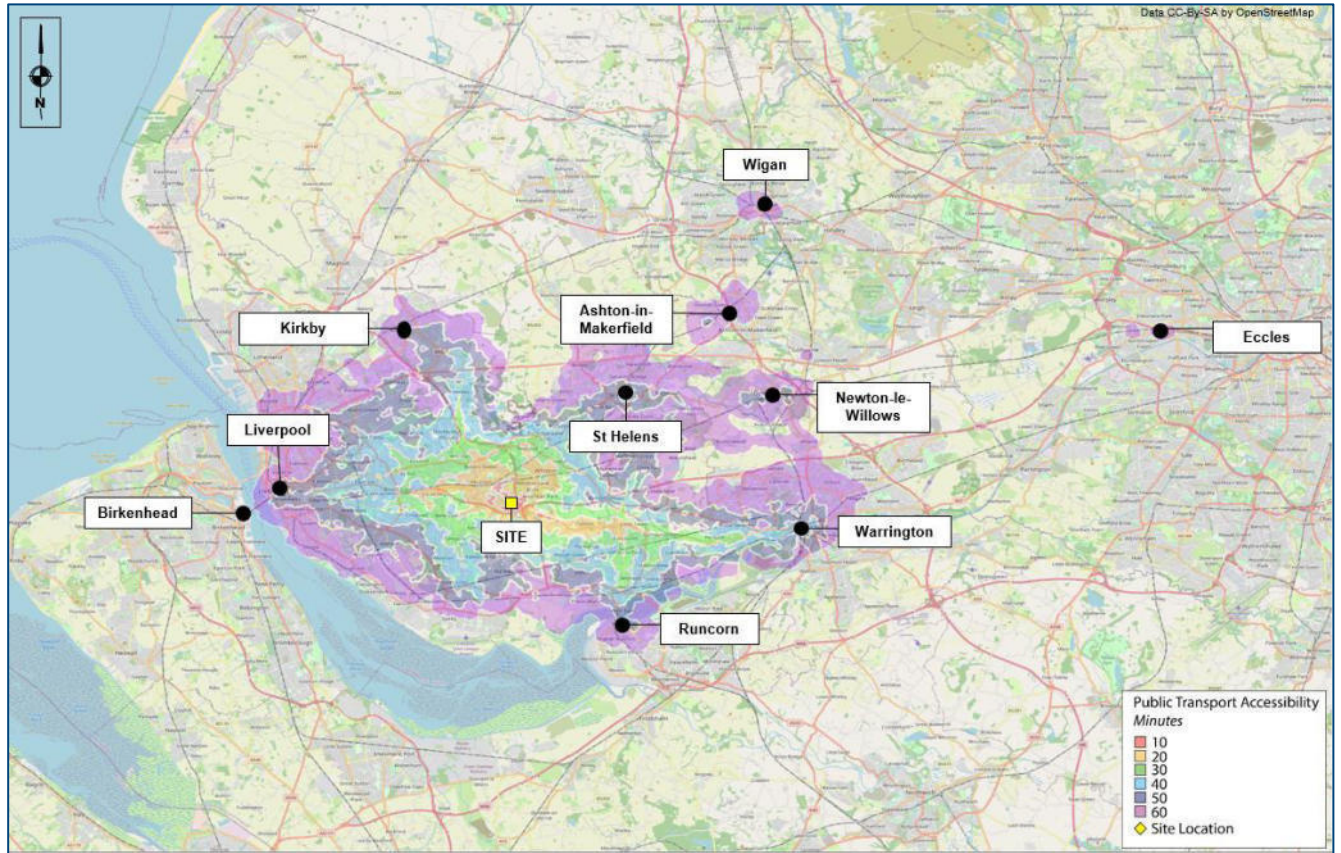
3.8.1 Huyton Railway Station is within 2,000m of the development site and Whiston is just beyond 2,000m of the site. The stations provide high frequency services to Liverpool Lime Street, Crewe, Blackpool North, Wigan North Western and intermediate local stops. It is serviced by Northern Railway.

3.9 Journey Times by Public Transport

3.9.1 A calculation has been undertaken using GIS software and Basemaps' Visography (TRACC) programme, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to bus stops and railway stations and demonstrates that key areas such as Liverpool, Wigan, Warrington and Kirkby are within a 60-minute public transport journey.

3.9.2 **Figure 3.4** below provides an extract of the public transport 60minute catchment area. A copy of the full plan is provided within **Figure 3** at **Appendix A**.

Figure 3.4 60-minute Public Transport Catchment



3.10 Conclusions

- 3.10.1 In summary the site is located within a sustainable location within Huyton and is well located to make use of the existing and proposed public transport links and pedestrian and cycle routes.

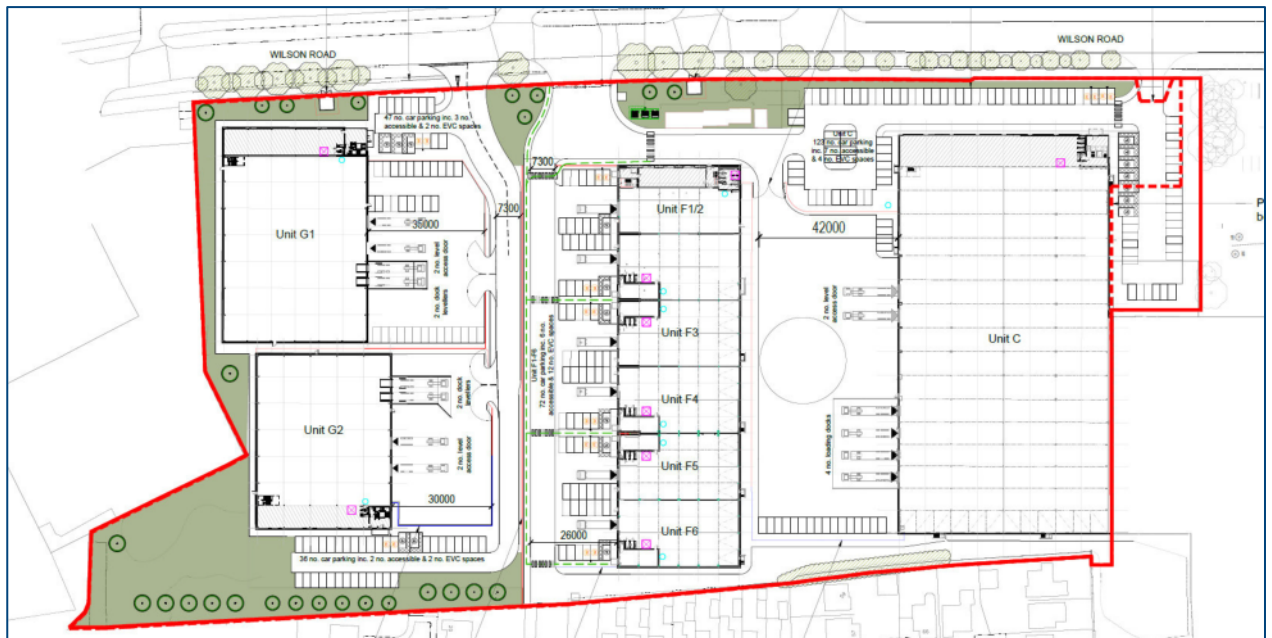
4. DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 The application proposals seek to remodel and extend the existing industrial building, as well as demolish existing buildings and erect 7 no. industrial units to create E (g) (ii) (iii), B2 and B8 employment space, with ancillary E(g)(i) office space on the established Huyton Business Park, on the former Sovereign Distillery site operated by Halewood International. The proposed site layout includes the provision of yards suitable for HGV servicing to all units and car parking for visitors and staff, offering flexibility for differing operating needs to be met on Site.

4.1.2 The proposed site layout is presented in **Figure 4.1** and **Appendix B**.

Figure 4.1 Site Layout



Source: AEW

4.2 Proposed Site Access Arrangement

Vehicular Access

4.2.1 Vehicular access to the development will be split between three existing access points, with a fourth redundant access being reinstated as footway. The access furthest to the south on Wilson Road will facilitate car access for Unit C, whilst a second access is provided adjacent to the F units will facilitate car access to unit F and HGV access for Units C and F.

4.2.2 The northern most access from Wilson Road will provide car and HGV access to units G1 and G2.

Pedestrian and Cycle Access

4.2.3 Pedestrian and cycle access is proposed to be taken into the site directly from Wilson Road via the existing footways present on Wilson Road. Internal footways and crossing points are provided internally within the site to facilitate safe access to the individual units.

4.3 Parking

Car Parking

- 4.3.1 The development will provide 278 car parking spaces inclusive of 18 accessible bays and 20 electric vehicle charging points, a breakdown the for the individual units is presented below.
- Unit C - 123 spaces including 7 accessible bays and 4 EV bays;
 - Units F1 to F6 - 72 spaces including 6 accessible bays and 12 EV bays;
 - Unit G1 - 47 spaces including 3 accessible bays and 2 EV bays; and
 - Unit G2 - 36 spaces including 2 accessible bays and 2 EV bays.
- 4.3.2 The development site is within an accessible location within Huyton, in proximity to primary residential areas to the west and south west, that can attract potential future employees. The site also benefits from access to bus stops on Stretton Way (200m) and Cronton Road (350m), in addition to Huyton Train Station (within 2km).

Cycle Parking

- 4.3.3 For a B2 Land Use, the cycling provision should be 1 space per 450sqm (minimum of 2 spaces). As the site is 18,083sqm, this would equate to approximately 40 cycle spaces.
- 4.3.4 For a B8 Land Use, the cycling provision should be 1 space per 850sqm (minimum of 2 spaces). This equates to approximately 21 cycle spaces.

5. TRAVEL PLAN MEASURES

5.1 Introduction

- 5.1.1 An important aspect of a successful Travel Plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted to each of the individual units within the proposed development site.
- 5.1.2 The aim of Travel Plan measures is to maximise the accessibility of the proposed development site by alternative modes to the private car, although there is reasonable evidence to suggest that the location of the site and the current infrastructure in place is conducive to encouraging travel by non-car modes through the adequate provision of walking and cycling routes and the availability of regular bus services. The initiatives may benefit employees at the development by facilitating sustainable travel choices, resulting in the following:
- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
 - Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site;
 - Improved site accessibility;
 - Reduction in required car parking provision; and
 - A pedestrian / cycle friendly environment.
- 5.1.3 A combination of ‘carrots’ (those initiatives which encourage travel by non-car modes of transport) and ‘sticks’ (initiatives which discourage travel by car) will be implemented at the site to encourage travel by sustainable modes. ‘Carrots’ will be implemented before ‘sticks’ to ensure that support is gained from employees for the Travel Plan; any ‘sticks’ will be implemented later.
- 5.1.4 This section provides a summary of the key initiatives contained in this Travel Plan which the developer is committed to providing. The initiatives reflect previous experience of Workplace Travel Plans along with national and local government guidelines.

5.2 Marketing and Promotion

- 5.2.1 From the outset, sustainable travel will be promoted to employees of the individual units. The Travel Plan will be launched as soon as possible at the commencement of occupation and operation of the individual units and will be continually marketed through the provision and updating of travel information, leaflets and communication sessions.
- 5.2.2 The Travel Plan and the reasons for implementing it will be communicated to ensure that staff are provided with information on the alternatives to car travel before they establish car-based travel habits.
- 5.2.3 The following describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices. It is important that there is a central source of information for all queries relating to sustainable travel for employees of the development. The Travel Plan Coordinator is considered the most appropriate person to communicate the aims and objectives of the Travel Plan to everyone travelling to and from the site.
- 5.2.4 A Travel Plan Co-ordinator will be appointed by the occupants of the proposed units.

- 5.2.5 An annual budget will be allocated to assist the TP and will be paid for by the occupier. The budget will be used to promote the Travel Plan and to organise events to coincide with national initiatives.
- 5.2.6 Travel notice boards will be set up in the individual unit's communal areas, which will include:
- Public transport, pedestrian and cycle route maps and information on car sharing;
 - Information and contact details for local taxi services;
 - List of internet websites on sustainable transport and journey planning; and
 - Contact details for the Travel Plan Coordinator.
- 5.2.7 All employees will also be issued with travel 'Welcome Packs' promoting alternative transport modes which will include details of the public transport, walking and cycling routes between their homes, workplace and surrounding amenities.
- 5.2.8 In order to integrate the Travel Plan with the wider sustainable travel agenda, the Welcome Pack may be used to promote national and international initiatives such as 'Bike Week', 'Catch the Bus Week', 'European Mobility Week' and 'Walk to Work Week'. Details of these events will be provided on the notice boards and a travel calendar will be developed for inclusion within the welcome packs. The Travel Plan Coordinator will also be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.
- 5.2.9 The Travel Plan Coordinator will also provide employees with information regarding the Travel Plan and specific initiatives contained within it and will be the main points of contact for travel-related queries. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, including schools, off-site retail outlets, health care and leisure facilities.

5.3 Initiatives to Promote Walking

- 5.3.1 The Welcome Pack will include a map, identifying pedestrian friendly routes surrounding the site, in order to ensure that employees are aware of the facilities available to them.
- 5.3.2 Employees will be encouraged to participate in national events, such as Walk to Work Week. These events will be promoted on the notice board and within the Welcome Packs.
- 5.3.3 Websites such as <https://www.merseytravel.gov.uk/active-travel/walking/> and <https://www.knowsley.gov.uk/residents/welcome-to-knowsley/getting-around-in-knowsley#Travelling%20on%20Foot> are also helpful for those looking to incorporate walking more as a sustainable mode of travel.
- 5.3.4 Details of local walking shops will also be provided to employees. The Travel Plan Coordinator will enter into discussions with these retailers to investigate the potential to provide discounts for employees at these stores. If secured, these details will be provided to all employees by the Travel Plan Coordinator.
- 5.3.5 It is important to recognise the potential reduction in car traffic by encouraging commuting journeys on foot.

5.4 Initiatives to Promote Cycling

- 5.4.1 The Welcome Pack will include information on cycle routes available between the development site and common destinations, including surrounding residential areas and local amenities. Copies of local cycling maps will be provided within the Welcome Packs and notice board. Cycle route maps are also available online at www.sustrans.org.uk/ncn/map, <https://www.merseytravel.gov.uk/active-travel/cycling/>, and <https://www.knowsley.gov.uk/things-to-do/knowsley-cycling>.
- 5.4.2 Details of local cycling shops and mobile cycle repairs will be provided to employees at the site using the travel board and within the Welcome Packs. The Travel Plan Coordinator will also enter into discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided to employees via the Welcome Pack.

5.5 Initiatives to Promote Travel by Public Transport

- 5.5.1 Information on the cost, timetables and services available which could be used by employees will be provided within the Welcome Pack and on the notice board for visitors. This will include details and links to online journey planning websites.
- 5.5.2 The availability of any public transport discount cards provided by the various local operators will be investigated and promoted at the site and employees will be encouraged to apply.

5.6 Initiatives to Reduce the Need to Travel

- 5.6.1 Details of journey planning websites, such as Traveline, will be promoted at the site to make employees aware of alternative travel options and encourage them to use sustainable modes of transport to reduce single occupancy car use.

6. TRAVEL PLAN MANAGEMENT

6.1 Introduction

- 6.1.1 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the site's Travel Plan Coordinator, Knowsley Council's Highway Development Management Team and other sustainable travel groups.
- 6.1.2 Unit C, G1 and G2 are large enough units to develop their individual travel plans, whilst Units F1 to F6 would likely develop a collective travel plan.

6.2 Travel Plan Coordinator

- 6.2.1 The responsibility for managing and implementing the Travel Plan lies with the Travel Plan Coordinator. Following appointment, the contact details for the Travel Plan Coordinator will be provided to the Local Authority.
- 6.2.2 The role and responsibilities of the Travel Plan Coordinator include:
- To implement and promote various Travel Plan initiatives at the site to promote sustainable travel.
 - To promote the Travel Plan to employees.
 - Monitoring the success of the Travel Plan initiatives, including undertaking and analysing travel surveys.
 - Reviewing the Travel Plan's success and preparing action plans.
- 6.2.3 The Travel Plan Coordinator will be in place prior to the occupation and will remain in place for a period of 5 years.
- 6.2.4 At this stage, the resource requirements for the Travel Plan Coordinator are unknown. As such, in the first instance, the Travel Plan Coordinator role will be incorporated into the responsibilities of one of the on-site members of staff based at the site. However, this will be reviewed on an annual basis and, if considered necessary, the role will be developed into a full-time role. Any changes to the Travel Plan Coordinator's role will be communicated to the Local Authority.

6.3 Stakeholder Engagement

- 6.3.1 Stakeholders including Knowsley Council's Highway Development Management Team and local transport operators also play an important role in the successful implementation of the Travel Plan at the site. The Council's Highway Development Management Team will be kept up-to-date with the progress of the Travel Plan through the annual monitoring reports. The Highway Development Management Team will also be approached to gain advice and support on the implementation of specific Travel Plan initiatives at the site.
- 6.3.2 The Travel Plan Coordinator will also engage with local transport operators to secure timetable information and details of any special offers and discounts available.

7. AIM, OBJECTIVES AND TARGETS

7.1 Overview

- 7.1.1 A travel plan is a long-term strategy for a site to reduce the dependence of employees on travel by private car. The aim, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aim, objectives and targets for this travel plan.

7.2 Travel Plan Aim

- 7.2.1 The aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute towards achieving the travel plan's aim.
- 7.2.2 The overall aim of this travel plan is:
- to achieve a reduction in the number of single occupancy vehicle journeys to the site.
- 7.2.3 This will be achieved by maximizing the accessibility of the proposed development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

7.3 Travel Plan Objectives

- 7.3.1 Objectives provide an overview of what the travel plan is trying to achieve. Each of the objectives outlined should contribute towards the travel plan's aim, whilst travel plan targets should help achieve the objectives of the travel plan.
- 7.3.2 As this stage, it is not possible to derive specific objectives for employees of the units which relate to its day-to-day operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in industrial and employment developments:
- Reduce reliance on single occupancy car journeys;
 - Promote alternative modes of transport to the car;
 - Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - Contain car parking demand.
- 7.3.3 Travel plan guidance recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

7.4 Travel Plan Targets

- 7.4.1 Specific targets will be set for the site using the results of the initial travel survey, which will provide the baseline travel behaviour of employees. These will allow mode share targets to be established for the site. A summary of the findings of the initial travel survey will be available within three months of completion of the survey.

- 7.4.2 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the site. This information is provided earlier within this report, in sections 2 and 4.
- 7.4.3 Travel plan guidance recommends that ‘SMART’ targets are set that are:
- Specific;
 - Measurable;
 - Achievable;
 - Realistic; and
 - Time-bound.
- 7.4.4 Once the results of the travel survey are known, accurate targets can be set for the travel plan. These targets will be agreed with the council as part of the full travel plan’s development and will be inputted into the Council's database to ensure effective ongoing monitoring.
- 7.4.5 At this stage, indicative targets have been set to ensure that there is a commitment from the developer to achieve a reduction in the number of single occupancy car trips to and from the site. The targets will be revised once the results of the travel surveys are known. For the lifetime of the development, the aim is to achieve a reduction in the number of single occupancy vehicle journeys by implementing a range of initiatives.
- 7.4.6 **Table 7.1** presents the indicative travel mode targets for the site. These targets are consistent with the Travel Plan objectives and the 2011 travel to work census data and are provided below.

Table 7.1 Travel Plan Targets *(subject to rounding)*

Mode*	Percentage	Target
Driving a car or van	73%	68%
Passenger in a car or van	7%	6%
Bus, minibus or coach	5%	7%
Train	4%	5%
On foot	4%	5%
Work mainly at or from home	4%	4%
Bicycle	1%	3%
Other method of travel to work	1%	1%
Taxi	1%	1%
Motorcycle, scooter or moped	0%	0%
Underground, metro, light rail, tram	0%	0%
Total	100%	100%

- 7.4.7 These targets aim to be achieved within the first five years of occupation of the individual units. Should the targets be achieved earlier than five years, the level of single occupancy car journeys to work may be maintained at this level or reduced further by an agreed percentage each year thereafter.
- 7.4.8 A Travel Plan is not a one-off event but it is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the Travel Plan. This monitoring process may include repeat surveys after one year of the initial survey being completed, and then every year during the same week each year for a maximum of five years. The surveys may be carried out by an independent survey company to ensure compatible and accurate data is gathered.
- 7.4.9 Following completion of the initial survey, unrealistic targets will be replaced with ones that are more realistic and encourage (rather than discourage) those responsible for trying to achieve targets.
- 7.4.10 Employees for each of the individual occupied units will be invited to participate in the annual snapshot travel survey to be undertaken each year to identify progress made and to determine what actions, if any, are necessary to ensure targets are met.

7.5 Monitoring

- 7.5.1 As previously identified, annual travel surveys of all users of the development will be carried out on an annual basis for a minimum of 5 years. These surveys may include observation surveys to establish the usage of the parking and cycle facilities. These surveys may be carried out by an independent survey company. This may ensure compatible and accurate data is gathered relating to travel to and from the site.
- 7.5.2 All survey data will be submitted to the LPA within 3 months of the survey being completed for comparison against agreed targets. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to the LPA identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify what actions and additional Travel Plan initiatives are to be taken to rectify this situation.
- 7.5.3 The reports may also review the progress that has been achieved in implementing measures against modal shift targets over the preceding twelve-month period. Any progress made will be reported to the Council's Highway Development Management Team and public transport operators where applicable.
- 7.5.4 The Travel Plans will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.

7.6 Travel Surveys

- 7.6.1 An initial travel survey questionnaire will be undertaken with employees on the individual units following the full occupation of the respective units to allow for a sufficiently large sample size. This survey will be used to ascertain the current travel behaviour of at the site, as well as the reasons for modal choices and opinions towards alternative modes of transport.
- 7.6.2 To maximise the response rate, the travel survey will be made available both in electronic and paper format. Paper copies of the survey will be sent to all employees, with a link provided to the electronic copy of the survey.

- 7.6.3 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.
- 7.6.4 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all employees to encourage participation in the survey.
- 7.6.5 Prior to undertaking the initial survey, a copy of the survey will be sent to the Council's Highway Development Management Team to gain agreement on the format and structure of the survey. Once agreed, this travel survey will provide a standardised approach to travel surveys at the site. The use of a standard travel survey will enable a like-for-like comparison to be made between consecutive years travel surveys.
- 7.6.6 The results of the workplace travel survey will be passed to the Council's Highway Development Management Team within 3 months of completion of the survey. This data could also be used to convert the green transport policies into an action plan, with set targets to achieve each year.

8. TRAVEL ACTION PLAN AND MARKETING STRATEGY

8.1 Workplace Action Plans

- 8.1.1 The purpose of this document is to develop and deliver a Workplace Travel Plan [WTP] for submission to the Local Planning Authority. Thereafter, at every annual anniversary following completion of the initial survey, the Travel Plan will be reviewed in co-operation with Knowsley Council's Highway Development Management Team and an Annual Action Plan prepared and agreed.
- 8.1.2 The action plan will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the site. This will ensure that maximum benefits are achieved through the implementation of the most popular initiatives at the site.
- 8.1.3 The Action Plan will contain an annual programme of measures designed to help achieve the Travel Plan targets on travel modal share. It sets out the tasks involved, the people responsible and dates by which the measures may be achieved over the next 12 months.

8.2 Marketing Strategy

- 8.2.1 The Council's Travel Plan Teams are typically able to provide posters, leaflets and timetables for display on notice boards in communal areas. The Travel Plan Coordinator will contact Knowsley Metropolitan Borough Council and their Travel Plan Teams in the first instance to investigate the opportunities to secure this information for use at the site. Should this information not be available, posters and other promotional materials will be developed in-house to promote the travel plan.
- 8.2.2 Employees of the development will be provided with information on how to access the site by public transport. Promotion of all modes of transport will initially be provided through the Welcome Pack and notice board for the site. Where possible, written materials (e.g. timetables and maps) will be gained from the Council.

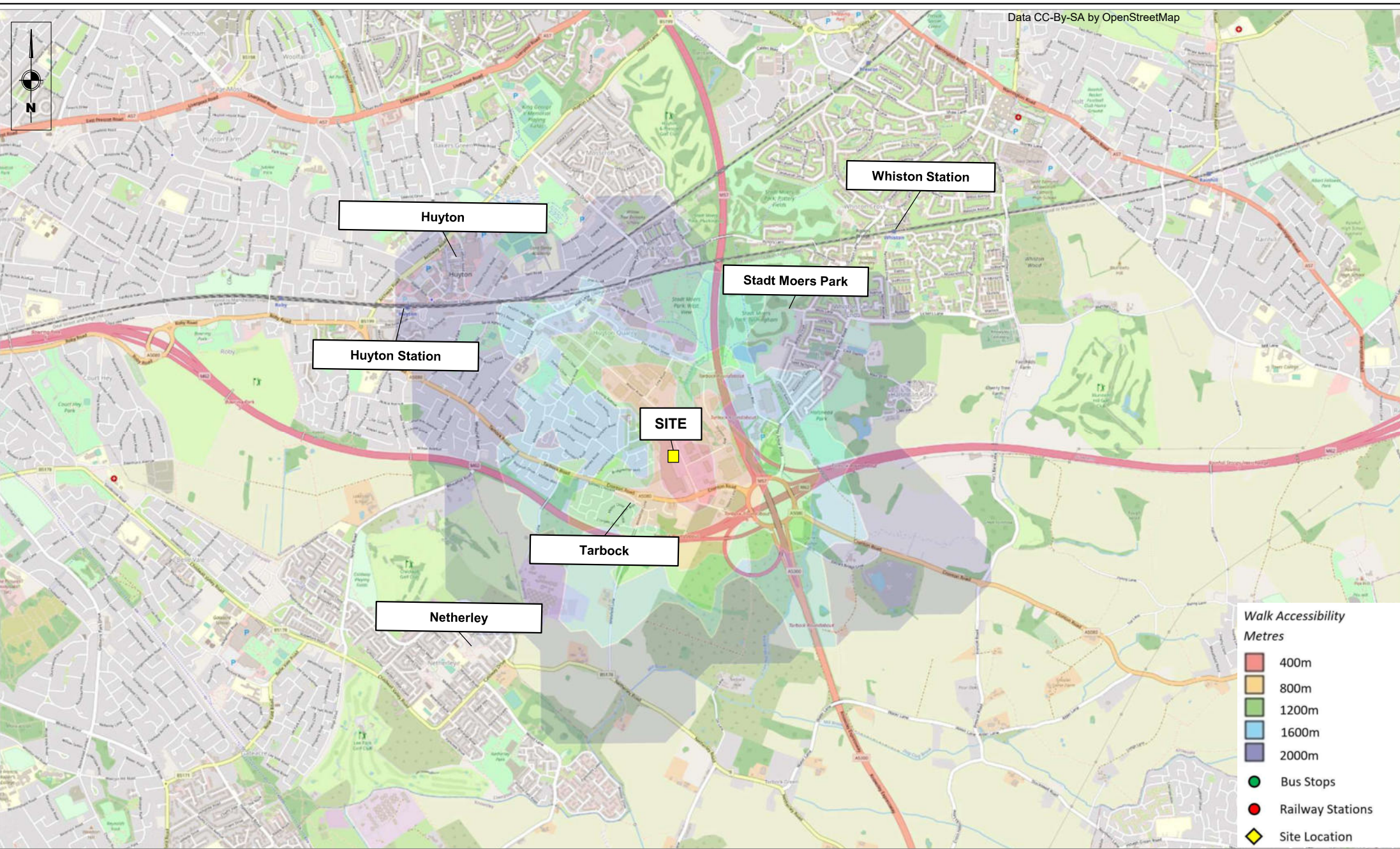
8.3 Evaluation and Review

- 8.3.1 This Travel Plan has been prepared in accordance with current guidance and transport policy. The objective of the Travel Plan is to identify and introduce a package of measures to promote sustainable travel choices and reduce reliance on the car.
- 8.3.2 The monitoring of the Travel Plan will be used to provide information on people's travel patterns and to identify the measures that would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.
- 8.3.3 The Travel Plan is an active document which may be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances. The review of the Travel Plan will take place annually following completion of the travel survey, in conjunction with the Council's Highway Development Management Team. A copy of the agreed, revised Travel Plan will be submitted to the Council.
- 8.3.4 An outline action plan for the production and ongoing monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales which is shown in **Table 8.1**.

Table 8.1 Travel Plan Action Plan

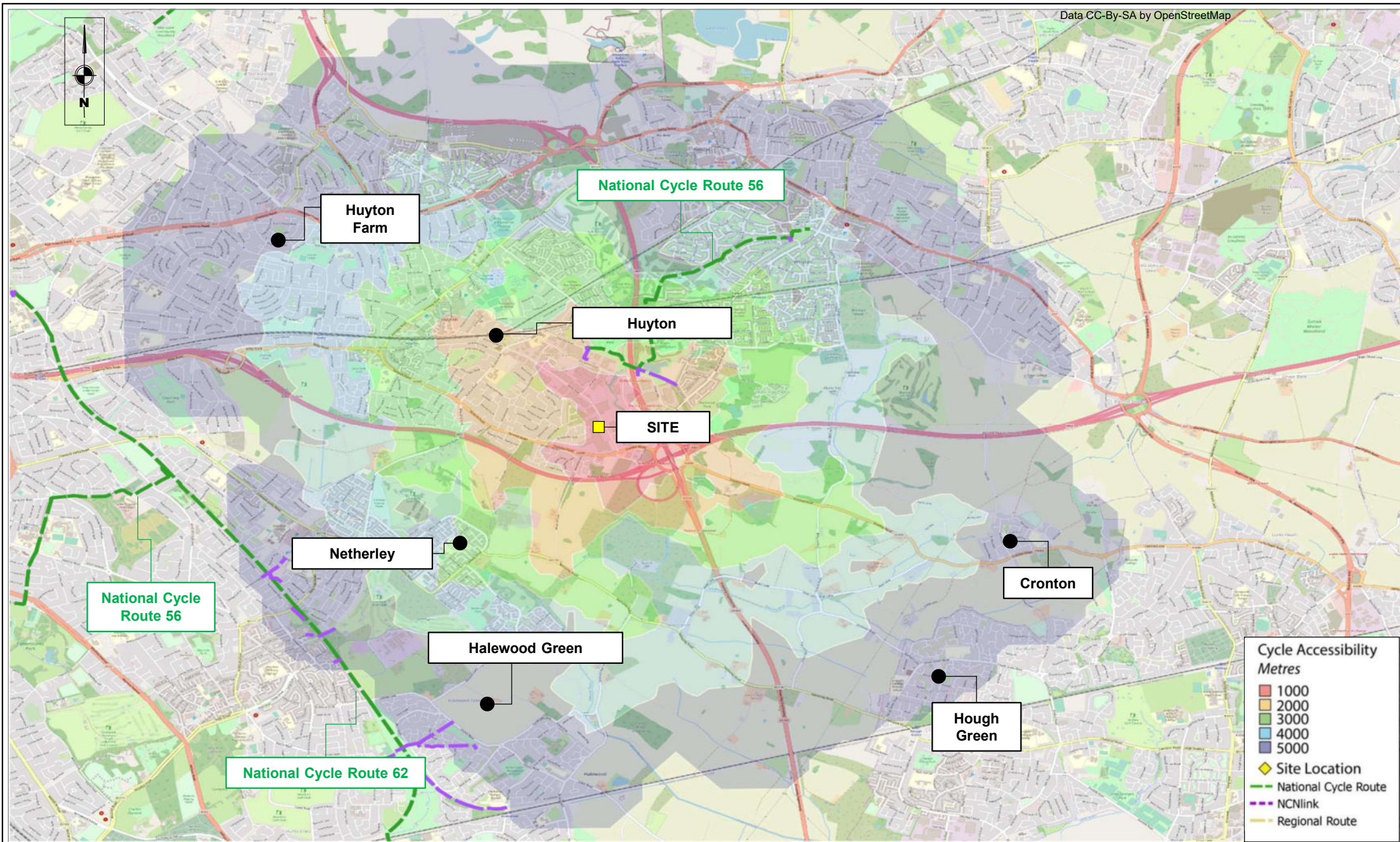
Action	Timescale
Implement travel notice boards in communal areas of the individual units.	Prior to the occupation of each individual unit.
Develop a travel Welcome Pack	Within 3 months of occupation of the individual unit. Updated on a regular basis.
Undertake travel survey	Upon full occupation and operation of the individual unit.
Produce baseline travel information	3 months after initial travel survey
Develop full Travel Plan in consultation with the Council	4 months after initial travel survey
Finalise and adopt Travel Plan	6 months after initial travel survey
Implement Travel Plan initiatives	On-going, following adoption of the Travel Plan
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	On-going, following adoption of the Travel Plan
Undertake travel survey to measure the success of Travel Plan and discuss findings with the Council. Review Travel Plan and amend, if necessary	On-going, every 12 months following adoption of the Travel Plan after full occupation (up to a period of 5 years)

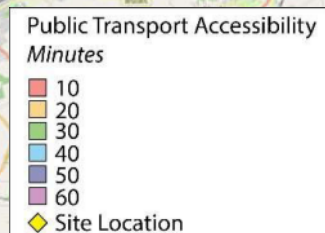
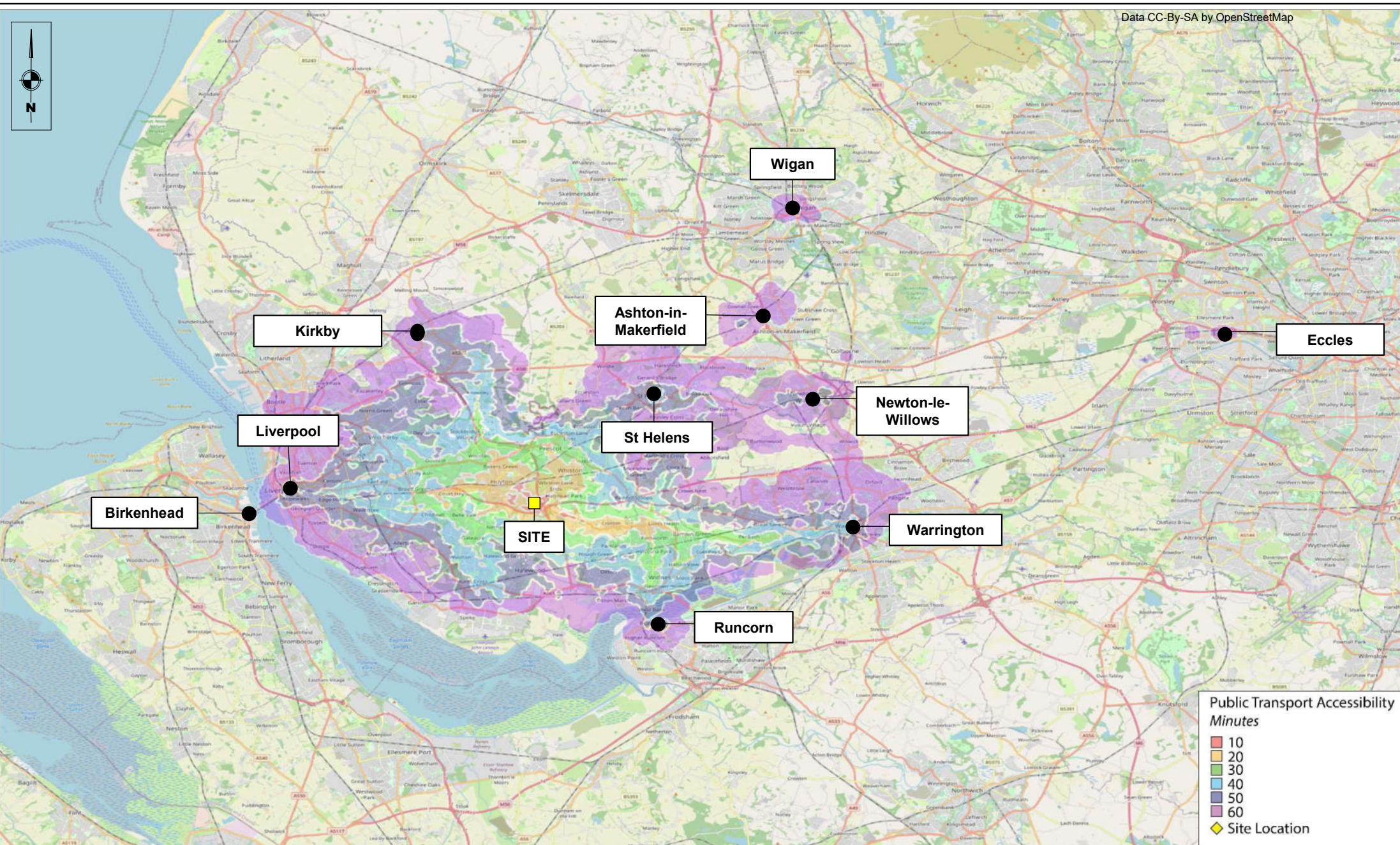
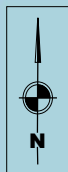
Appendix A Accessibility Plans



Walk Accessibility Metres

- 400m
- 800m
- 1200m
- 1600m
- 2000m
- Bus Stops
- Railway Stations
- Site Location





Appendix B Site Plans

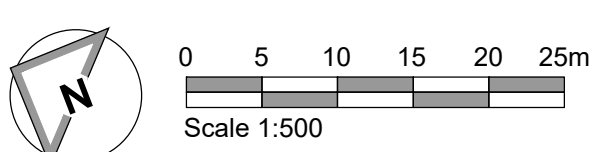
- NOTES
- AEWTP033B
- All dimensions and levels are to be checked on site
 - Any discrepancies are to be reported to the architect before any work commences
 - This drawing shall not be scaled to ascertain any dimensions. Work to fixed dimensions only
 - This drawing shall not be reproduced without express written permission from AEW.
 - Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
 - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
 - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client method of duties: 12/19/21

Principal Designer: Network Space

Unless noted below, all known hazards have been highlighted on the drawing:



- Red line site boundary: 11.06acres / 4.48ha
- Electric Vehicle Charging spaces
- Future shower/change & locker provision
- Cycle parking location
- Amended route for pedestrian connectivity

Schedule of Accommodation				
Unit	Ground Floor GIA	First Floor / Office GIA	TOTAL UNIT GIA	Car Parking (Accessible)
Unit C	7,436 m² / 80,041 ft²	557 m² / 5,996 ft²	7,993 m² / 86,037 ft²	123 (7)
Unit F1	712 m² / 7,694 ft²	216 m² / 2,347 ft²	930 m² / 10,011 ft²	12 (1)
Unit F2	711 m² / 7,653 ft²	-	711 m² / 7,653 ft²	12 (1)
Unit F3	711 m² / 7,653 ft²	-	711 m² / 7,653 ft²	12 (1)
Unit F4	713 m² / 7,675 ft²	-	713 m² / 7,675 ft²	12 (1)
Unit F5	709 m² / 7,632 ft²	-	709 m² / 7,632 ft²	12 (1)
Unit F6	718 m² / 7,729 ft²	-	718 m² / 7,729 ft²	12 (1)
Unit G1	2,752 m² / 29,622 ft²	344 m² / 3,703 ft²	3,096 m² / 33,325 ft²	47 (3)
Unit G2	2,080 m² / 22,389 ft²	260 m² / 2,799 ft²	2,340 m² / 25,188 ft²	36 (2)
TOTAL SITE GIA			17,321 m² / 186,902 ft²	278 (18)

P12	20/01/23	HN	AL
Amended car parking for Unit F1-6 and pedestrian routes shown			
P11	10/01/23	HN	AL
Amended access to G1 & G2 shown. Car parking amended accordingly			
P10	08/12/22	HN	AL
Parking layout and red line amended			
P09	03/11/22	CF	DRS
Staff amenity areas indicated			
P08	21/10/22	DJS	DRS
Cycle storage & shower provisions indicated			
P07	24/06/22	CF	DRS
Dock positions updated and fire exit door added to Unit C			
P06	16/06/22	DJS	DRS
Reduction in number of dock levelers to Unit C			
P05	17/05/22	CF	DRS
General Update			
P04	11/05/22	DJS	DRS
Dock levelers added to Unit G2, 2no. sub-stations added to West of the site			
P03	25/02/22	DJS	DRS
General Update			
P02	11/02/22	DJS	DRS
Planning Issue			
P01	20/01/22	DJS	DRS
Initial Issue			
REV	Date	Drawn by -	Checked by -
Status	Purpose of Issue		
S2	For Information		
Drawing stage: Planning			
Client: Network Space Land Limited			
Project: Sovereign Business Park Huyton			
Drawing file: Proposed Masterplan			
date: Jan 22 drawn: DJS			
scale: A0 1:500 checked: DRS			

Rev: P12

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