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Sovereign Industrial Estate, Huyton

DAVOS Property Developments Ltd
Travel Plan

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Appendix A – Proposed Site Layout Plan

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1 Introduction

General

- 1.1 Rappor Consultants Ltd have been instructed by DAVOS Property Developments Ltd to prepare a Travel Plan (TP) in support of a planning application concerning the redevelopment of Sovereign Industrial Estate in Huyton, Liverpool.
- 1.2 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.
- 1.3 A site visit was undertaken by Rappor on the morning of Thursday 28th September 2023 in order to inform this report.
- 1.4 A Transport Assessment (TA) has been submitted for this application under a separate cover.

Development Proposals

- 1.5 Full planning permission is sought partial demolition, reconfiguration and refurbishment of existing employment floorspace to create 2no. industrial warehouse buildings with ancillary offices (Classes E(g)(iii), B2 and B8) with dedicated servicing and car parking arrangements; erection of 1no. retail unit (Class E) with external display area and dedicated car parking and servicing arrangements; retention and amendment of existing site accesses along with internal estate roads; 2no. substations; landscaping; and associated works.
- 1.6 The retail store is proposed to operate on the basis of at least 70% of floor space dedicated to non-food products, and up to 30% for the sale of ancillary food and drink products. It is important to note that the nature of the food and drink items on sale (discount products) do not mirror the typical offerings associated with conventional food-based retailers (fresh foods etc). Therefore, they are associated with a different trip attraction pattern, which is less intensive and primarily linked to the sale of non-food goods within the store.
- 1.7 As part of the redevelopment, planning permission is also sought for the existing warehouses (Units A and B) to be split into two separate warehouses (now named Unit A1 and A2) and a new access road constructed between the two warehouse in order to access Unit D (now named Unit B) which will necessitate the partial demolition and reconfiguration of existing units.

- 1.8 The removal of an existing area of warehouse shall result in a total warehouse area in Phase 2 to be reduced from 22,850m² to 17,664m² (a decrease from the previous application from 19,588m²) across all units, and include the removal and relocation of an element of existing ancillary office uses from 1,449m² to 898m².
- 1.9 The Proposed Phase 2 Site Plan, as prepared by AEW Architects (Drawing Ref 13579-AEW-XX-XX-DR-A-1103 P02) is reproduced in Appendix A.

Site Location and Composition

- 1.10 The application site is located in Sovereign Industrial Estate, Huyton, approximately 11km east of Liverpool City Centre. It is bound to the north by Unit C of the industrial estate (located in Phase 1), to the east by Wilson Road, to the south by Cronton Road, and to the west by residential dwellings.
- 1.11 An indicative site location plan illustrating the application site and adjacent highway network is shown in **Figure 1.1**.

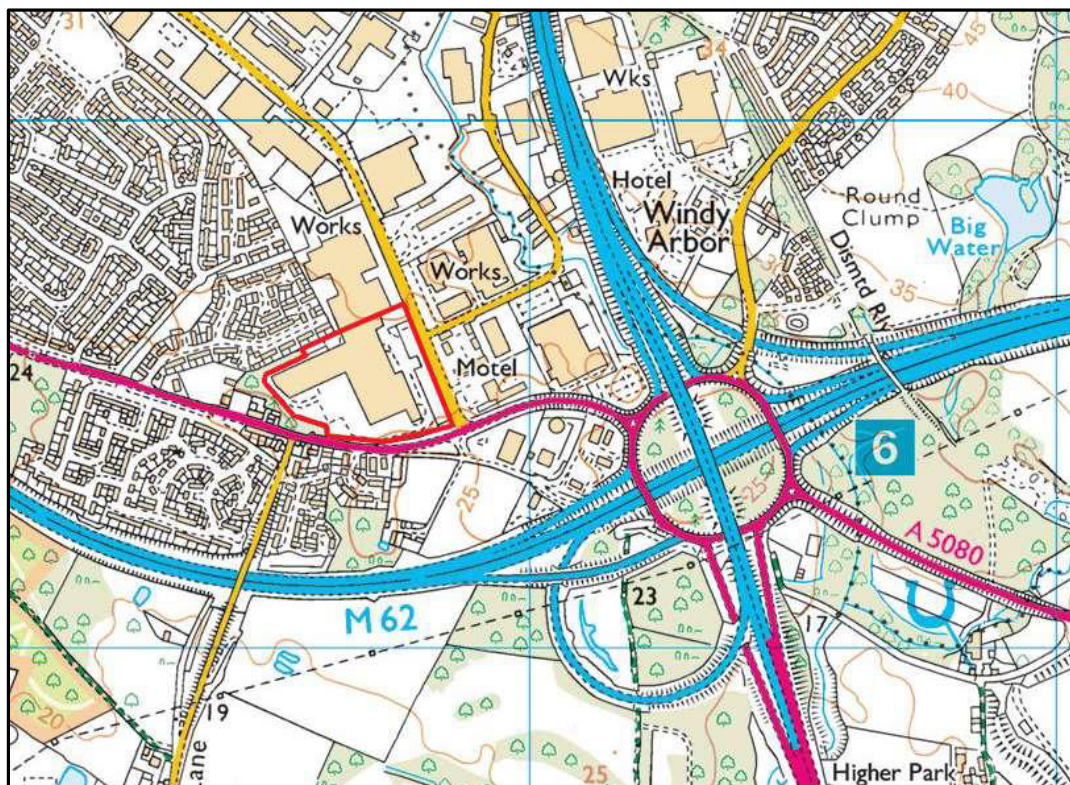


Figure 1.1 Site Location Plan

- 1.12 The existing site comprises three warehouse units and an office use all situated within one main building, which are summarised in **Table 1.1** and shown in **Figure 1.2**.

Unit	Gross Internal Floor Area (m ²)
A	9,503.1
B	4,493.1
D	7,404.4
Total Warehouse	21,400.6
Office Use	1,448.9

Table 2.1 Details of Existing Warehouses Uses



Figure 1.2 Existing Layout of Warehouses

- 1.13 The existing area of Sovereign Industrial Estate currently benefits from 254 car parking spaces accessed from Wilson Road, via a wide industrial access with associated gatehouse, located to the east of the industrial estate. Internal routes within the site are subject to a 10mph speed limit, as shown below in **Figure 1.3**.



Figure 1.3 Photograph of Existing Industrial Access and Gatehouse with Wilson Road

- 1.14 There is a further gated access via a priority junction access located to the northeast of the site also located from Wilson Road, as shown below in **Figure 1.4**.



Figure 1.4 Photograph of Gates access to the northeast corner with Wilson Road

Travel Plans

- 1.15 Travel planning has the ability to create more sustainable developments, which will assist the development to comply with national, regional and local planning policies.



- 1.16 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.
- 1.17 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

- 1.18 This TP 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 and therefore minimise single occupancy car journeys and encourage staff / visitors to use other sustainable modes of travel.
- 1.19 The main objective of this TP is to consider positive ways and methods by which the impact of the users of the site and the associated vehicle movements can be minimised, and the accessibility improved through the implementation of the TP.
- 1.20 The main aims of this TP are:
- a) To reduce the overall amount of car travel to the site;
 - b) To increase the use of public transport;
 - c) To increase the use of walking and cycling; and
 - d) To minimise the impact of the development on the local area and transport infrastructure.
- 1.21 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 The National Planning Policy Framework (NPPF) (September 2023) sets out the principal objective under Section 9: Promoting Sustainable Transport, which is to ensure that development *“should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”* (paragraph 105).
- 2.8 Paragraph 104 of the NPPF further states that transport issues should be considered from the earliest stages so that *“the potential impacts of development on transport networks can be addressed”* and *“opportunities to promote walking, cycling and public transport use are identified and pursued”*.
- 2.9 Paragraph 112 states that development applications must commit to the following:
- a) *‘Give priority first to pedestrians and cycle movements;*
 - 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;*
 - d) *Allow for the effective 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.’*
- 2.10 The NPPF promotes sustainable development and paragraph 113 states that development which generates significant amounts of movement should be required to provide a TP.
- 2.11 The Government’s planning practice guidance to the NPPF was launched as a web-based resource by the Department for Communities and Local Government (DCLG) in March 2014. The guidance highlights that *“Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”*
- 2.12 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.



Local Policy and Guidance

Knowsley Replacement Unitary Development Plan (2006)

2.13 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.

2.14 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.”

2.15 The UDP 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.”*

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

2.17 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)

2.18 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.

2.19 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.”*

2.20 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)

2.21 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.

2.22 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.*

2.23 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.

2.24 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

2.25 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.

2.26 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.”

2.27 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

- 2.28 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 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 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.
- 3.5 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

- 3.6 Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips.



- 3.7 The 'National Travel Survey (NTS) 2019' (DfT) found that 80% of all trips of less than 1 mile (1.6km) were made on foot. It should be noted that a new NTS for 2020 has been published which found that 82% of trips under 1 mile (1.6km) are undertaken on foot. However, due to COVID-19 the 2020 NTS had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. NTS therefore state that the 2020 NTS should be interpreted with caution.
- 3.8 The 2019 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. It also states however that there is not an upper limit and PPG13, whilst although 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.
- 3.9 Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

Existing Infrastructure

- 3.10 Wilson Road benefits from wide footways along both sides of the carriageway, with dropped kerbs and tactile paving at all crossings and footway connections throughout the surrounding area.
- 3.11 Cronton Road has footways on both sides of the carriageway connecting to the nearby residential area, with dropped kerbs at all crossings, as shown in Figure 3.2. Wilson Road and Cronton Road are both illuminated.
- 3.12 A dropped kerb signalised pedestrian crossing with refuge islands and tactile paving is present at the Wilson Road / Cronton Road junction.
- 3.13 Signalised crossings are present at the Whitefield Lane / Cronton Road junction and at the Wilson Road / Manor Farm Road junction.



- 3.14 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

- 3.15 The nearest bus stop to the development site, “Coppice Lane,” which is located approximately 230m south of the application site access on Cronton Road. The bus stop benefits from a flag and pole and a dedicated bus lay-by on the carriageway. This bus stop is served by the 6, 7, 50, 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.
- 3.16 A further bus stop, “Wilson Road,” lies approximately 280m from the application site access on Cronton Road. The bus stop benefits from a flag and pole and a dedicated bus lay-by on the carriageway. This bus stop is served by the 7, 50, 61, C42, C46, and C50 bus routes, with destinations including Warrington and Palace Fields.

Rail

- 3.17 Huyton Railway Station is located approximately 2.8km 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 15-minutes, an 8-minute cycle or a 33-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

- 3.18 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 four 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, which is to be maintained during the build-up of the site. 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 you breathing and heart rate) for 30 minutes a day;
 - c) 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
 - d) 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 also be undertaken in the third (Year 3) and fifth years (Year 5) 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). The TPC will be provided to KBC within six weeks of the surveys taking place.
- 4.8 An example travel survey has been provided at **Appendix B**.

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 DfT guidance of a 10% modal shift from car trips to more sustainable modes, such as public transport, cycling and walking. A target of 10% is considered feasible considering the measures in place, set out in **Section 5** together with the sustainable location of the site. **Table 4.1** sets out initial modal split targets based on a 10% reduction in single occupancy car journeys.



Mode of Travel	Baseline / Year 1	Year 3 Target	Year 5 Target
Car (Driver)	72.2%	68.6%	66.8%
Car (Passenger)	8.5%	9.6%	10.2%
Train	1.4%	1.5%	1.6%
Bus /Coach	5.9%	6.8%	7.2%
Foot	7.2%	8.2%	8.7%
Bicycle	2.9%	3.3%	3.5%
Taxi	0.9%	0.9%	0.9%
Metro	0.1%	0.1%	0.1%
Motorbike / Moped	0.9%	0.9%	0.9%
Other	0.2%	0.2%	0.2%

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

- 4.14 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.
- 4.15 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 In order to maintain and develop the TP, it is important to designate a member of staff from the site to be the TPC. 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 It will be the responsibility of the developer to ensure the appointment and funding of a suitably qualified person to perform the role of the TPC. They will be appointed three months prior to opening of the development and 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) Marketing and promoting the TP;
 - b) Providing sustainable travel information to staff;
 - c) Liaising with the council, transport operators and specialist groups where necessary;
 - d) Arranging and undertaking of travel surveys; and
 - e) Providing monitoring updates to KBC.

Marketing and Promotion

- 5.6 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.
- 5.7 The provision of information to staff, which is both accessible and available in varied formats, is an important measure of the TP.



- 5.8 This would be achieved through a co-ordinated marketing and communications strategy including information within a notice board within the staff area, and Travel Information Pack (TIP) for staff on commencement of their employment.

Travel Plan Measures

- 5.9 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. The proposed TP measures focus on maximising the site's accessibility and sustainability as part of the development proposals.

Travel Information Pack

- 5.10 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.

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

Walking / Cycling Measures

- 5.12 All pedestrian and cyclist infrastructure included as part of the development will be completed to a high standard. Details of the health benefits of walking, will be included in the TIP.
- 5.13 The TPC will be responsible for promoting events such as National Bike Week and European Mobility Week to encourage staff to cycle.
- 5.14 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.



- 5.15 The Cycle to Work scheme will be offered to all staff and details will be provided within the TIP.
- 5.16 Secure cycle parking will be provided at the development as shown on the site layout at **Appendix A**.
- 5.17 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; and
 - c) <https://www.merseytravel.gov.uk/> .

Public Transport Measures

- 5.18 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.
- 5.19 The use of public transport will be promoted through the TIP. This will include information on local bus and rail routes, timetables and location of stops.
- 5.20 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;
 - c) Promotion of local bus / rail services as attractive access options; and
 - d) Regular review of any changes to timetables, routes or fares.

Car Measures

- 5.21 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.
- 5.22 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.



- 5.23 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.

Electric Vehicle Charging

- 5.24 Electric vehicle charging facilities are to be provided for staff and customers in accordance with Building Regulations Approved Document Part S.

Key Travel Resources

- 5.25 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	Implement cycle parking facilities	The quantum of cycle parking is in line with local planning guidance	✓	✓	During construction phase	As part of build costs	Developer
WC2	Implement on-site pedestrian facilities	Pedestrian facilities to be maintained as a part of development proposals	✓	✓	During construction phase	Part of construction costs	Developer
WC3	Walking and Cycling Route Maps to Facilities	Walking and cycling route maps will be available on within the TIP	✓	✓	Prior to completion / updated bi-annually	Designer's time and printing costs - TBC	TPC
WC4	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
WC5	Promote Cycle to Work Schemes	All staff will have access to the Government's Cycle to Work Scheme that provides a financial incentive for staff to cycle (tax discounts on cycles and equipment).	✓		Ongoing for the lifetime of the TP	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	✓	✓	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	Promotion of Travel Apps	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



Travel Plan Support Measures

	Measure	Action	Staff	Visitors	Timeframe	Cost	Responsibility
TP1	Appoint a TPC	A TPC to be appointed for the lifetime of the time	✓	✓	Prior to completion	TBC	Developer
TP2	TIP	A TIP is to be created and distributed to staff upon commencement of employment	✓		Prior to completion / updated bi-annually for lifetime of the TP	Designer's time and printing costs - TBC	TPC

Table 6.4: Additional Support 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**, the TPC will be appointed three months prior to completion of the proposed development 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 completion of the development (Year 1). Follow up monitoring surveys will then be conducted in Year 3 and 5 thereafter, 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	Year 2	Year 3	Year 5	Year 5
Travel Survey	✓		✓		✓

Table 7.1: Programme of Surveys



8 Funding

- 8.1 Infrastructure for the proposed development, including the on-site pedestrian / cycle facilities, will be secured through appropriate mechanisms within the planning process.
- 8.2 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 – Site Layout Plan

NOTES

AEWTP026C

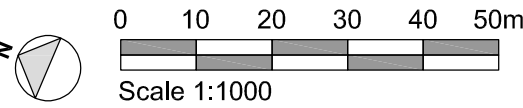
- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEIW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEIW 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 notified of duties: **27/11/20**

Principal Designer: **Client**

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



LEGEND

	Ownership boundary
	Red line site boundary
	Electric Vehicle Charging Bay (1no. point for 2no. spaces)
	Covered trolley bay
	Cycle parking
	Proposed soft landscaping

P02	12/11/24	DW	DRS
Unit B Car parking reduced by 9 replaced with additional landscape area and aesthetic fence			
P01	18/09/24	DW	DRS
Initial issue			
REV	Date	Drawn by:	Checked by: -
S2	Purpose of Issue		
For Information			
Drawing stage			
Stage 4			
Client			
Davos Industrial Ltd.			
Project			
Sovereign Distillery Huyton			
Drawing title			
Proposed Site Plan (Option 2a)			
Date	Sept 2024	drawn	DW
Drawn by: A1	1:1000	checked	DRS

Appendix B – Example Travel Survey

1. Gender:

- ☐ Female
- ☐ Male
- ☐ Prefer not to say

2. Age:

- ☐ Under 20
- ☐ 20 - 24
- ☐ 25 - 29
- ☐ 30 - 39
- ☐ 40 - 49
- ☐ 50 +

3. Do you have a disability which affects your travel arrangements?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

4. What are your usual work start and finish times? please tick one AM and one PM box)

- | | |
|--|--|
| ☐ 07:00 - 07:29 | ☐ 15:00 - 15:29 |
| ☐ 07:30 - 07:59 | ☐ 15:30 - 15:59 |
| ☐ 08:00 - 08:29 | ☐ 16:00 - 16:29 |
| ☐ 08:30 - 08:59 | ☐ 16:30 - 16:59 |
| ☐ 09:00 - 09:29 | ☐ 17:00 - 17:29 |
| ☐ 09:30 - 10:00 | ☐ 17:30 - 18:00 |

☐ Other (please specify)

5. How do you mostly travel to work?

- | | |
|--|---|
| ☐ Car Driver (alone) | ☐ Bicycle |
| ☐ Car driver (with passenger(s)) | ☐ On Foot |
| ☐ Car Passenger | ☐ Motorbike / Moped |
| ☐ Train | ☐ N/A |
| ☐ Bus | |
| ☐ Other (please specify) | |

6. How far do you travel to work?

- | | |
|---|--|
| ☐ Up to 1 mile | ☐ Over 5 miles to 10 miles |
| ☐ Over 1 mile to 2 miles | ☐ Over 10 miles |
| ☐ Over 2 miles to 5 miles | |

7. How do you travel to work? (Typically)

- | | |
|--|-------------------------------|
| ☐ Up to | ☐ Bus |
| ☐ Car Driver (with passenger(s)) | ☐ Bicycle |
| ☐ Car Passenger | ☐ On Foot |
| ☐ Car (with school peers) | ☐ N/A |
| ☐ Train | |
| ☐ Other (please specify) | |

8. Would any of the following changes encourage you to cycle to work?

- | | |
|--|---|
| ☐ YES - Improved cycle paths on the journey to work | ☐ YES - Cycle training |
| ☐ YES - Improved cycle parking at work | ☐ YES - Discounts on bike equipment and accessories |
| ☐ YES - Improved cycle changing facilities & lockers at work | ☐ NO |
| ☐ Other (please specify) | |

9. Would any of the following changes encourage you to use public transport to get to work?

- | | |
|--|--|
| ☐ YES - More direct bus routes | ☐ YES - Cheaper bus tickets |
| ☐ YES - More frequent bus services | ☐ YES - More information on public transport information i.e. routes/timetables etc. |
| ☐ YES - Better lighting at bus stops and on footpaths between work | ☐ NO |
| ☐ YES - Bus stops closer to work | |
| ☐ Other (please specify) | |

10. What is your main reason for using a car to get to work? Please tick one box only

- | | |
|--|---|
| ☐ Additional stops to / from work i.e. dropping children at school | ☐ Convenience |
| ☐ Get a lift | ☐ Public transport is not frequent enough |
| ☐ Health reasons | ☐ No direct public transport routes |
| ☐ Takes the least amount of time | ☐ I don't use the car to get to work |

11. Would you be prepared to car share?

- ☐ Yes - as the driver
- ☐ Yes - as the passenger
- ☐ Yes - both
- ☐ No

12. Would any of the following changes encourage you to car share?

☐ YES - Help finding car share partners with similar work patterns

☐ YES - More information on the benefits of car sharing?

☐ YES - Free lift home if let down by car sharer

☐ NO

☐ YES - Reserved parking for car sharers

☐ Other (please specify)

13. Do you have any further comments regarding commuting and other work related journeys?

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