

APPENDIX 3

Framework Travel Plan

Proposed Residential Development
Glen Dimplex, Whiston

December 2025

FRAMEWORK TRAVEL PLAN

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REPORT

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PLANS

See Transport Assessment

1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons have been instructed by Taylor Wimpey to advise on the traffic and transport issues relating to an outline planning application for the former Glen Dimplex Site in Whiston.

1.1.2 The Government has produced the National Planning Practice Guidance (NPPG) on the preparation of travel plans. Within the NPPG, there is specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

1.1.3 The NPPG guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The NPPG has been considered in the production of this Framework Travel Plan.

1.1.4 The Department for Transport has also issued two separate guides on the preparation of travel plans, which although now superseded, still provides good practice guidance which is of relevance to this proposed development. These documents are as follows:

- Making Residential Travel Plans Work - Published in September 2005; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

1.2 Development Site and Location

1.2.1 The site is located approximately 500 metres to the east of the centre of Whiston. The site is bounded to the north by the Stoney Lane, to the west by the residential properties of Cumber Lane, to the south by St Edmund Arrowsmith Catholic Academy and to the east by the Lec Medical office building.

1.2.2 The location of the application site is shown within **Plan 1**.

- 1.2.3 Vehicular access into the site is currently provided via the gated access for the Glen Dimplex site is located off the Stoney Lane, which bounds the site to the north.

1.3 Development Proposals

- 1.3.1 It is proposed to development the site to provide a residential development up to 204 dwellings (use class C3). The proposed site layout plan is displayed within **Plan 2**.

- 1.3.2 Vehicular access into the site will be provided via 2 new accesses off Stoney Lane which bounds the site to the north.

1.4 Pedestrian and Cycle Access

- 1.4.1 It is proposed that access for pedestrians and cyclists will be provided for at both of the proposed vehicular access junctions off the Stoney Lane. There are also various pedestrian links to Stoney Lane along the site frontage. As previously mentioned, there are proposed uncontrolled pedestrian crossing points at both site access junctions which promote pedestrian connectivity.

- 1.4.2 The internal layout of the site has been designed to maximise connections to the existing pedestrian infrastructure in the vicinity of the site.

1.5 The Travel Plan

- 1.5.1 The aims of the Travel Plans are as follows:
- to encourage residents and visitors to use alternatives to the private car,
 - to increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
 - to introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.6 Residents Travel Pack

- 1.6.1** The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 3.

1.7 Plan Administration

- 1.7.1** The developer will be required to designate a Travel Plan Co-ordinator prior to occupation of the site. Initially, the role is likely to be undertaken by a person employed by Taylor Wimpey. Essentially this Co-ordinator will act as a main point of contact and liaison in implementing the Travel Plan with the local authority.
- 1.7.2** The name and contact details of the Travel Plan Co-ordinator will be provided to the Sustainable Travel Plan Officer at Knowsley Council.

2 ACCESSIBILITY BY NON-CAR MODES

2.1 Introduction

2.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

2.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

2.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

2.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- access by walking/wheeling;
- access by cycle;
- access by bus; and
- access by rail.

2.2 Accessibility by Walking / Wheeling

2.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

2.2.2 The nearest footways are located along the eastbound and westbound side of Stoney Lane, directly north to the proposed development site. These provide a continuous connection to the town centre and existing amenities within Whiston.

- 2.2.3 These also link to additional footways, including those located along Cumber Lane and Dragon Lane both to the west of the site.
- 2.2.4 Dropped kerbs and tactile paving is provided at key junctions between the application site and the day-to-day amenities located within the surrounding area.
- 2.2.5 As previously mentioned, there are proposed uncontrolled pedestrian crossing points at both site access junctions which promote pedestrian connectivity.
- 2.2.6 As such, the existing provision provides links to a comprehensive network of routes within Whiston, which provide safe pedestrian movement to the local amenities and facilities provided in the area.
- 2.2.7 There are also a number Public Rights of Ways (PRoWs) located around Whiston, creating an accessible public footpath network around the proposed development for commuter or leisure trips.
- 2.2.8 Public Footpath WH/7/2 is located to the west of the site connecting Cross Lane and Carrs Terrace with Pottery Lane to the south, creating an accessible route through Stadt Moers Park. Additionally, to the south of the site a bridleway is located within Whiston Wood, and smaller PRoWs located within Whiston to the west of the site.
- 2.2.9 The PRoWs in the vicinity of the site can be seen in a red line, and the bridleways can be seen in pink lines, in **Figure 2.1** below.

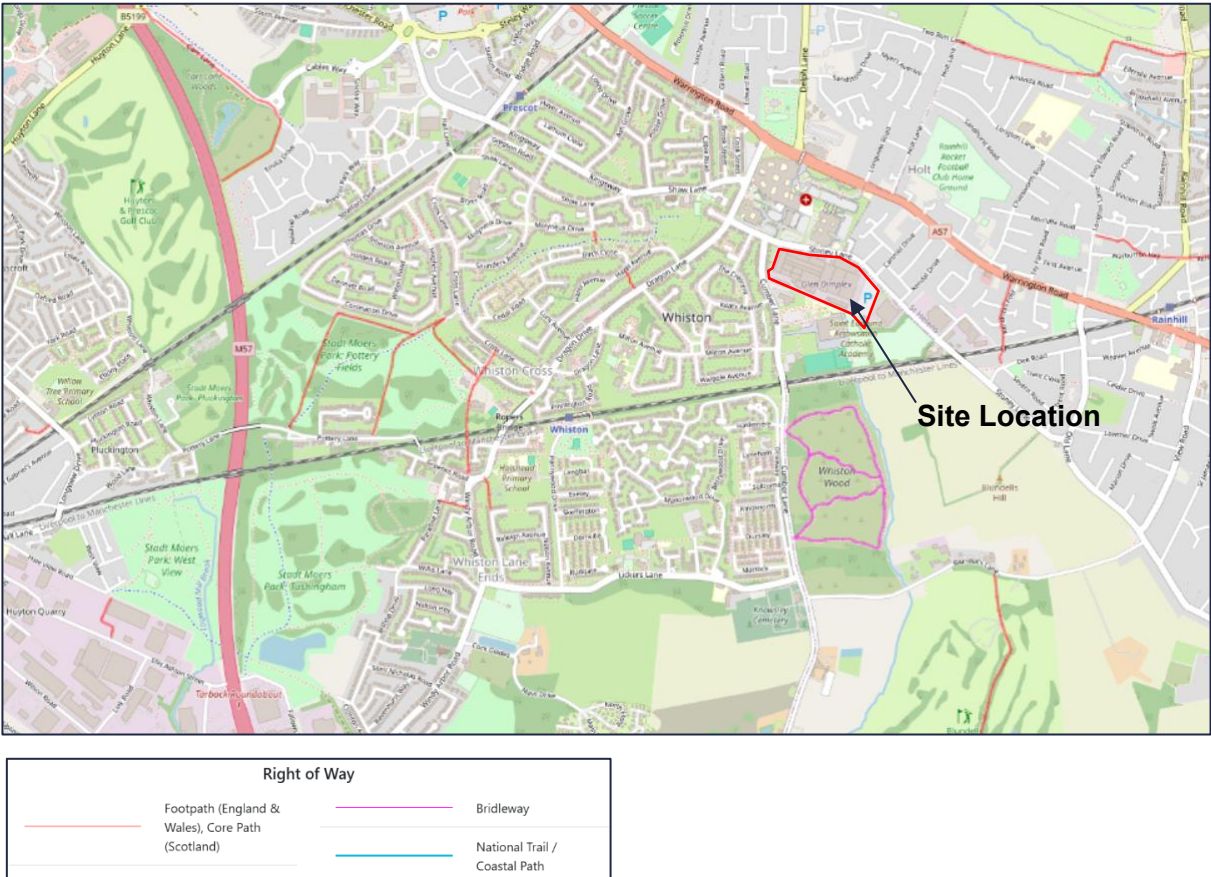


Figure 2.1 Public Rights of Way (Footpathmap)

- 2.2.10 The DFT National Travel Survey of 2022 confirms that 83% of all trips less than a mile (1.6km) are carried out on foot.
- 2.2.11 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 2.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 2.1 IHT 'Providing for Journeys on Foot' Walk Distances

2.2.12 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'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 two kilometres.'*

2.2.13 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

2.2.14 **Table 2.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 2.2 Manual for Streets Walk Distances

2.2.15 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

- 2.2.16** Overall, in Table 2.1 of that document it states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 5.3, below, summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 2.3 WYG Report/NTS Data Walk Distances

- 2.2.17** In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 2.2.18** Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- ‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’*
- 2.2.19** A 20-minute walk equates to a walking distance of around 1,600 metres.
- 2.2.20** In light of the above, a pedestrian catchment of 2 kilometres and 800m from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 6**.
- 2.2.21** The 800-metre pedestrian catchment encompasses the immediate area surrounding the site, including parts of Whiston and Holt. The catchment includes the nearest bus stops, Whiston Hospital, primary and secondary schools, green spaces and various retail, healthcare and transport facilities.
- 2.2.22** The 2km pedestrian catchment stretches further into Whiston, Eccleston and Prescot. Within the catchment various amenities such as train stations, schools, cafés, public houses and parks.

2.2.23 Clearly, the catchment encompasses destinations for potential employment, retail and leisure trips.

2.2.24 **Table 2.4**, below, shows the walking distance from the centre point of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Whiston Hospital	250m	1,950m	YES
Nearest Bus Stops	270m	1,600m	YES
St Edmund Arrowsmith Catholic Academy (Secondary School)	720m	3,200m	YES
Londis	800m	1,600m	YES
Cornerstone Cafe	820m	1,600m	YES
The Holt Public House	880m	1,600m	YES
Rainhill Rockets Football Club	970m	1,600m	YES
Whiston Willis Primary Academy	1,030m	3,200m	YES
Whiston Woods	1,100m	1,600m	YES
Whiston Railway Station	1,560m	1,600m	YES
Rainhill Post Office	1,570m	1,600m	YES

Table 2.4 Distance from Centre of Site to Local Facilities

2.2.25 An Active Travel England (ATE) review has been carried out which considers that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

2.3 Access by Cycle

2.3.1 An alternative mode of travel to the site could be achieved by bicycle.

- 2.3.2** The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 2.3.3** A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Prescott, St Helens, Huyton, Widnes, Woolton and Knowsley.
- 2.3.4** National Cycle Route 56 is located near to the proposed site, around 680 metres to the west. Route 56 travels from Chester to Liverpool, however within Whiston a small section of the route connects Hazel Avenue southwards towards Stadt Moers Country Park. This route can be seen below in **Figure 2.2** in proximity to the proposed site.

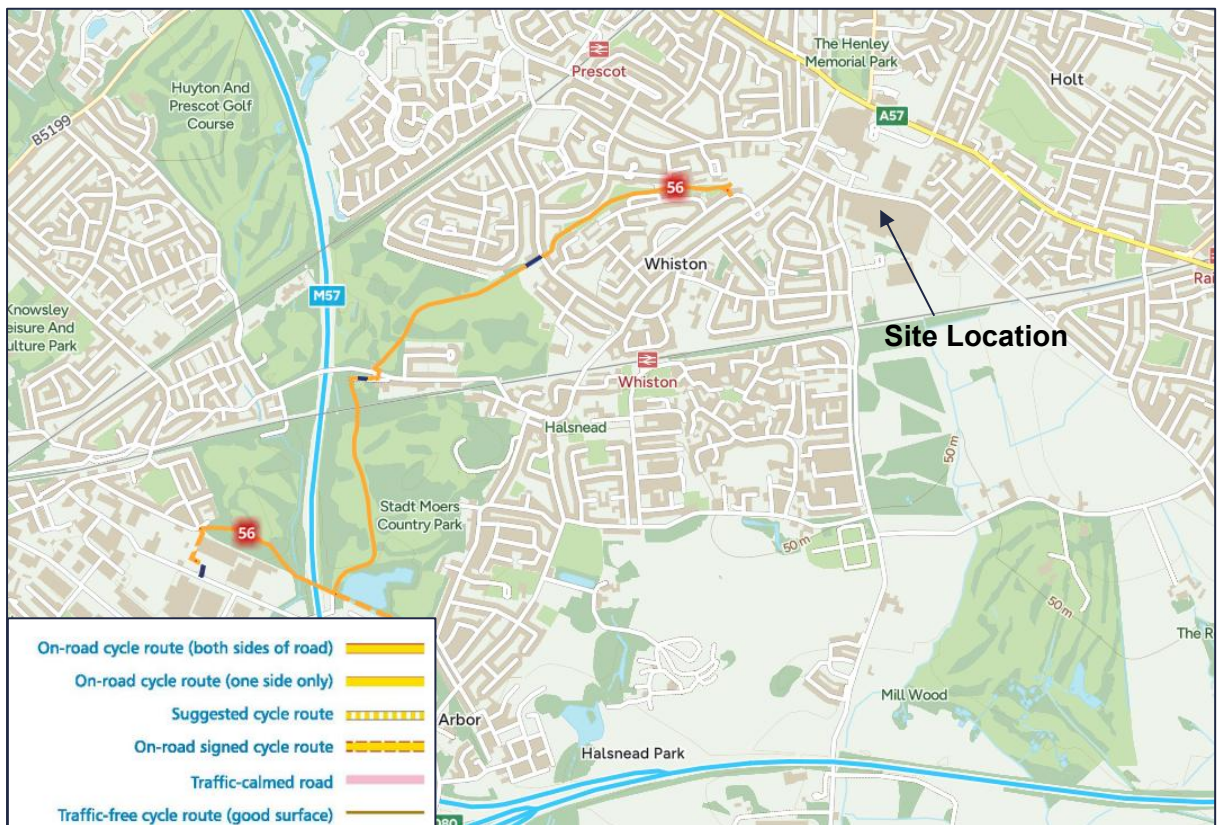


Figure 2.2 National Cycle Routes (Sustrans)

2.3.5 Additionally, Knowsley Council and Mersey Rail outline some suggested and existing cycling routes within Whiston, which is displayed below in **Figure 2.3**. To the north and west of the site, along Stoney Lane and Cumber Lane, are suggested cycle routes which connect various routes around Whiston. To the west of the site there are also various traffic-calmed roads, and traffic free cycle routes which create a safer environment for cyclists.



Figure 2.3 Knowsley Cycle (Mersey Rail)

2.3.6 It can be considered that cycling is likely to be the key active travel mode for trips surrounding the proposed site, based on the neighbouring areas that can be reached within a reasonable travelling distance and existing and suggested local cycle routes.

2.4 Access by Bus

2.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

2.4.2 The nearest bus stops located to the main access of the proposed site is the Whiston Hospital Bus Stops, located 250 metres west from the centre of the site (around a 3-minute walk) along Stoney Lane. These bus stops consist of bus stop poles and bus service timetables. There are additional bus stops located along Dragon Lane and Cumber Lane.

2.4.3 All the nearest bus stops to the site are shown on **Plan 6**.

2.4.4 A summary of the services available from the nearest bus stops from the development site is provided in **Table 2.5** and **Table 2.6**, below.

Service No	Route	Monday – Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
239	Prescot - Broadgreen Hospital circular	-	14 services	1 service	-	14 services	1 service	-
248	Huyton - Prescot circular	2 services	-	6 services	2 services	-	6 services	Every 60 mins
99	Whiston - Prescot circular	Every 60 mins	Every 60 mins	2 services	Every 60 mins	Every 60 mins	2 services	-

Table 2.5 Existing Bus Services Operating in the Vicinity of the Site

Service No	Route	Monday – Friday	
		AM	PM
686	Buses serving St Edmund Arrowsmith and The Prescot School	1 service	1 service

Table 2.6 Existing School Bus Services Operating in the Vicinity of the Site

2.4.5 As can be seen from Table 5.6, the nearest bus stops to the site provide various services throughout the day to destinations such as Prescot, Huyton, Broadgreen Hospital and St Edmund Arrowsmith and The Prescot School.

2.4.6 It is noted that the above services provide a choice of how people travel with the bus services operating from around 7.30am to around midnight, making travel by public transport a genuine alternative to travelling by car for all journey purposes.

2.4.7 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 2.7** below.

Destination	Duration
Prescot	8 minutes
Huyton	12 minutes
Broadgreen	30 minutes

Table 2.7 Example Bus Journey Times from the Site

2.4.8 The above table demonstrates that Prescot is just an 8-minute bus journey from the site, Huyton is just a 12-minute bus journey and Broadgreen is just a 30-minute bus journey.

2.4.9 It is therefore concluded that the proposed development site is highly accessible by bus.

2.5 Access by Rail

2.5.1 There are four railway stations located within the 2km pedestrian catchment surrounding the site, Whiston Station, Rainhill Station, Prescot Station and Eccleston Park Station.

2.5.2 The nearest stations to the site are Whiston and Prescot Stations.

2.5.3 Whiston Station is located to the south west of the site, approximately 1.2 kilometres away (15-minute walk or 5-minute cycle). The station is managed by Northern Rail, and has 2 platforms with up to 4 services per hour to Manchester Victoria, Manchester Airport, Liverpool Lime Street and Wigan North Western which are interchanges and provide links to nationwide destinations.

2.5.4 Prescot Station is located 1.7 kilometres to the west of the proposed site, around a 20-minute walk or a 4-minute bus journey on the 239 service. The station is managed by Northern Rail and has 2 platforms with up to 5 services per hour to destinations such as Wigan North Western and Liverpool Lime Street. There are 10 cycle storage spaces located on platform 1 and 2, covered by CCTV.

2.5.5 This provides opportunities for residents and visitors to travel by rail.

2.6 ATE Review

2.6.1 To ensure that the proposals align with the aspirations of Active Travel England (ATE) this section will provide a brief review of this is proposed to be provided using the ‘Appraiser Report’ of the ATE toolkit spreadsheet.

2.6.2 The Appraiser Report is included in **Appendix 3**.

2.7 Sustainable Access Summary

2.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

2.7.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Whiston and Prescott;
- The site is in close proximity to convenience stores, schools, healthcare facilities and transport nodes;
- It has been demonstrated that the site is accessible by cycle with national cycle routes and suggested local cycle routes being located within close proximity of the site;
- The services from the bus stops on Stoney Lane travel to destinations such as Prescott and Huyton, shows that the proposed development can be considered as highly accessible by bus; and
- The site is accessible via rail with four different stations in close proximity to the site.
- The proposals will meet with the aspirations of ATE.

2.7.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development’s residents and assist in promoting a choice of travel modes other than the private car.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

- i) Resident's Travel Pack,
- ii) Travel awareness and Information,
- iii) Promotion of Lift Share Scheme, and
- iv) Encouraging Walking/Cycling.

3.2 Resident's Travel Pack

3.2.1 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.2.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of a local bus service will encourage choice of public transport as a primary means of travel for the development.

3.2.3 However, in order to build on these locational advantages it is recommended that a Residents' Travel Pack is provided for the occupants of each new dwelling.

3.2.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.

3.2.5 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.

3.2.6 Within the Resident's Welcome Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

3.2.7 The provision of a Resident's Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan framework.

3.3 Travel Awareness and Information

3.3.1 Residents will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to residents on purchasing a property.

3.3.2 As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the travel plan when viewing properties.

3.4 Car Sharing Scheme

3.4.1 The Travel Plan Co-ordinator will promote the use of car sharing scheme and employees will be encouraged to register on the Liftshare website.

3.4.2 This allows users to register their details, where they are travelling from and if they are offering a lift or require a lift to their destination.

3.4.3 Travel Plan Co-ordinator will also investigate the viability of establishing a Car Sharing Club for the residential development, however, it is likely that the promotion of the above schemes will be more beneficial.

3.5 Encouraging Walking/Cycling

3.5.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.

3.5.2 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator.

- 3.5.3** As part of these schemes, the provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator, this signage could provide details on the routes and distances to and from local services and amenities in the area.

4 TRAVEL PLAN TARGETS

4.1 Introduction

4.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

4.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

4.1.3 In order to set the targets further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

4.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with Knowsley Council and included in the final Travel Plan for the development.

4.2 Potential Targets

4.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale. Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development;
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts;
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode;
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

4.3 Action Plan

4.3.1 Table 4.1 below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Travel Pack	Upon Occupation	Resident travel survey	Developer/Travel Plan Co-ordinator
Undertake initial travel surveys	Within 1 month of reaching 75% occupation of development	Receipt of survey results	Travel Plan Co-ordinator
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of target	Travel Plan Co-ordinator
Achieve target car driver travel to work mode split	5 years after initial travel survey (75% occupation)	Multimodal resident travel surveys conducted in years 1, 3 and 5	Travel Plan Co-ordinator
Produce final Travel Plan	3 months following collection of initial Travel Surveys	Amend targets (if necessary) and submit final document to Local Authority	Travel Plan Co-ordinator

Table 4.1 Travel Plan Action Plan

4.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

4.3.3 The above table includes the production of the final Travel Plan document which will be submitted to the Travel Officer at the Council within 3 months of the initial travel surveys.