



Travel Plan

Huyton Lane, Huyton

Client: Breck Homes



Document Control		
Report Reference	P24120/TP	
Document Version	Final	
File Reference	Prime Transport Planning\PrimeSharepoint - Documents\Projects 2024\P24120 - Huyton Lane, Huyton\7.Reports	
Date	July 2025	
Client	Breck Homes	
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APPENDICES AVAILABLE IN TRANSPORT ASSESSMENT

1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Travel Plan (TP) has been prepared to accompany a planning application for a proposed residential development comprising up to 81 dwellings situated on land northwest of B1599 Huyton Lane, Huyton.
- 1.1.2 Knowsley Metropolitan Borough Council (KMBC) is both the Local Planning Authority (LPA) and Local Highway Authority (LHA).
- 1.1.3 This report should not be seen as a definitive document but as the first stage of the TP process, which will continue and evolve over time with input from the developer and KMBC. This TP represents a commitment by the applicant to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted to residents.
- 1.1.4 This document has been prepared alongside a Transport Assessment (TA) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TA Appendices are referenced in this document.
- 1.1.5 This document has been prepared in accordance with the Government's *Planning Practice Guidance: Transport evidence bases in plan making and decision taking* (2015) and *Travel Plans, Transport Assessments and Statements* (2014).
- 1.1.6 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.7 Third-party rights are excluded for the use of information contained within this report.

1.1 Scope of Report

- 1.1.1 Following this introduction, the remainder of this report is structured as follows:
- Section 2 describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
 - Section 3 describes the existing situation in terms of the site and local highway network;
 - Section 4 details the development proposal including the access strategy;
 - Section 5 details access to the site by sustainable modes of travel which includes walking, cycling and public transport;
 - Section 6 forecasts the likely trip generation of the site and discusses initial targets;
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- Section 7 describes the measures that could be employed to encourage travel by sustainable modes; and
 - Section 8 discusses the management of the TP and describes how it will be monitored and reviewed.
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2 TRAVEL PLAN POLICY, GUIDANCE & OBJECTIVES

2.1 Introduction

- 2.1.1 In recent years, national and local transport policy in relation to new developments has moved away from focusing on physical highway improvements to accommodate vehicular traffic towards measures aimed at encouraging the use of more sustainable modes, particularly walking, cycling and public transport. One of the key tools to achieving this is by the adoption of TPs. This section details the TP policies and objectives that are relevant to this development.

2.2 National Planning Policy Framework

- 2.2.1 The current National Planning Policy Framework (NPPF) was published in December 2024, with slight amendments on 7th February 2025, and sets out the Government's current planning policies. At the heart of NPPF is 'a presumption in favour of sustainable development' as detailed in paragraphs 10 and 11.
- 2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

'Significant 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. This can help to reduce congestion and emissions, and improve air quality and public health.'

- 2.2.3 The document offers guidance for planning policies including:
- supporting appropriate mixes of land uses;
 - minimising the number and length of journeys;
 - actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
 - providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 states that:

'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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.2.6 Paragraph 117 continues:

'Within this context, 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.'

2.2.7 Paragraph 118 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed and monitored'*.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed on in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Manual for Streets

2.4.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.4.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).

2.4.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.4.4 In September 2010 a companion document *Manual for Streets 2* - wider application of the principles (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.5 Liverpool City Region 4th Local Transport Plan: Developing a Vision for Local Transport to 2040

2.5.1 Liverpool City Region Combined Authority (LCRCA) was formed in 2014. 'A Transport Plan for Growth' (2015) was released soon after this formation, which outlined the LCRA vision and the importance of transport for the growth of local economies. The document covered the Merseyside aims for

transport. The report forms the basis for which the soon to be adopted Liverpool City Region LTP 4 is to be based on.

- 2.5.2 LTP 4 is due to be adopted and finalised in 2025 and will provide the statutory framework for transport strategy and plans across Merseyside. At the time of writing this TS, a consultation version of the LTP4 is the most recently available document and sets out the following vision and goals:

‘Clean, safe and accessible transport for moving people and goods

Goal 1 – Support good, clean job growth and opportunity for all

Goal 2 – Achieve net-zero carbon and an improved environment

Goal 3 – Improve health and quality of life

Goal 4 – Transport that is well maintained and tough

Goal 5 – Plan and respond to uncertainty and change and be innovative’

- 2.5.3 A move away from car dependency and towards active travel and public transport use is a key theme of LTP4 with plans to create bus lanes, active travel routes and low traffic streets.

2.6 Knowsley Local Plan Core Strategy (2016)

- 2.6.1 The Knowsley Local Plan Core Strategy sets out the vision, objectives and policies which will guide development within the borough up to 2028.

- 2.6.2 *‘Strategic Objective 2 – Well Balanced Housing Market’* supports sustainable housing growth in the borough to address imbalances in the housing market, i.e. affordable housing and accommodation for older people.

- 2.6.3 *‘Strategic Objective 6 – Sustainable Transport’* seeks to ensure new development encourages a reduction in the overall need to travel, prioritising active and sustainable methods between housing and employment/education and other amenities.

- 2.6.4 *‘Policy CS7: Transport Networks’* focuses on the location design and management of new development, which 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;’

‘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;

e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate'

- 2.6.5 Developers will be expected to contribute towards transport schemes and programmes in accordance with 'Policy CS27: Planning and Paying for New Infrastructure', 'Developer Contributions Supplementary Planning Document' and/or a Community Infrastructure Levy Charging Schedule.

2.7 Ensuring a Choice of Travel SPD

- 2.7.1 The *Ensuring a Choice of Travel* Supplementary Planning Document (SPD) was originally developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent guidance to developers on access and transport requirements for new developments across the wider Merseyside area. Its overall purpose is stated to be:

'The Council has published this guidance as a Supplementary Planning Document (SPD) to show how development can satisfy the requirements of accessibility policies contained within Knowsley's Development Plan. It will assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles. '

- 2.7.2 With the main objective being 'to ensure a good choice of travel modes to all new development'.

2.8 Summary

- 2.8.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies, and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The development site is located on land to the northwest of the B5199 Huyton Lane, Huyton. The site has historically been occupied by the Huyton Cricket and Bowling Club, although the land has remained unused officially for several years, with the existing pavilion falling into a poor state of repair.
- 3.1.2 The site is bound to the north by the River Alt and a footpath, with existing residences to the west and south. The B5199 Huyton Lane forms the site's southeastern boundary, providing circa 120m of frontage. A roundabout providing access to the adjacent ASDA Supercentre is located in the approximate centre of this frontage. Access to the site in its current form is provided via a gate circa 60m northeast of the roundabout at the site's northeastern extremity.
- 3.1.3 The location of the site in the context of the local highway network is illustrated in Image 3.1.

Image 3.1: Site Location and Local Highway Network



Source: [OpenStreetMap](https://www.openstreetmap.org/)

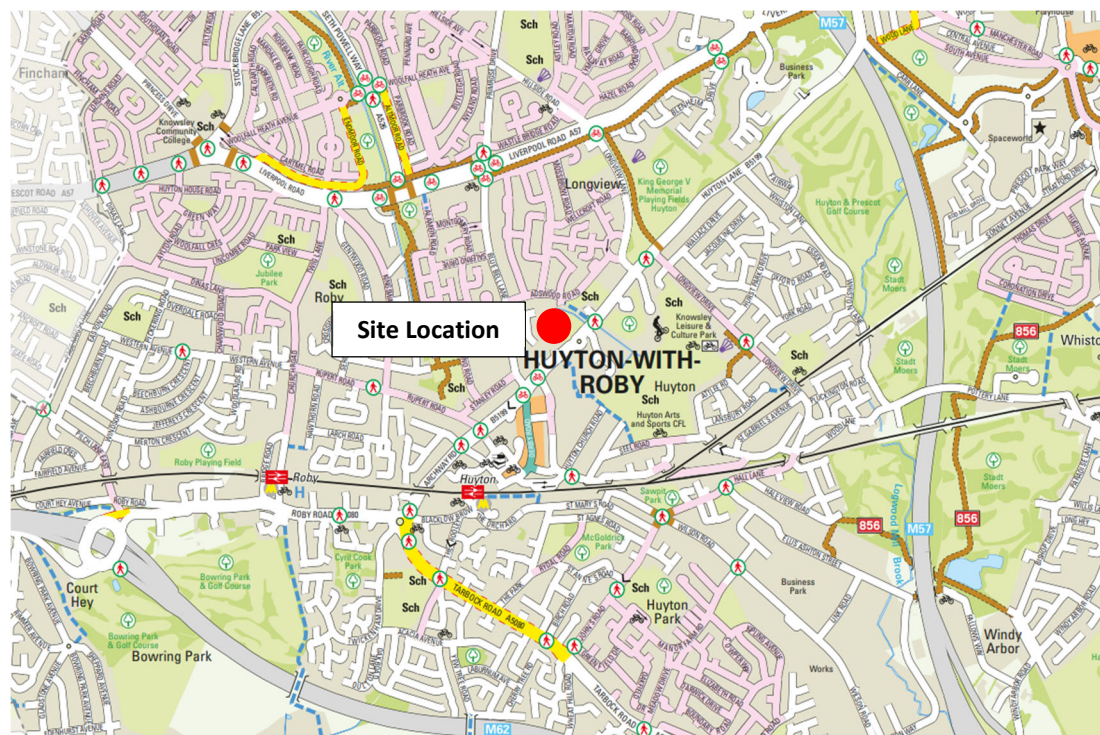
3.2 Local Highway Network

B5199 Huyton Lane

- 3.2.1 As previously mentioned, the B5199 Huyton Lane forms the site's southeastern boundary, providing circa 120m of frontage and accommodating the sites current access. A roundabout which serves the adjacent ASDA Supercentre is located in the approximate centre of the site's frontage.
- 3.2.2 From the site, the B5199 Huyton Lane continues to the northeast for circa 1.6km before bridging over the M57 and forming the southern arm of a mini roundabout with Carr Lane. From here, a connection is possible to Junction 2 of the M57 (Forest House Interchange).
- 3.2.3 To the southwest, the B5199 Huyton Lane continues for circa 700m from the site frontage, where it then transitions to B5199 Archway Road, beyond the Lathom Road signalised junction. Beyond this junction, the road splits into two carriageways separated by a central reservation. The road continues to form the northeastern arm of the B5199/Blacklow Brow/A5080/Twickenham Drive roundabout.
- 3.2.4 In the vicinity of the site frontage, on both approaches to the ASDA Supercentre roundabout, the B5199 Huyton Lane carriageway measures approximately 7m in width. Footways are provided on both sides of the carriageway, generally maintaining a consistent width of around 2m, accompanied by streetlighting.
- 3.2.5 Tactile paving, dropped kerbs and refuge islands are provided to assist pedestrian movements across the ASDA Supercentre roundabout. In addition, a formal puffin crossing is located at the northeast corner of the site, further enhancing pedestrian accessibility.
- 3.2.6 A Traffic Regulation Order (TRO) in the form of double-yellow line waiting restrictions are in place along the B5199 Huyton Lane. From the ASDA Supercentre roundabout, these restrictions extend for circa 40m to the northeast before ceasing, whilst they continue along the road's full southwestern extent. Yellow hatched box markings are also present at key junctions.
- 3.2.7 Bus stops with laybys and shelters, or flag and pole arrangements, are located at regular intervals along the B5199 Huyton Lane, with each stop having a TRO stating '*No Stopping Except for Buses*'. The entire length of the B5199 Huyton Lane is subject to a 30 mph speed limit.

3.3 Cycle Facilities

- 3.3.1 The site benefits from its close proximity to existing cycle routes within Huyton. Image 3.2 provides an extract from the Knowsley Cycle Map, offering an overview of the local cycling network and associated infrastructure. On-road signed cycle lanes are represented by yellow lines, off-road cycle tracks are represented by brown lines, while 20mph streets are highlighted in pink.

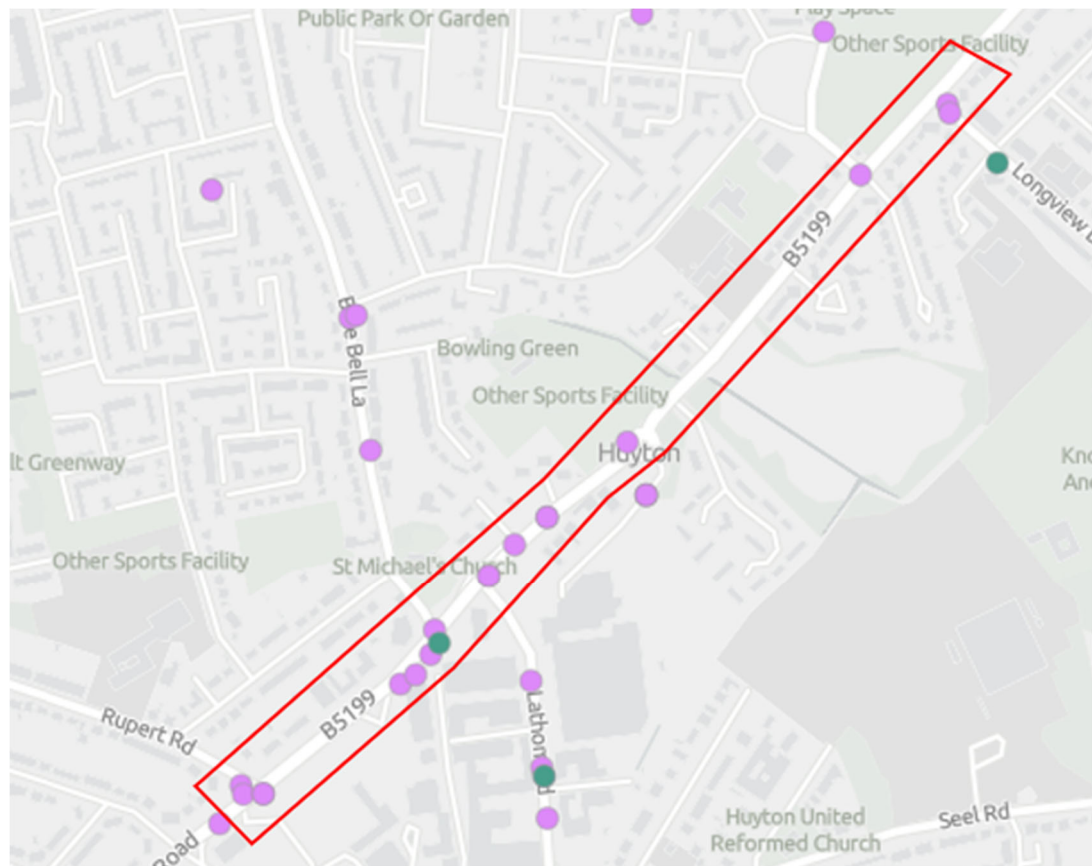
Image 3.2: Knowsley Cycle Map

Source: [Knowsley](#)

- 3.3.2 As illustrated in the image above, a number of on-road and off-road cycle routes are available in the vicinity of the site. To the north, the A57 Liverpool Road features bidirectional off-road cycle paths that provide connectivity to Prescot town centre to the east. Additionally, a further off-road cycle route to the north leads towards Stockbridge Village. A signed on-road cycle route is provided to the south of the development along the A5080 Tarbock Road. Much of the residential area surrounding the site falls within a 20mph speed limit zone, which contributes positively to creating a safer and more supportive environment for cycling.

3.4 Road Safety

- 3.4.1 A review of the Department for Transport (DfT) Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the most recent five-year period available (2019 – 2023) has been undertaken for the highway surrounding the development site. This review includes the B5199 Huyton Lane from Rupert Road to Longview Drive.
- 3.4.2 Image 3.3 illustrates the recorded incidents in the study area, as highlighted by the red outline below. Serious collisions are represented by green dots, and slight by purple dots.

Image 3.3: MAVRIC Extract

Source: [MAVRIC](#)

- 3.4.3 An examination of the above shows that there have been 15 collisions within the study area. Of these, 14 resulted in slight injuries and one resulted in a serious injury. There were no incidents resulting in fatal injuries.
- 3.4.4 The serious incident occurred on the 2nd May 2020, adjacent to the B5199 Huyton Lane/Blue Bell Lane junction. The collision involved a bus/coach and a pedestrian, with the pedestrian sustaining serious injuries.
- 3.4.5 The remaining slight collisions that involved a vulnerable road user are summarised below:
- The first incident occurred on the 6th March 2019, at the B5199 Huyton Lane/Rupert Road junction. It involved a car and a pedestrian who sustained slight injuries;
 - The second incident occurred on the 2nd April 2019 in proximity to the B5199 Huyton Lane/Blue Bell Lane junction. It involved a vehicle and a pedestrian who sustained slight injuries;
 - The third incident occurred on the 23rd October 2019 along the B5199 Huyton Lane. It involved a car and a pedestrian who sustained slight injuries;

- The fourth incident occurred on the 6th February 2020 in proximity to the B5199 Huyton Lane/Lathom Road junction. It involved a motorcycle with the rider sustaining slight injuries;
- The fifth incident occurred on the 17th June 2022 in proximity to the Huyton Lane/Longview Drive junction. It involved a car and a pedestrian who sustained slight injuries;
- The sixth incident occurred on 24th October 2023 in proximity to the B5199 Huyton Lane/Longview Drive junction. It involved a car and a cyclist who sustained slight injuries; and
- The latest collision occurred on 14th November 2023 along the B5199 Huyton Lane. It involved a car and a cyclist who sustained slight injuries.

3.4.6 Given that the section of the B5199 Huyton Lane under review extends over 1km and considering its role within the local road hierarchy, alongside typical traffic volumes and pedestrian activity, the recorded total of 15 incidents over a five-year period (averaging approximately three per year) is not considered excessive or unusual. This assessment is further supported by the fact that 93% of the incidents were classified as slight in severity. Moreover, there is no evidence to indicate that these incidents resulted from anything other than driver or pedestrian error.

3.4.7 The above would therefore suggest that there are no existing road safety issues in the area surrounding the development site that would preclude the delivery of the proposals or influence the location of any proposed access into the site.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 Breck is seeking full planning permission for a development comprising up to 81 dwellings situated on land northwest of B5199 Huyton Lane, Huyton.

4.1.2 The development itself is comprised of 4 x 2-bedroom bungalows, 10 x 2-bedroom houses, 16 x 3-bedroom houses, 6 x 4-bedroom houses, 6 x 1-bedroom maisonettes, 6 x 2-bedroom maisonettes and 33 apartments (6 x 1 bedroom and 27 x 2 bedroom). The existing pavilion on site will remain, although no formal sports provision is proposed at this time.

4.2 Proposed Site Access

Vehicular Access

4.2.1 The current gated site access at the development's northeastern boundary will be closed in line with the proposals. The site will be accessed via the addition of a fourth arm to the existing ASDA Supercentre roundabout, as shown in Drawing P24120-001C in Appendix C of the TA. The fourth arm will consist of a 5.5m wide carriageway, 6m corner radii and 2m wide footways to meet with the existing provision on B5199 Huyton Lane (as well as an accompanying 2m wide pedestrian refuge island).

4.2.2 Drawing P24120-001C demonstrates that the largest anticipated vehicle to require access to the site, an 11.4m long refuse wagon, can safely enter and exit via the newly proposed fourth arm.

4.2.3 The proposed site access has been reviewed and approved in principle by KMBC Highways during scoping and pre-application discussions, with any comments made incorporated into the design.

Cycle and Pedestrian Access

4.2.4 As shown in Drawing P24120-001C in Appendix C of the TA, 2m wide footways will be positioned along both sides of the access road, with a 2m wide refuge island in place to assist pedestrian movements across the mouth of the roundabout arm. The location of the refuge island has been determined at the request of KMBC Highways, with both the principle of access and the associated details also having been agreed upon with the authority.

Internal Circulation

4.2.5 Drawing P24120-003A in Appendix C of the TA shows that a large refuse collection vehicle (11.4m length) can safely access the site in forward gear, turn and egress the site in forward gear.

4.2.6 For completeness, Drawing P24120-004A in Appendix C of the TA further shows a large car safely manoeuvring within the parking courts for the site.

4.3 Parking Provision

Car Parking

4.3.1 The maximum parking standards for C3 residential developments are set out in Knowsley Council's Ensuring a Choice of Travel Supplementary Planning Document (SPD). For "other areas" — which includes the application site, as it falls outside the Huyton Village Shopping Centre boundary defined in the Local Plan Policies Map — the relevant standards are as follows:

- 1-bedroom dwellings: 1 parking space
- 2–3-bedroom dwellings: 2 parking spaces
- 4-bedroom dwellings: 3 parking spaces.

4.3.2 The proposed development provides 125 formal car parking spaces, distributed across private driveways and parking courts. While this is slightly below the maximum standards (which indicate 150 parking spaces and as such a minor short fall of 13%), it aligns with the flexibility permitted under the SPD, which states:

'In all areas there may be instances where provision should be less than the maximum specified for example where a site is particularly accessible by modes of transport other than the private car'

4.3.3 As highlighted in Section 5 below (and acknowledged by KMBC during scoping discussions), the development site is located in a sustainable location in terms of public transport and the accessibility of local amenities. The need to own a vehicle is negated as a result.

4.3.4 While the principle of the development is supported by KMBC Highways, comments have been raised regarding the level of parking provision proposed for the apartments and maisonettes, with a request for further justification to be provided.

4.3.5 A report, published by *Communities and Local government: Residential Car Parking Research* (2007), has considered in detail the expected levels of car ownership for developments. It states that Local Planning Authorities can look towards National Census statistics to help in determining these levels:

'Local planning authorities can obtain from National Statistics the Census data... broken down to smaller geographical levels such as wards or Census Output Areas (COAs). This data can then be used to examine in detail car ownership patterns in a particular settlement or for a part of an urban area.'

4.3.6 In line with these reports, car ownership levels for the Knowsley 011 MSOA have been downloaded from Nomis (2021 Census) and used to consider the potential car ownership levels of the development. Table 4.1 and Table 4.2 summarise the car ownership levels and apply them proportionally to the number of apartments and maisonettes proposed.

Table 4.1: Existing and Forecast Car Ownership Levels (33 Proposed Apartments)

Cars	Existing		Proposed	
	Knowsley 011	%	Household Split	No. Cars
All categories: Car or van availability	2,408	100%	33	35
No cars or vans in household	709	29%	10	0
1 car or van in household	975	40%	13	13
2 cars or vans in household	560	23%	8	16
3 cars or vans in household	164	7%	2	6

- 4.3.7 The local census data suggests that 35 spaces would be sufficient for the 33 apartments. The car park for the apartments (and 4 x 3 bed houses) includes 41 parking spaces. Deducting 8 spaces for the houses (as per KMBC standards) would allow 33 parking spaces to remain available for the apartments, or a 1:1 provision. The minor shortfall of 2 spaces, indicated by Table 4.1, is not considered to be a quantum which could realistically result in a significant highway impact. A 1:1 parking provision for the apartments is considered commensurate with the sustainable location of the development.

Table 4.2: Existing and Forecast Car Ownership Levels (12 Proposed Maisonettes)

Cars	Existing		Proposed	
	Knowsley 011	%	Household Split	No. Cars
All categories: Car or van availability	2,408	100%	12	14
No cars or vans in household	709	29%	4	0
1 car or van in household	975	40%	5	5
2 cars or vans in household	560	23%	3	6
3 cars or vans in household	164	7%	1	3

- 4.3.8 The local census data suggests that 14 spaces would be sufficient for the 12 maisonettes. The maisonettes are proposed to have 12 parking spaces. Like the above, a minor shortfall of 2 spaces, indicated by Table 4.2, is not considered to be a quantum which could realistically result in a significant highways impact. Such a provision is considered commensurate with the sustainable location of the development.
- 4.3.9 In the unlikely event of demand for parking exceeding the provision, such as during special events where a household may have several visitors arriving in more than one or two cars, parking is available on-street within the development site. TRO's are in place on the surrounding highway to the development site to allow for enforcement action to be taken should vehicles park irresponsibly.
- 4.3.10 The level of parking provision proposed is considered sufficient to meet future demand for the development site.

- 4.3.11 Each property will be provided with electric vehicle (EV) charging facilities in line with *Approved Document S* of the Building Regulations.

Cycle Parking

- 4.3.12 KMBC's *Ensuring a Choice of Travel SPD* outlines cycle parking requirements for C3 residential developments as follows:

- 1-bedroom dwellings: 1 allocated space and 1 communal space.
- 2–3-bedroom dwellings: 2 allocated spaces and 1 communal space.
- 4-bedroom dwellings: 4 allocated spaces and 2 communal spaces.

- 4.3.13 An appropriate level of space for the secure parking of bicycles will be provided within the curtilage of each property, with communal/visitor spaces also provided as part of the proposed apartments.

4.4 Summary

- 4.4.1 As discussed in this section, access will be provided by the addition of a fourth arm to the ASDA Supercentre roundabout. The dimensions of the access will accord with MfS standards and provide safe access for all road users, including occasional large vehicles such as those associated with refuse collection.

- 4.4.2 The development proposals, particularly the access arrangement, will conform to national and local policy and guidance (and has been agreed by KMBC Highways). The design reflects the MfS principles of inclusive design, shifting from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users, controlling speeds, not overdesigning and creating permeable streets. These principles in turn help the site to conform to NPPF guidance including paragraph 115 in terms of giving priority to pedestrian and cycle movements, '*safe and suitable access to the site can be achieved for all users*'.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. NPPF (2024) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are widely recognised as the most sustainable modes of travel. Given its proximity to Huyton Village Shopping Centre, the ASDA Supercentre, Huyton Train Station and Huyton Bus Station, the development site is situated in a highly accessible location with extensive opportunities to access a broad range of amenities and services. This has been acknowledged by KMBC Highways during scoping discussions. Nevertheless, this section of the report has been written to highlight the site's level of accessibility.

5.2 Access on Foot

- 5.2.1 The site is situated a short distance to the northeast of the pedestrianised Huyton Village Shopping Centre, one of the key attractions in Huyton. The area benefits from significant vehicular parking provisions and is well-served by an extensive network of high-quality footways, featuring numerous controlled pedestrian crossings, street lighting, dropped kerbs, tactile paving and refuge islands. All of this infrastructure creates an environment conducive to walking when travelling between the site and local amenities.
- 5.2.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Walking Distances

Criteria	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document *Providing for Journeys on Foot* (2000)

- 5.2.3 There are a significant number of amenities within the CIHT's '*preferred maximum*' walking distance of 1200m for local service trips. These include, but are by no means limited to, an ASDA Supercentre, an Iceland supermarket, Knowsley Leisure & Culture Park, a medical centre, pharmacy, takeaways, a post office, restaurants and cafes, Huyton Library and Lloyds Bank.
- 5.2.4 The site's location provides access to extensive educational opportunities within the CIHT recommended maximum walking distance of 2,000m for school journeys. Pedestrians from the site can easily access educational facilities such Huyton with Roby C of E Primary School, St Aidan's Catholic Primary School, St Joseph's RC Primary School, Willow Tree Primary School and Lord Derby Academy.
- 5.2.5 The site's location also provides extensive employment opportunities within the CIHT recommended maximum walking distance of 2,000m for commuting. Pedestrians from the site can easily access the employment opportunities within Huyton Village Shopping Centre, the Interchange Motorway Industrial Estate, Huyton Industrial Estate, Paramount Business Park and Wilson Business Centre. Prescot town centre and its associated employment/educational opportunities are also located just outside the catchment area.
- 5.2.6 The nearest bus stop is located less than a one-minute walk north of the site boundary along B5199 Huyton Lane. Huyton Bus Station is also within convenient walking distance, approximately 750m away and provides access to around 25 bus services serving a wide range of destinations across the Liverpool City Region. Huyton Train Station is similarly accessible, located approximately 1.3km from the development site.
- 5.2.7 An array of pedestrian infrastructure is in place surrounding the development site to provide safe and convenient access to all amenities, services and public transport opportunities. Given the evidence presented above, walking can be considered to be a realistic and viable method of travel for future residents of the site.

5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 8km, but also as part of longer journeys by public transport.
- 5.3.2 The CIHT document Cycle Friendly Infrastructure (2004) states in paragraph 2.3 that:
- 'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'*
- 5.3.3 Local Transport Note 1/20 Cycle Infrastructure Design states similar, that:
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‘Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people.’

- 5.3.4 As outlined in Section 3, the local area benefits from well-established cycling infrastructure, including both off-road cycle routes and designated on-road cycle lanes. This level of provision is likely to appeal to future residents.
- 5.3.5 Given that a wide range of amenities, services and public transport options can be easily accessed on foot from the development site, the need to cycle to reach such provisions is reduced. However, within a 5km distance from the site, cyclists can reach Knowsley Village to the north, Prescot to the east, Belle Vale to the south and Broadgreen to the west. Within an 8km distance from the site, cyclists can reach Kirkby to the north, St Helens to the east, Hunts Cross to the south and Kensington to the west. All of these areas have their own additional amenities, services and employment opportunities, such as Kirkby Industrial Estate, Axis Business Park and the significant industrial area in Hunts Cross.
- 5.3.6 Liverpool Community College, as well as parts of Liverpool Hope University (and other further education opportunities), can all be cycled to within the 8km catchment area.

5.4 Access by Local Bus Services

- 5.4.1 The CIHT document *Planning for Public Transport in Developments* recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately a 1.4m/s walking speed.
- 5.4.2 As mentioned previously, the nearest bus stop to the site is less than a minute’s walk, located on the B5199 Huyton Lane. For northeast-bound services, the relevant stop is located circa 100m northeast of the site’s eastern corner, known as ‘Huyton Lane opp Marshfield Close’. This stop consists of a flag and pole arrangement. For southwest-bound services, the relevant stop is located circa 50m northeast of the site’s eastern corner, known as ‘Huyton Lane nr Marshfield Close’, which is also marked by a flag and pole.
- 5.4.3 Table 5.2 summarises the services that can be accessed from the bus stops described above and which are of relevance to the proposals. The information has been obtained from Traveline (<https://www.traveline.info>). Copies of timetable information available at the time of writing can be provided upon request.

Table 5.2: Summary of Key Bus Services

Service	Route	Weekday			Weekend	
		AM	Inter	PM	Saturday	Sunday
89	St. Helens – Liverpool John Lennon Airport	3/hr	3/hr	3/hr	2/hr	2/hr
246	Huyton (Circular)	1/hr	1/hr	1/hr	1/hr	n/a

- 5.4.4 As shown above, the 89 service provides a frequent route between St. Helens and Liverpool John Lennon Airport, calling at key destinations such as St. Helens Bus Station, Whiston Hospital, Prescot Bus Station and Huyton Bus Station. The 246 service provides a circular route within Huyton, providing access to amenities within the local area.
- 5.4.5 Huyton Bus Station, as stated, is accessible through the 89 service, but it is also accessible via a short walk or cycle from the development site. As mentioned previously, Huyton Bus Station caters for circa 25 different services, which provide connections across the Liverpool City Region throughout the week. Although the bus station is over the recommended 400m walking distance (a circa 750m walk), it remains within an approximate 10-minute journey on foot, utilising the pedestrianised zone within Huyton Village Shopping Centre. The extensive range of bus services available, combined with the traffic-free pedestrian route to Huyton Bus Station, is considered sufficient to offset the minor exceedance of the recommended walking distance guidelines.
- 5.4.6 All services which are accessible within the local area will enable future residents to commute to employment/educational opportunities and a variety of leisure amenities within the various district centres along the route.
- 5.4.7 Given the scale and nature of the development, it is reasonable to conclude that bus travel will be a convenient option for future residents.

Rail

- 5.4.8 The nearest rail station is Huyton Station, managed by Northern Trains. From the site, it can be reached within a 15-minute walk or a five-minute cycle. The station acts as an interchange between the Liverpool to Wigan Line and the Liverpool to Manchester Line. The station is served by two trains per hour to Wigan North Western, one train per hour to Manchester Airport and Manchester Piccadilly, one train per hour to Preston and Blackpool North and four trains per hour to Liverpool Lime Street during peak times.
- 5.4.9 Huyton Station is staffed, offering a ticket office, toilets, and covered seating areas. The station provides 10 car parking spaces and 12 cycle storage spaces.
- 5.4.10 Rail travel will allow future residents to access additional employment/educational opportunities and leisure amenities within Liverpool or Manchester City Centre.

5.5 Minimum Accessibility Standards (MASA)

- 5.5.1 As set out in the KMBC *Ensuring a Choice of Travel SPD*, MASA guidance has been used to demonstrate that the development proposal is compliant with accessibility requirements. The MASA requires a score to be given for all developments based on the land use type, scale, location and facilities provided.
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- 5.5.2 A residential development of this size is classified in the standards as ‘Large’ in an ‘other urban’ area. The minimum required scores are as set out in Table 5.3 below.

Table 5.3: Minimum Required MASA Scoring

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access & parking
C3 – Dwelling Houses, ‘Major’, ‘Other Urban’	4	5	5	1

- 5.5.3 A summary of the scoring awarded is provided in Table 5.4, while the MASA is provided in full in Appendix E of the TA.

Table 5.4: MASA Scoring Results

Development Type, Location, Size	Awarded score for walking	Awarded score for cycling	Awarded score for public transport	Awarded score for vehicle access & parking
C3 – Dwelling Houses, ‘Major’, ‘Other Urban’	4	3	5	2

- 5.5.4 Table 5.3 and 5.4 demonstrate that the development proposals meet the minimum scoring requirements of the MASA exercise for walking, public transport and access/parking, reflecting the safe design of the proposals and the sustainable location of the site. While the development falls marginally short in the cycling category, due to formal cycle routes being located beyond the 400m threshold, this is not considered a significant concern. The MASA does not account for the site's proximity to a network of 20mph roads, which contribute to a safer and more supportive cycling environment. As such, this minor shortfall is effectively mitigated by the surrounding conditions that are conducive to cycling.

5.6 Summary

- 5.6.1 This section of the report has demonstrated that the site is in a highly sustainable location where a range of local amenities, educational establishments and employment opportunities are located within nationally recognised acceptable walking and cycling distances from the site.
- 5.6.2 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2 of this report, the NPPF states that ‘*significant 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, as well as providing *‘safe and suitable’* access for all.

6 TARGETS

6.1 Introduction

6.1.1 In order for TP measures to be successfully adopted, it is important to set achievable but challenging targets that can be monitored and reviewed at regular intervals. It is difficult to set targets at this stage, as they need to be based on the actual travel characteristics of the site, which will not be known until a baseline travel survey has been arranged following an agreeable level of occupation. However, as the applicant has a commitment to sustainable travel and the TP process, some initial targets can be set based on census data for the local area.

6.2 Vehicular Trip Generation

6.2.1 In order to determine the traffic generation associated with the proposed development, the TRICS 7.11.4 database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Eire. The TRICS database has been used to determine the peak hour trip rates, with all outputs provided in Appendix G of the TA.

6.2.2 A summary of the key selections applied in order to derive the sample is as follows:

- Land use category - houses privately owned;
- Regions excluded - London, Northern Ireland and Eire;
- No. dwelling range selection - 40 to 100 units (40 to 99 actual);
- Date range - 01/01/14 to 18/09/24;
- Weekend surveys excluded;
- Selected locations - suburban area, edge of town and neighbourhood centre; and
- Location sub categories - residential zone and village.

6.2.3 The above selections returned a sample of 16 sites; however, four sites were removed due to them either being surveyed during the Covid-19 pandemic period or as outliers to the dataset. The results of these surveys would have skewed the trip rates of the sample. Table 6.1 below highlights the derived trip rates and subsequent trip generation figures, with the full output included in Appendix F of the TA.

Table 6.1: Trip Generation (Current Scheme Iteration of 81 Dwellings)

Time	Trip Rate			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.159	0.382	0.541	13	31	44
17:00-18:00	0.368	0.165	0.533	30	13	43

6.2.4 Table 6.1 shows 44 two-way trips could be expected in the AM peak and 43 two-way trips could be expected in the PM peak.

6.2.5 It should be noted that no assumptions have been made regarding potential future reductions in car travel resulting from increased uptake of sustainable modes of transport.

6.3 Multimodal Trip Generation

6.3.1 The number of non-car trips likely to be generated by the site has been forecast using 2011 Census Method of Travel to Work (MTW) data. The Knowsley 011 MSOA has been selected, which comprises the site and the surrounding built-up area. The trip ends for each method of travel have been downloaded from Nomis (<http://www.nomisweb.co.uk>).

6.3.2 Several of the transport mode categories have been manually removed from the data for reasons including it being unrealistic that they will be used by residents of the site (i.e. underground); or that they will not generate a trip (i.e. not in employment).

6.3.3 As the vehicular trips were calculated using TRICS, factors have been derived between them and the census car driver trips (1,474). The factors equate to 3.0% in both peaks. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the site.

6.3.4 Table 6.2 provides the forecast multimodal trips.

Table 6.2: Forecast Multimodal Person Trips

Method of Travel to Work	Census Trips	Mode %	AM Trips	PM Trips
Work mainly at or from home	137	5%	4	4
Train	100	4%	3	3
Bus, minibus or coach	329	13%	10	10
Driving a car or van	1,474	59%	44	43
Passenger in a car or van	205	8%	6	6
Bicycle	37	1%	1	1
On foot	212	9%	6	6
Trips Excluding WFH	2,357	-	70	69
All Modes	2,494	100%	74	73
<i>Factors</i>			<i>3.0%</i>	<i>3.0%</i>

6.3.5 Based on the figures in Table 6.2, the site is forecast to generate 74 and 73 total people physical trips in the AM and PM peaks, respectively, with around four people working from home, although this figure is likely to be higher given the increase in working from home following the Covid-19 pandemic.

6.3.6 Following driving a car being the most common method of travel likely to be used by residents of the site, bus trips are expected to account for 10 trips in each peak, walking and car passenger trips are

each expected to account for six trips in each peak, trips via train travel are expected to account for three trips in each peak, while bicycles trips are expected to account for one trip in each peak.

6.4 Modal Shift Targets

- 6.4.1 In line with national travel plan guidance, targets should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound). At this stage in the TP process, the most suitable way to set targets will be to suggest a reduction in car or van driver trips with an increase in trips on foot, bike, bus, train, as a passenger in a car or van trips, as well as car sharing and an increase in working from home.
- 6.4.2 It is recognised that achieving a 10% reduction in car or van driver trips is both a realistic and ambitious target. This reduction is proposed to be reallocated proportionally across the identified sustainable modes of transport, based on their current modal share.
- 6.4.3 Table 6.3 displays the development's initial targets using the average of the AM and PM peak forecast modal splits shown in Table 6.2 as the base. The green font represents a percentage increase with the red font representing a percentage decrease. It is considered that these initial targets should be achieved within five years of full occupation of the site.

Table 6.3: Modal Split Targets for Five Years Post Occupation

User Class	Mode %	Target	
		5%	10%
Work mainly at or from home	5.5%	6.2%	6.8%
Train	4.0%	4.5%	5.0%
Bus, minibus or coach	13.2%	14.8%	16.4%
Driving a car or van	59.1%	54.1%	49.1%
Passenger in a car or van	8.2%	9.2%	10.2%
Bicycle	1.5%	1.7%	1.8%
On foot	8.5%	9.5%	10.6%
Total People	100%	100%	100%

- 6.4.4 Table 6.3 presents the targets of up to 6.8% of people to be working from home, 16.4% to use a bus or coach, 10.2% to be a passenger in a car or van, 1.8% to cycle and 10.6% to walk, with a reduction in driving a car or van to 49.1%.
- 6.4.5 It is recommended that the initial targets be adjusted based on the baseline travel survey as this will provide more accurate, up-to-date and site-specific travel patterns rather than using census derived modal split data.

7 MEASURES

7.1 Introduction

- 7.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 7.1.2 Not only should the measures be realistic, but it is important that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly the eventual TP Co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.
- 7.1.3 This section will present potential measures to help achieve the targets set in Section 6. Some of these measures will be collective and apply to all modes of sustainable transport while others will be specific to each mode.

7.2 Reducing the Need to Travel

- 7.2.1 Section 5 of this TP has described how the site is well-located in terms of being within walking and cycling distance to local amenities. It also demonstrated how bus services may provide viable and convenient modes of travel for some residents. Furthermore, the site's access strategy, particularly with regards to its permeability for pedestrians and cyclists, maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along natural desire lines.
 - 7.2.2 Sections 4 and 5 have stated that the existing and proposed local highway network is conducive to walking, with well-lit footways and extensive pedestrian infrastructure.
 - 7.2.3 Development of the site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. The travel restrictions imposed during the Covid-19 pandemic saw a considerable increase in working from home, with many employers likely to be further supportive of working from home on a full or part-time basis. The ultimate housebuilder is likely to incorporate home working facilities into the properties.
 - 7.2.4 In addition, the emergence of home deliveries from large supermarkets and online retailers has the potential to further reduce the need for travel. There is an opportunity for the housebuilder to promote these alternatives and raise awareness of the potential time, cost and environmental savings of home deliveries, both in relation to the large supermarket chains including Sainsbury's, Asda, Tesco, Morrisons and Waitrose, as well as online retailers such as Ocado and Amazon. Many of these retailers allow purchases to be delivered on a specific day and some between a specific time window
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to ensure that someone is home to accept the delivery. Alternative delivery addresses and locations can also often be specified.

7.3 Welcome Packs

7.3.1 Welcome packs will be provided for each new residence upon first occupation and will be produced by the housebuilder with input from KMBC. These packs will be essential to educating and informing future residents of both the sustainable transport modes available to them and the benefits they can have for them and their families, including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve. Typically, the content of such welcome packs include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables; and
- Details of the TPC .

7.4 Other Methods of Awareness Raising and Marketing

7.4.1 Aside from welcome packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:

- Personalised travel planning for families and individuals, often arranged by the TPC;
- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with website such as X (formerly *Twitter*), *Facebook* and *Nextdoor* having mass appeal and membership, yet having localised content and discussion groups; and
- Promotion of events such as *National Bike Week* and *Living Street's* series of walking events including *Walk to Work Week* and *Walk to School Week*.

7.5 Measures to Encourage Walking

7.5.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (<https://www.nhs.uk/live-well/exercise/>). The 150 minutes could be achieved by walking leisurely for 30 minutes per day, five days a week, or briskly for 10 minutes per day (<https://www.nhs.uk/live-well/exercise/walking-for-health/>).

7.5.2 Furthermore, research from the University of Cambridge has discovered that just a brisk 20-minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (<http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity>).

7.5.3 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available (through welcome packs, notice boards and on the Merseytravel website) including off-road PRoW;
- Ensure the clear signage of pedestrian routes within and adjacent to the site; and
- Promotion of a 'walking buddy' scheme (through welcome packs, notice boards and social media)

7.6 Measures to Promote Cycling

7.6.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.

7.6.2 We are Cycling UK (<https://www.cyclinguk.org/>) outlines the following 10 reasons why cycling is good for you:

- Reduces the risk of cancer by 45%;
- 46% lower risk of cardiovascular disease;
- Boosts immunity;
- Good for your waistline;
- Cycling fights the aging process;
- Cuts depression by up to a third;
- 95% of people we interviewed for our Rides of Way survey said it helped with their mental health;
- Helps reduce air pollution;
- Reduces asthma in children; and
- Saves money.

7.6.3 The website also makes the pertinent point that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment. It is expected that the housebuilder will include provision for cycle storage for each dwelling.

7.6.4 Potential measures to encourage cycling include the following:

- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the ‘fun’ element of cycling;
- Promote the local cycling routes available and cycle storage facilities at key destinations such as in district centres (through welcome packs, notice boards and on the Merseytravel webpage);
- Promotion of events such as National Bike Week (<https://www.cyclinguk.org/bikeweek>);
- Promotion of a Bicycle User Group (BUG) (through welcome packs, notice boards, social media and Merseytravel website) which could include cycle proficiency courses;
- Discounts on cycles and cycle accessories from local retailers;
- Encouragement of residents to check with their employers to see if they offer a cycle to work scheme; and
- Promotion of other useful cycling websites (through welcome packs, notice boards and social media) such as [Sustrans](#), [We are Cycling UK](#), and [Love to Ride](#).

7.7 Measures to Encourage Public Transport Use

7.7.1 Public transport use and accessibility is an important element of TPs. Bus and rail transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this report has demonstrated that bus travel could be a suitable and convenient mode of transport for some residents of the site.

7.7.2 The key measure to promote public transport use will be through the provision of route and timetable information in welcome packs, on notice boards and at the stops themselves.

7.7.3 There are a number of useful public transport websites which can be promoted through welcome packs, notice boards and social media. Some of these websites include, but are not limited to:

- [Welcome to Stagecoach](#);
- [Arriva UK Bus | Buy Bus Tickets & Check Live Bus Timetables](#);
- [Merseytravel | Liverpool City Region Travel Information](#);
- <https://www.traveline.info/>;
- <https://www.nationalrail.co.uk/>.

7.7.4 It is expected that as the TP progresses, liaison will be made with local public transport operators in order to maximise the awareness of, and accessibility to, public transport.

7.8 Measures to Reduce Single Occupancy Car Trips

7.8.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites.

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- 7.8.2 Residents could also manage their own lift sharing as there are likely to be a number of residents travelling to popular destinations such as Manchester and Liverpool City Centre. This could be managed through a residents' committee should there be one, or informally otherwise.

7.9 Measures to Encourage Low Emission Vehicle Use

- 7.9.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies such as electric hybrid engines and fully electric engines, with central government due to impose a ban on the sale of new petrol and diesel engine vehicles in 2035. The purchase prices of such low emission technologies are becoming more in line with standard petrol and diesel engine vehicles, with some manufacturers setting targets to fully switch to electric vehicle or hybrid production only.
- 7.9.2 To encourage low emission vehicle use, the eventual housebuilder will provide appropriate electric vehicle charging facilities within the proposed development, compliant with *The Building Regulations 2010 Approved Document S (Infrastructure for the charging of electric vehicles)*.
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8 MANAGEMENT, MONITORING AND REVIEW

8.1 Management

- 8.1.1 The overall responsibility for the TP will initially lie with the housebuilder. Following this, the TP will become the responsibility of a TP Co-ordinator, site management company or residents' association.

8.2 Appointment of a Travel Plan Co-ordinator

- 8.2.1 It is envisaged that the housebuilder will appoint a TPC prior to construction. The TPC will inherit the day-to-day responsibility for ensuring that the TP is regularly monitored, reviewed, updated and evolved.
- 8.2.2 Initially, they will be tasked with implementing and marketing the TP measures described in Section 6, and set SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets based on travel surveys conducted when the dwellings are 50% occupied (to be agreed with KMBC). Further travel surveys will be undertaken by the TPC at regular intervals, as agreed with KMBC, to monitor progress against the established targets. These targets will be reviewed and updated as necessary, based on the survey findings and ongoing engagement with KMBC and local public transport operators.
- 8.2.3 It is expected that the TPC will initially be an employee of the housebuilder and that they will arrange a steering group to assist with the future development of the TP. Such a steering group can then take ownership of the TP at the end of the five-year period.

8.3 Monitoring and Review

- 8.3.1 It is important that the TP is monitored at regular intervals to assess its success and help to evolve it. It is envisaged that the housebuilder will commit to monitor the TP at regular intervals over a period of time and will most likely be post 100% occupation.
- 8.3.2 The TP will need to be reviewed at regular intervals after monitoring is complete. The review should remove any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If the TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. Any changes to the TP will need to be made in agreement with KMBC.

8.4 Interim Action Plan

- 8.4.1 An interim action plan has been produced, outlining actions likely to be undertaken upon early occupation of the site. It should however, be noted that this is only indicative at this stage of the process and will be updated at appropriate times.
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Table 8.1: Interim Action Plan

Stage	Action	Responsibility
Prior to occupation	Install EV charging facilities	Applicant
	Install cycle storage facilities	Applicant
	Accommodate space and infrastructure for home working	Applicant
	Appoint TPC and inform KMBC of contact details	Applicant
	Contact and negotiate with local retailers, KMBC and Merseytravel to arrange discount for outdoor clothing, cycling equipment and discounted public transport tickets	TPC
Early stages of occupation	Market the benefits of the site in terms of accessibility by non-car modes to potential buyers	TPC
	Prepare welcome packs and arrange printing	TPC
	Arrange for welcome packs to be presented to new owners with keys to properties	TPC
	Consider the provision of sustainable travel vouchers on request	TPC