



Client:

NW1 IOS 3 Unit Trust

Project:

**Open Storage Facility,
Knowsley**

Travel Plan Statement

March 2026

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1 INTRODUCTION

- 1.1 NW1 IOS 3 Unit Trust has commissioned Pulsar to prepare a Travel Plan Statement (TPS) to support a planning application for the proposed use for open storage (Class B8) at a site known as the Land to the West of Faraday Road and East of Alchemy Way, Knowsley Industrial Park, Kirkby, Knowsley.

Background

- 1.2 The site is located at the western end of Brintonwood Trading Estate, at the western extent of Faraday Road. It is situated within the Metropolitan Borough of Knowsley, to the north of Knowsley village and to the south of the town of Kirkby. Whilst it is a constituent council of the Liverpool City Region Combined Authority, Knowsley Council are the Local Planning Authority and Local Highway Authority.
- 1.3 The existing site consists of an area of undeveloped land between Faraday Road and Alchemy Way. There is no existing formal access to the site, however the site boundary meets both the western end of Faraday Road and the northern end of Alchemy Way.
- 1.4 A recently constructed van park occupied by Amazon is located directly to the southeast, whilst the site is generally bordered by industrial development associated with the Brintonwood Trading Estate and Alchemy Business Park.

Proposed Development

- 1.5 The proposed development involves the proposed use of the site for open storage (class B8), the provision of new hardstanding and all other associated works. The site would have two access points: one from Faraday Road and one from Alchemy Way. The proposed layout is shown on the architect's plans in **Appendix A**.

Scope

- 1.6 A Travel Plan is defined in the recently revised NPPF as:
- A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.*
- 1.7 A Travel Plan is sought for larger developments generating a significant number of trips, whereas Travel Plan Statements are normally deemed sufficient for developments generate fewer trips.
- 1.8 As noted in the Transport Statement accompanying the planning application, Knowsley set out a criteria for developments that should be supported by a Travel Plan. It is not considered that the proposed development meets these criteria.

However, the applicant has sought to prepare this Travel Plan Statement to set out their commitment to ensure that sustainable travel opportunities are maximised where possible.

- 1.9 This Travel Plan Statement is primarily directed at reducing unnecessary or unsustainable car travel made by staff to the site. It also seeks to give encouragement to staff to use non-car modes of transport by providing information on travel choices. This includes staff at all levels, including management.

Travel Plan Mission Statement

- 1.10 The predominant aim of this Travel Plan Statement is to put in place the management tools deemed necessary to enable staff to make more informed decisions about their travel to work, which at the same time minimises the adverse impacts of staff travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping staff from using sustainable modes which in effect self manages single-occupancy vehicle use.

Benefits

- 1.11 The Travel Plan Statement will bring about benefits at the following levels:
- Staff through improved health, potential cost savings and reduced congestion; and
 - The environment – through improved local air quality with less noise, dirt and fumes, as well as reducing the impact of other national and global environmental problems.

Policy Context

- 1.12 The revised NPPF was published in December 2024 (and recently updated in February 2025) and sets out the Government’s planning policies for England and how these are expected to be applied.
- 1.13 The NPPF reiterates that “the purpose of the planning system is to contribute to the achievement of sustainable development” and “at the heart of the Framework is a presumption in favour of sustainable development”.
- 1.14 Chapter 9 deals with promoting sustainable transport. Paragraph 109 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, using vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) Making transport considerations an important part of early engagement with communities;

- b) Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to make high quality places;*
 - c) Understanding and addressing the potential impacts of development on transport networks;*
 - d) Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) Identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*
- 1.15 Paragraph 110 states that the planning system should actively manage patterns of growth in support of the above objectives.
- 1.16 Paragraph 115 states that in assessing specific applications for development, the following should be ensured:
- 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 Mode 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.*
- 1.17 Paragraph 116 goes on to state:
- Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios.*
- 1.18 Paragraph 118 of the NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the

application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

National Planning Practice Guidance (NPPG), 2014

- 1.19 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.
- 1.20 The guidance explains the role of Travel Plans, Transport Assessments and Statements as:
- 1.21 They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

This Document

- 1.22 This Travel Plan Statement has been written as a stand-alone document and contains all the relevant information needed to effectively implement the measures contained within. Whilst there is no monitoring proposed as part of this document (in line with the requirements of a Travel Plan Statement), measures will be implemented at the development from the outset and maintained throughout the development's lifetime.
- 1.23 The remainder of this document is structured as follows:
- **Section 2** – will outline the options for accessing the site by sustainable modes and will also detail expected travel patterns by staff.
 - **Section 3** – outlines the Travel Plan Statement strategy including how it will be managed, as well as the objectives set.
 - **Section 4** – sets out the measures and initiatives.
 - **Section 5** – includes the Action Plan.

2 EXISTING CONDITIONS & BASELINE TRAVEL PATTERNS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site is located on an area of undeveloped land between Faraday Road and Alchemy Way, to the north of the village of Knowsley. It is situated between Brintonwood Trading Estate and Alchemy Business Park. **Figure 1** shows the site location plan, and **Figure 2** illustrates the strategic site location in relation to the wider surrounding area.

Figure 1 Site Location Plan



2.3 There is no formal access to the site, however the site is bounded to the east and west by the Faraday Road and Alchemy Way carriageways respectively. The Faraday Road frontage meets the northern and western sides of the turning head, with the southern side providing access to the Amazon Van Park to the southeast. **Photo 1** shows a view looking north on the Faraday Road turning head, towards the direction of the proposed site access.

Figure 2 Strategic Site Location

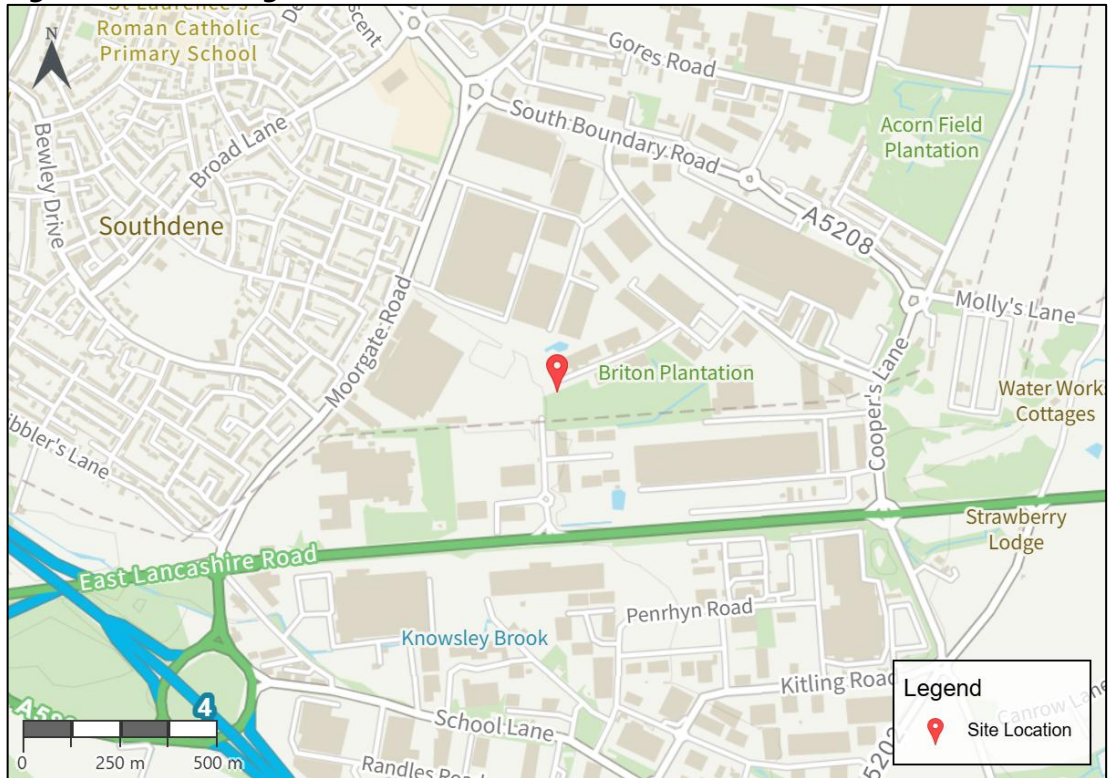


Photo 1 Faraday Road Looking Towards the Proposed Site Access Location



Accessibility

- 2.4 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

- 2.5 In the National Travel Survey 2024, 81% of journeys shorter than 1 mile were made wholly on foot, a level which as reported in the CIHT document 'Planning for Walking' (2015) has hardly changed in the past thirty years indicating that if destinations are within a mile, it is highly likely that walking will be the preferred trip.
- 2.6 The topography in the area is generally flat which helps promote walking and cycling activity. Faraday Road provides footways on both side of the carriageway, as well as on the western and eastern sides of the turning head connecting to the site (see **Photo 1** above). These footways continue on both sides of Abercrombie Road, Owen Road and Hornhouse Lane, providing good pedestrian connections through Brintonwood Trading Estate to the north and east.
- 2.7 Likewise, to the west of the site, Alchemy Way currently provides a footway on the eastern side of the carriageway across the site frontage in the southwestern corner. Approximately 40m south of the site, footways are provided on both sides of Alchemy Way, providing links to the East Lancashire Road to the south.
- 2.8 Informal crossing points are provided throughout Alchemy Way with dropped kerbs and tactile paving, whilst a signalised crossing is provided at the junction with the East Lancashire Road, including a connection to the southern side of the dual carriageway.
- 2.9 In terms of cycling, The CIHT guidance "Planning for Cycling" notes that cycling should be considered a potential mode for trips up to 5 miles (8km). Therefore, areas including Kirkby, Huyton, Eccleston and the wider Knowsley area are considered to be accessible by bicycle. **Figure 3** below illustrates the areas considered to be accessible from the site by bike.

Local Amenities and Facilities

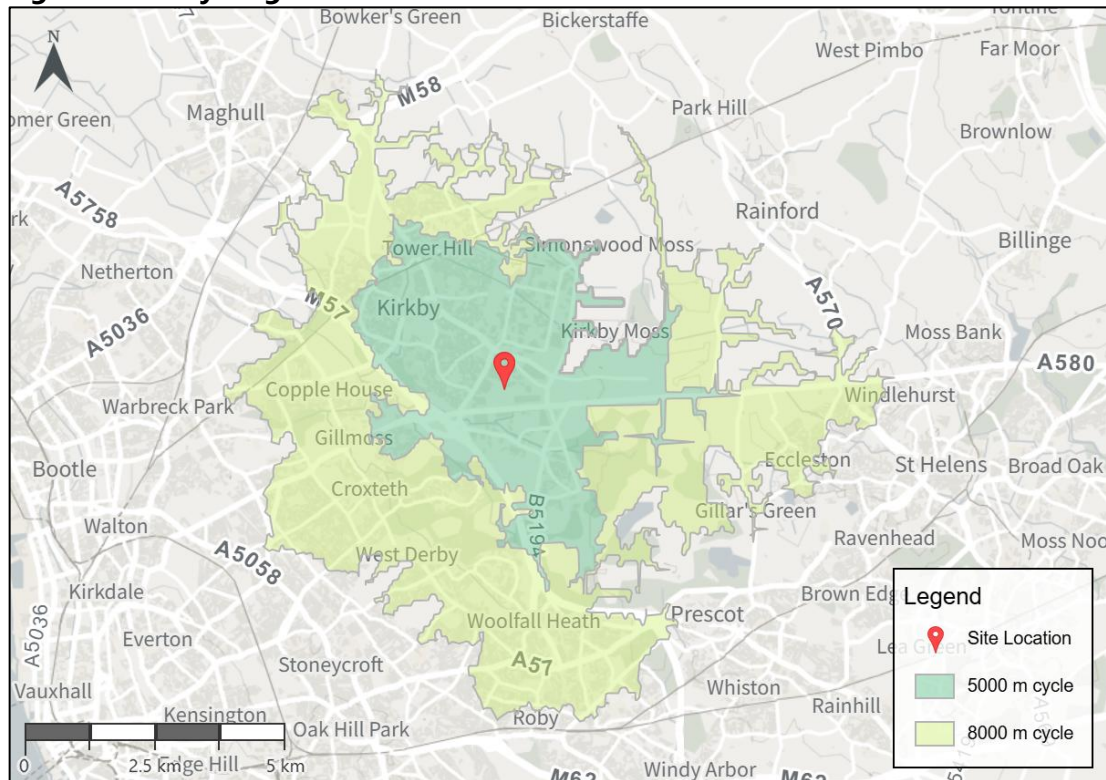
- 2.10 As noted above, the National Travel Survey suggests that trips that are shorter than 1 mile are normally made by foot. The site is therefore considered to be well connected to a number of local facilities and amenities, that could be utilised by staff at, for example, lunchtime. **Table 2.1** outlines a selection of these facilities and amenities that are within a 1.6km (approximately 20-minute) walking distance.

Table 2.1 Facilities and Amenities within Walking Distance of the Site

Facility / Amenity	Walking Distance from Site
The FoodBox Snack Bar	550m
McDonald's	1.3km

Facility / Amenity	Walking Distance from Site
Copper Pot Public House	1.4km
Starbucks	1.4km
Spar (inc. Greggs)	1.5km
Popeyes	1.6km
Wendy's	1.6km
Subway	1.6km

Figure 1 Cycling Catchment Plan

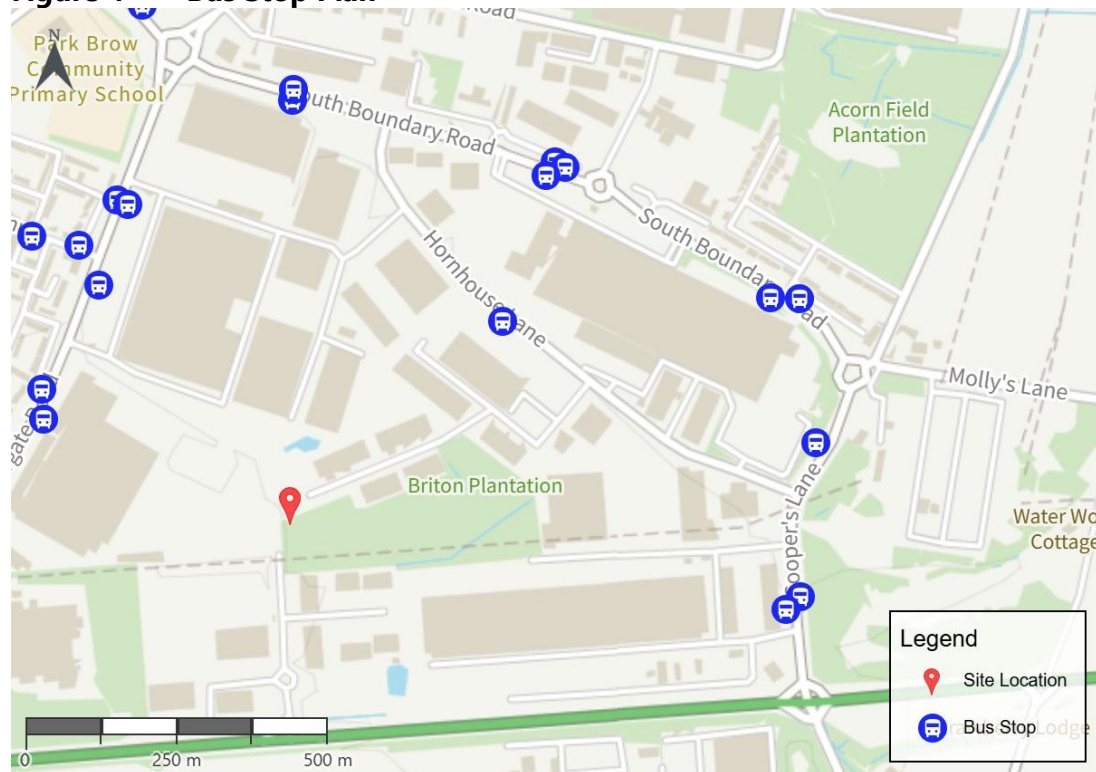


Local Bus Services

- 2.11 The closest bus stops to the site are located on Coopers Lane. A stop is also provided on Hornhouse Lane, however, it is understood that this stop is not operational for public buses.
- 2.12 The Coopers Lane bus stops are located 1.0km (northbound) and 1.3km (northbound and southbound) to the east of the site. These stops provide access to the 217, 289, 898 and 899 bus routes. One of the northbound stops is provided with sheltered seating, whilst all stops are marked with a bus flag.
- 2.13 Further information on the accessible bus services is provided in **Table 2.2**.

Table 2.2 Accessible Bus Services: Typical Frequencies (mins)

No.	Route	Week	Sat	Sun
217	Tower Hill – Bootle Bus Station – Kirkby Station – Kirkby Bus Station – Knowsley – Huyton Bus Station – Halewood Shopping Centre	30	30	120
289	St Helens – Rainhill Station – Prescot – Knowsley – Kirkby Bus Station	60	60	N/A
899	Woodfall Heath – Knowsley – Woodfall Heath	90	N/A	N/A

Figure 4 Bus Stop Plan


Rail Services

- 2.14 The closest National Rail station to the site is Headbolt Lane, located approximately 4.2 km from the site. This corresponds to a 14-minute cycle, or is accessible via the 217 bus route noted above. Kirkby Station is also located 4.5km from the site, located on the same line and also accessible via the 217 bus route (earlier in the route). Cycle parking is available at both stations, with 80 cycle storage spaces available at Headbolt Lane Station and 20 spaces at Kirkby Station.
- 2.15 Both Headbolt Lane and Kirkby are served by Merseyrail services, which operate approximately every 30 minutes throughout the day towards Liverpool Central, via Kirkdale and Moorfields.

- 2.16 Northern Rail services are also available from Headbolt Lane. These operate on an hourly basis throughout the day between Headbolt Lane and Blackburn, connecting to destinations including Rainford, Wigan Wallgate and Manchester Victoria.

Local Highway Network

- 2.17 As noted above, the site connects to both Faraday Road to the east and Alchemy Road to the west. It is proposed that the site will provide an access point from either frontage. The vicinity of the site is largely industrial, with the roads designed to cater for larger HGVs.
- 2.18 Both Faraday Road and Alchemy Way are single carriageway roads operating in both directions, providing access to the commercial and industrial units in Brintonwood Trading Estate and Alchemy Business Park respectively. Both are provided with carriageways suitable to cater for large HGVs, owing to the nature of the units in the area. Both roads are subject to a 30mph speed limit and form part of Knowsley's adopted highway network. They both have limited on-street parking restrictions, with the exception of the various accesses and dropped kerbs associated with the industrial units.
- 2.19 Faraday Road is accessed from Abercrombie Road to the northeast, which is in turn accessed from Owen Road, forming the main vehicular routes through Brintonwood Trading Estate. Brintonwood Trading Estate is accessed from the southern side of Hornhouse Lane, which, whilst outside of the Trading Estate, also provides access to a number of industrial units in the area. Hornhouse Lane has double red lines in place on both sides of the carriageway, preventing stopping at any time, and links the Coopers Lane and South Boundary Road sections of the A5208.
- 2.20 Alchemy Way is accessed from the A580 East Lancashire Road to the south, which is a major dual carriageway road linking Liverpool to Manchester. Access to the M57 is available within 1.6km of the site.

Baseline Travel Patterns

- 2.21 The expected modal split of staff at the site has been estimated based on the Census Journey to Work mode split for the Knowsley 005 Middle Super Output Area. The estimated modal split is set out in **Table 2.3** below.

Table 2.3 Estimated Staff Modal Split (Census Data)

Mode	Census Mode Split (%)
Train / other rail modes	1.5%
Bus, minibus or coach	9.0%
Taxi	1.5%
Motorcycle, scooter or moped	0.8%
Driving a car or van	70.9%
Passenger in a car or van	9.2%
Bicycle	2.3%
On foot	4.6%
Other method of travel to work	0.2%
Total	100.0%

2.22 **Table 2.2** shows that the majority of people working in the area currently drive to work (71%), with only 7% travelling by active modes and 11% travelling by public transport.

3 MANAGEMENT AND OBJECTIVES

- 3.1 This section sets out the proposed management structure for the TPS. The TPS will be the overall responsibility of the on-site employees that will be appointed to maintain the TPS.

Travel Plan Coordinator

- 3.2 An employee will be appointed the role of Travel Plan Coordinator (TPC) to maintain the TPS. Their details will be provided on occupation.
- 3.3 The TPC will oversee the implementation of the TPS for the site. The TPC will be a part-time role whose responsibilities will be as follows:
- Act as the primary point of contact in relation to sustainable travel queries at the site for both employees and visitors;
 - Managing the development and implementation of the TPS measures; and
 - Promoting the objectives and benefits of the TPS.

Objectives

- 3.4 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all staff and visitors regardless of whether or not they own a car.
- 3.5 This Travel Plan Statement is primarily aimed at reducing the dependence of staff travelling by car by increasing awareness of sustainable modes of travel. Therefore, the main objectives of this Travel Plan Statement are to:
- increase staff awareness of the advantages and availability of sustainable modes;
 - introduce a package of physical and management measures that will facilitate staff travel by sustainable modes; and
 - reduce unnecessary or unsustainable use of the car for the journey to work by staff.

4 MEASURES AND INITIATIVES

- 4.1 This section of the Travel Plan Statement outlines the specific physical and management measures to be implemented. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan Statement. Measures are grouped together broadly under 'alternative mode of transport' headings
- 4.2 The measures outlined below are not exhaustive and the TPC will be free to investigate other potential initiatives.

Travel Plan Management and Promotion

- 4.3 A Travel Plan Coordinator (TPC) will be appointed at the site. The occupier management will assist the TPC where possible and provide guidance where necessary. The TPC will be responsible for overseeing the implementation of the Travel Plan Statement.
- 4.4 Information including walking and cycling routes, journey planner tools, car sharing opportunities and contact details for the TPC will be made available and will be provided on a noticeboard located in a prominent location. The TPC will remind the occupiers to ensure that these noticeboards remain up-to-date and will replace information which is no longer accurate.
- 4.5 The TPC will continuously promote the Travel Plan Statement and its initiatives and will be responsible for investigating new ways for staff to become involved. An example could be organising a promotional event where staff can sign up for bicycle training and social bike rides/ walks etc.

Walking and Cycling

- 4.6 The TPC will be responsible for promoting the benefits of walking and cycling to staff of the Site. As well as providing information regarding local walking and cycling routes on the notice boards, the TPC will promote public health campaigns such as Change for Life, which highlight the health benefits associated with active travel. Walking and cycling events such as National Bike Week will also be promoted.
- 4.7 The TPC will occasionally assess local walking routes and liaise with Knowsley should the need for maintenance be required. They will also assess the provision of way-finding to ensure this is appropriate.
- 4.8 The TPC will investigate cycle training for staff, including local training schemes through Knowsley Council. Cyclist training and maintenance sessions are freely available, funded by Liverpool City Region, Merseyside Road Safety Partnership and Bikeability. The aim is to make cyclists more confident and comfortable cycling on the road, therefore encouraging them to cycle to/ from the Site on a regular basis.

The training sessions will either be organised on an individual or group basis, depending on the number and ability of participants and the availability of trainers.

- 4.9 The occupier will also be encouraged to participate within the cycle to work scheme, which allows employees to purchase bikes tax efficiently through a salary sacrifice.
- 4.10 The provision of bicycle maintenance and repair events on-site will also be investigated. These could be provided on a quarterly basis to ensure that staff are consistently able to access these services, therefore encouraging them to cycle on a regular basis.
- 4.11 Four secure cycle parking spaces will be provided at the development to encourage staff members to cycle to work and for visitors. These spaces will incorporate weather protection and the ability for cycles to be locked to the stands. The TPC will monitor the use of these stands, with additional cycle parking provided where demand warrants it.
- 4.12 The TPC may liaise with local bicycle retailers regarding the potential for providing staff with discounts for cycle equipment.

Car Sharing

- 4.13 The TPC will engage with employees and investigate potential car sharing opportunities and will promote the use of car sharing websites such as Liftshare. The feasibility of a guaranteed ride home policy will be investigated.

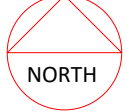
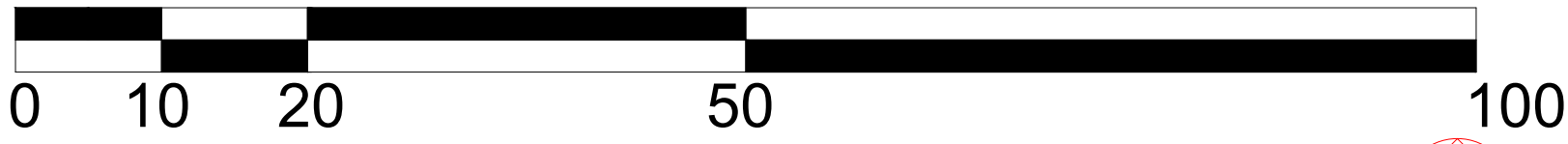
5 ACTION PLAN

5.1 The Action Plan set out below in **Table 5.1** describes the measures included within the Travel Plan Statement that are directed at influencing staff travel.

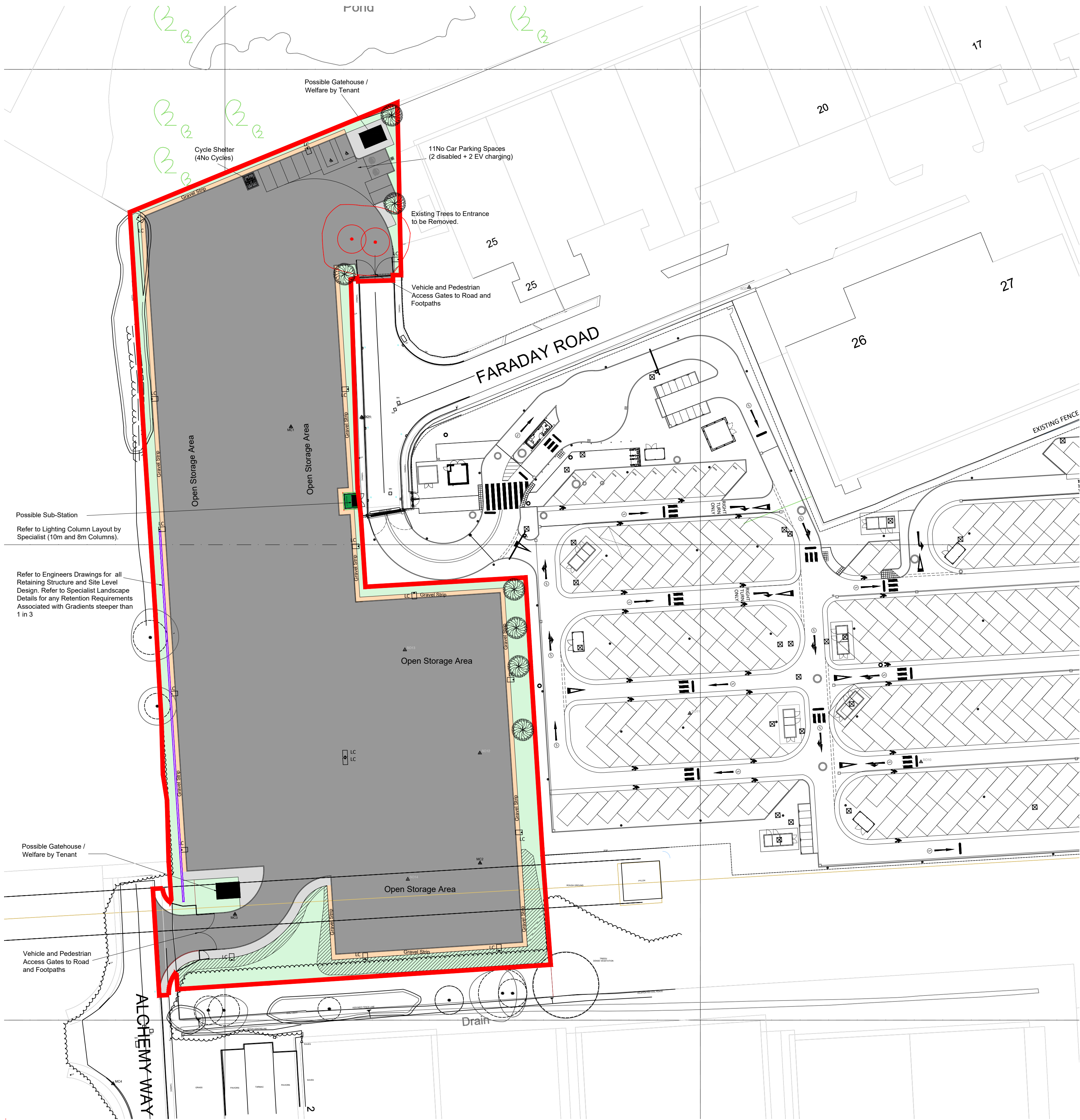
Table 5.1 Action Plan

Measures	Notes	Status/Target Date	Responsibility
Appointment of Travel Plan Coordinator	TPC will be a part-time role and will undertake duties in addition to normal duties	Prior to the site becoming occupied	Managing Agent / Occupier Management
Provision of cycle racks / stands	4 secure cycle parking spaces to be provided	Completed as part of construction	During Construction/ TPC
Monitor cycle stand usage	Monitor use of the cycle stands to provide more if needed	Ongoing	TPC
Provide cycle route maps and other information relating to cycle facilities	To be included on noticeboards	Upon occupation	TPC
Promote cycling awareness, e.g. Cycle to work scheme	TPC to raise awareness of suitable schemes for employers	Upon occupation and on-going	TPC
Promote walking awareness schemes	TPC to promote national walk to work events	Ongoing	TPC
Check walking and cycling routes in the vicinity of the site and report any deficiencies to the Council	TPC to review walking routes in the immediate vicinity of the site quarterly	Ongoing	TPC
Discounts at local cycle shops	TPC to contact local cycle shops to explore potential for discounts	Within 3 months of occupation	TPC
Car share scheme	Promote car share opportunities and investigate feasibility to provide guaranteed ride home	Within 3 months of occupation	TPC

APPENDIX A – ARCHITECT’S LAYOUT



SCALE BAR 1:500



Site Area

Site Area = 10,907.975m² / 117,412.470ft² / 2.695 Ac / 1.090 Ha

Site Finishes Legend

- Landscape Area - Refer to Specialist Drawings
- Gravel Margin
- Pedestrian Footpath
- Storage Hard Surface - Concrete
- Retaining Structure - Refer to Engineers Details
- Hatch Area - Slope for levels for cut and fill areas by Engineer.

PROPOSED SITE PLAN - OPEN STORAGE
1:500

Scale this drawing for planning purposes only
ashton smith to be notified of discrepancies in figured dimensions
Contractors must check all dimensions from site
This drawing is copyright and is for use on this site only
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LOCATION PLAN:

NOTES:

P06	2026/03/26	Updated ownership boundary (blue) and renamed Plot to Site Area.
P05	2026/03/23	Updated to additional comments received.
P04	2026/03/18	Updated to comments received and Teams call 17/03/2026.
P03	2026/03/09	Updated to comments 04 & 05/03/2026 and various documents received
P02	2026/02/27	Updated to comments received 25/02/2026
P01	2026/02/18	Initial Issue

REV	DATE	DESCRIPTION
REVISIONS		

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D.L.	R.B.
D.L.	R.B.
D.L.	R.B.
D.L.	R.B.

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