

Framework Travel Plan

35 Wilson Road, Huyton

29 April 2022

Prepared for

LINDEN HILL - CAPITAL ASSETS - ALX LIMITED



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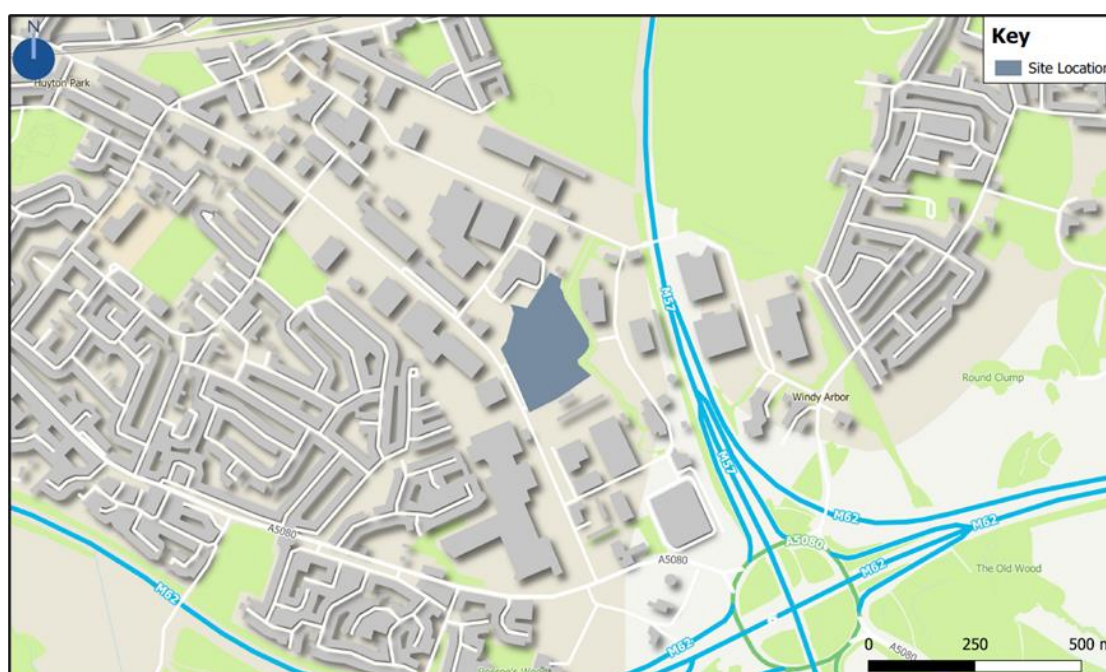
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1. Introduction

1.1 Preamble

- 1.1.1 Markides Associates (MA) have been instructed to prepare this Framework Travel Plan (FTP) by LINDEN HILL - CAPITAL ASSETS - ALX LIMITED in support of an application for the development of a commercial (Use Class B8) unit located at Land at John Mason International Site, Wilson Road, Huyton Business Park, L36 6AE ('the site'). The site will have associated cycle and car parking on site. A site location plan has been included as an extract as **Figure 1.1** and is included at the end of this report.

Figure 1.1 Site Location Plan



- 1.1.2 The site falls within the planning and highway authority area of Knowsley Metropolitan Borough Council (KMBC).
- 1.1.3 As shown in **Figure 1.1**, the site fronts onto Wilson Road and is bound to the north, south and east by other B8 commercial units. The site also lies within close proximity of both the M57 and the M62.

1.2 The Travel Plan

- 1.2.1 This TP (Document ref: MA-22036-XX-XX-RP-D-TP01) has been prepared for this planning application which should be read in tandem with the associated Transport Statement (TS) (Document ref: 22036-MA-XX-XX-RP-D-TA01).
- 1.2.2 Given the end users of the commercial floorspace and the organizational hierarchy of these parties is as-yet undetermined a range of outcomes are viable. With regards to the proposed development, one option is that an overarching Commercial Site Management oversees the

Plan throughout its 5-year lifespan; however, in order to future-proof the Plan, the scenario in which the responsibility of the TP is transferred to different parties at different stages of the development has also been considered.

1.2.3 This section outlines the potential hierarchy of parties responsible for the Plan at each stage and scenario, in order to clarify these outcomes in relation to the Plan. Where ownership of the Plan changes hands, it is recommended that liaison is undertaken with KMBC in order to ensure the appropriate maintenance and funding of the Plan is understood and secured.

1.2.4 The following list details the terminology used throughout this report to identify the relevant parties and gives their expected relation to the plan.

- In the first instance, **'Applicant'** - refers to 'LINDEN HILL - CAPITAL ASSETS - ALX LIMITED,' who have commissioned MA to create this FTP in support of the development scheme proposals and planning application. The applicant is therefore responsible for the Framework Plan and the earliest stages of the TP up to implementation.
- Following this, the **'Developer'** - refers to the party who is responsible for the implementation of the development scheme post planning approval. This party may be the same as the Applicant. They are therefore also responsible for updating this FTP to a full Workplace Travel Plan and its implementation in the first stages of development.
- Once built, the scheme will begin to be occupied. It is expected that there will be a single overarching **'Site Management'** responsible for all users of the site, i.e., the employees. This party may be the same as the Developer.
- In this scenario, the **'Commercial Site Management'** refers to the party responsible for the overall co-ordination of the site's commercial floorspace and its sale or let - this may be the same party as the Developer. In the event that floorspace is let to different occupiers, the Commercial Site Management will assume the responsibility of this Workplace Travel Plan across all commercial tenants.
- In any scenario, the B8 floorspace will be sold or let, and daily operations will be undertaken by an **'Occupier'**. This refers to the as-yet unidentified end operator or operators of the commercial floorspace. One or none of these parties may be the same as Site Management or Commercial Site Management.
- In more general terms, **'staff'** will be used to refer to all individual persons employed by Occupiers and Management parties for the purposes of the general commercial operation of the site. Similarly, **'visitors'** will be used to refer to any person who is not staff visiting the commercial uses on site for any reason other than servicing or delivery, such as third-party contractors, auditors, commercial clients etc.

Purpose of the Workplace Framework Travel Plan

1.2.5 The main aim of this FTP is to put in place the management tools deemed necessary to enable staff and occupiers of the site to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is

achieved by setting out a strategy for eliminating the barriers keeping staff and occupants from using sustainable modes and specifically active modes.

- 1.2.6 Measures outlined in this plan to effect mode shift will be for staff and occupants. In respect of visitors, information will be made available to promote sustainable travel.

1.3 Report Structure

- 1.3.1 This report is structured as follows:

- **Section 2** – details the relevant transport policy;
- **Section 3** – sets out comprehensive details of the existing transport infrastructure, particularly sustainable alternatives to car travel, available to employees and visitors to the area;
- **Section 4** – of this document sets out the development proposals;
- **Section 5** – of this document sets out the objectives of The Plan and the extensive measures that will be implemented to encourage the use of sustainable alternative modes of travel; and
- **Section 6** – of this report summarises the context of the Site as well as the measures outlined to bring about a shift away from low occupancy vehicle trips to more sustainable methods of travel.
- **Section 7** – sets out the travel plan monitoring.
- **Section 8** – sets out the action plan for the scheme going forward in terms of sustainable travel.
- **Section 9** – summarises and concludes the report

2. Planning Context

2.1 Preamble

- 2.1.1 This section outlines the relevant national and local planning policy in relation to the site.

2.2 National Planning Policy

The National Planning Policy Framework (2021)

- 2.2.1 The NPPF as of July 2021 sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.
- 2.2.2 With regards to transport, the NPPF 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 would be severe.”

Paragraph 112 continues those applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second- so far as possible – to facilitate 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;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and ultra-low emission vehicles in safe, accessible, and convenient locations.

- 2.2.3 Paragraph 113 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan and should be supported by a transport statement or transport assessment.”

2.3 Local Policy

Knowsley Local Plan Core Strategy (2016)

2.3.1 The Knowsley Local Plan comprises of several documents. The core strategy part of the local plan will set the strategic framework for growth and development of Knowsley up to 2028 and beyond.

2.3.2 Strategic Objective 6 'Sustainable Transport' of the core strategy states the following:

"To ensure new development in Knowsley encourages a reduction in the overall need to travel, and prioritises sustainable transport such as walking, cycling and public transport. This will help to ensure accessibility and linkage between housing areas and employment locations, shopping, leisure, culture, health care, education, community and sporting facilities, green spaces, and other services."

2.3.3 Policy CS7 also explores ways in which the existing highway network can be used to aid sustainable development as well as outlining the overall transport strategy. Policy CS7 has been summarised below.

Overall Transport Strategy

Planning powers and other interventions will be used to support a sustainable and integrated transport system that will:

- Support the economy by facilitating efficient movement of people and goods within the borough and linking to Liverpool City Centre, the Port of Liverpool, Liverpool John Lennon Airport, and other destinations in the surrounding area;
- Help meet the development needs of the borough through to 2028;
- Ensure people can get to where they need to by a choice of walking, cycling and public transport;
- Enhance road safety;
- Seek to reduce carbon emissions; and
- Improve the health and wellbeing of local people.

Location, Design and Management of New Development

New development will be required to be:

- 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;
- Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;
- Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;

- In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;
- Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and
- Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.

Strategic Transport Schemes and Programmes

The Council will work with national, regional, and sub-regional partners to deliver schemes which support Local Transport Plan priorities including:

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

Ensuring a Choice of Travel Supplementary Planning Document

- 2.3.4 This SPD provides the car and cycle parking standards for the area of Knowsley. The car and cycle parking standards for B8 use classes have been summarised in **Table 2.1**.

Table 2.1 Car and Cycle Parking Standards

	Town Centre (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)	Disabled Parking (Minimum)		Cycle (Minimum)
				Up to 200 bays	Over 200 bays	
B8 Use Class	1 space per 100 sqm			Individual bays for each disabled employee plus 2 bays of 5 of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 850 sqm (minimum of 2 spaces)

3. Existing Conditions

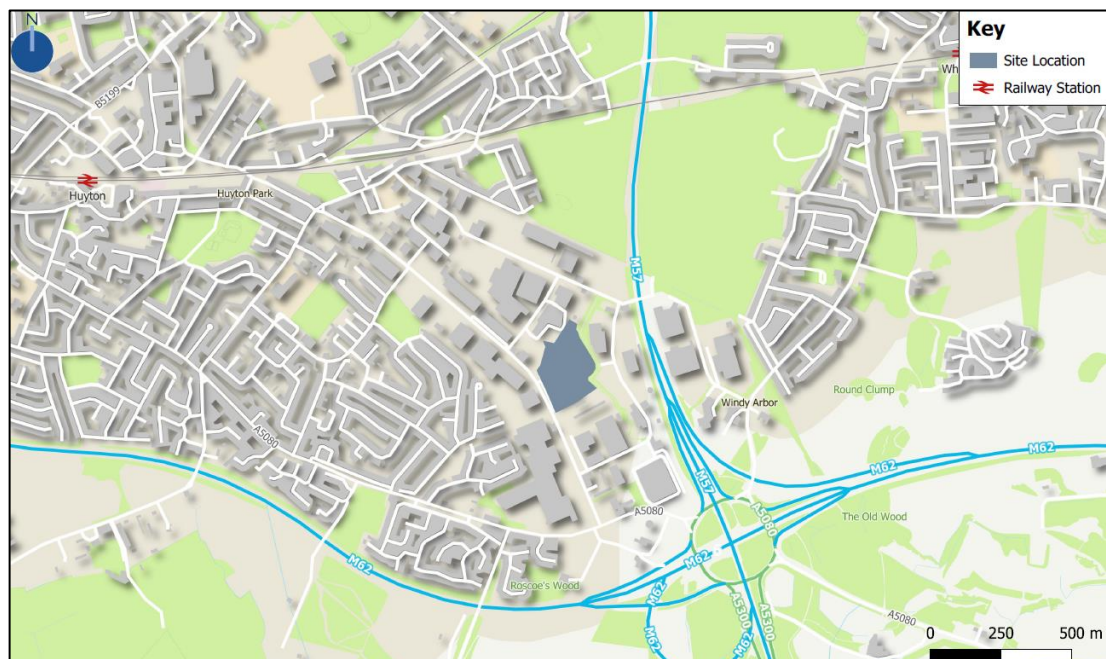
3.1 Preamble

- 3.1.1 This section of the report provides details of the site as existing, its permitted uses, access arrangements and accessibility by all modes.

3.2 Site Description

- 3.2.1 The site is located at Wilson Road, Huyton Business Park, L36 6AE ('the site') and occupied by John Mason International. John Mason International is one of the UK's largest international removal, relocation, and storage companies with popular destinations including Australia, Canada, and New Zealand. The site also operates as a storage facility for motorhomes.
- 3.2.2 The site is currently operating under a B8 commercial floor space classification. Pedestrian access is taken from Wilson Road. Similarly, there are two existing vehicular accesses, also taken via Wilson Road. The site itself is situated to the west of the M57 and to the north of the M62 as shown in the site context plan included as **Figure 3.1** below.

Figure 3.1 Site Context Plan



3.3 Local Highway Network

- 3.3.1 The site fronts onto Wilson Road, which is a single-carriageway, two-way road with a speed restriction of 30mph. Wilson Road extends from the A5080 (Cronton Road) in the south towards the B5199 in the north and it also provides a direct route through Huyton Town Centre.

- 3.3.2 The A5080 provides the site with direct access to the junction for the M57/M62 meaning that the site benefits from being within proximity to the wider network and other major destinations, including Liverpool, Wigan, West Lancashire, and St Helens.
- 3.3.3 Whilst Wilson Road is not characterised by any form of road markings, there are no formal on-street parking spaces within the immediate vicinity of the site. The site does, however, benefit from a number of off-street car parking spaces which are currently located to the north, east and south of the existing building. Spaces include both car, trailer parking spaces and parking spaces for motorhomes.

3.4 Local Facilities

- 3.4.1 The site is situated within proximity to a number of key facilities that may be useful or necessary for employees of the site. **Table 3.1** provides a summary of these local facilities and the approximate walking/cycling distances.

Table 3.1 Local Facilities

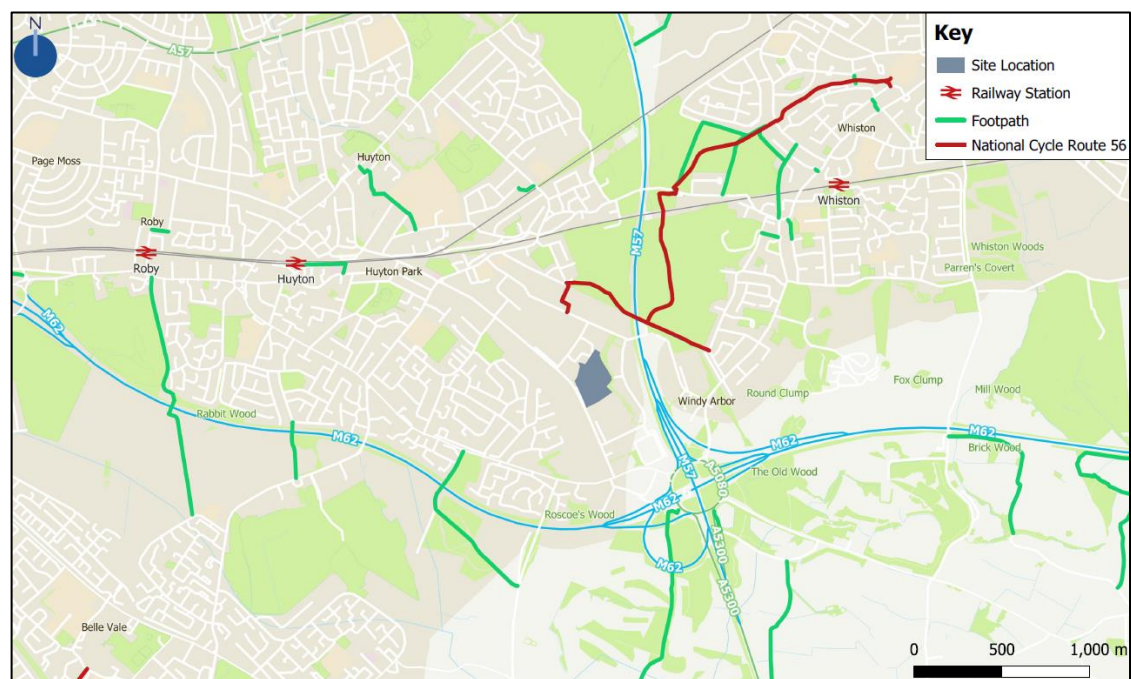
Facility		Distance	Travel Time (mins)	
			Walk	Cycle
Medical Facilities				
Doctors	Tarbock Medical Centre	1.2km	15	3
Dentist	EvoDental Liverpool Clinic	450m	6	1
Pharmacy	Davey’s Chemist	1.3km	16	4
Retail Facilities				
Food Retail	Aldi	650m	8	3
	Tesco Esso Express	700m	8	3
Community Facilities				
Post Office	Huyton Post Office	1.5km	19	5
ATM	Tesco Esso Express	700m	8	3
Petrol Garage	Tesco Esso Express	700m	8	3
Public House	Chapel Brook & Brewery Fayre	450m	5	1
Gym	Dedicated Super Gym	600m	7	2
	Village Gym Liverpool	1.6km	21	7

- 3.4.2 **Table 3.1** confirms that a range of facilities are located within close proximity to the site, ensuring that these trips attractors can be accessed by modes other than the private car and realistically on foot. Thereby, this reflects the fundamental requirements of national, regional, and local planning policy for creating sustainable communities. The Chartered Institute of Highways and Transportations (CIHT) March 2015 guidance document, 'Planning for Walking', states that 'walkable neighbourhoods' are those with a typical catchment of around 800m, with many of the identified land uses being within this walking distance threshold.

3.5 Pedestrian and Cycle Infrastructure Plan

- 3.5.1 In terms of pedestrian infrastructure, footways within proximity of the site are approximately 2m wide which according to MfS (Manual for Streets) are of an adequate width for accessible travel. There is also a zebra crossing located to the north of the site, along Wilson Road to aid safe crossing of the carriageway. Dropped kerbs and tactile paving are also present on the surrounding pedestrian footways to aid safe crossing. Lighting is also present within the vicinity of the site.
- 3.5.2 **Figure 3.2** shows the location of public rights of ways (PROW) in the form of footpaths which are within proximity of the site.

Figure 3.2 Pedestrian and Cycle Infrastructure Plan



- 3.5.3 In terms of cycle infrastructure, there are currently limited cycle facilities within proximity to the site. The site does however benefit from being situated approximately 650m south of part of National Cycle Route (NCR) 56 which provides an off-road route towards Whiston and subsequently Prescott. It is noted however that there will be an improvement to NCR56 with an extension being under construction which will extend the existing route towards Prescott Town Centre in the north and Widnes in the south.
- 3.5.4 A copy of the plan which shows the extent of the cycle route extension has been included at the end of this report as **Appendix A**.

3.6 Public Transport

Bus Services

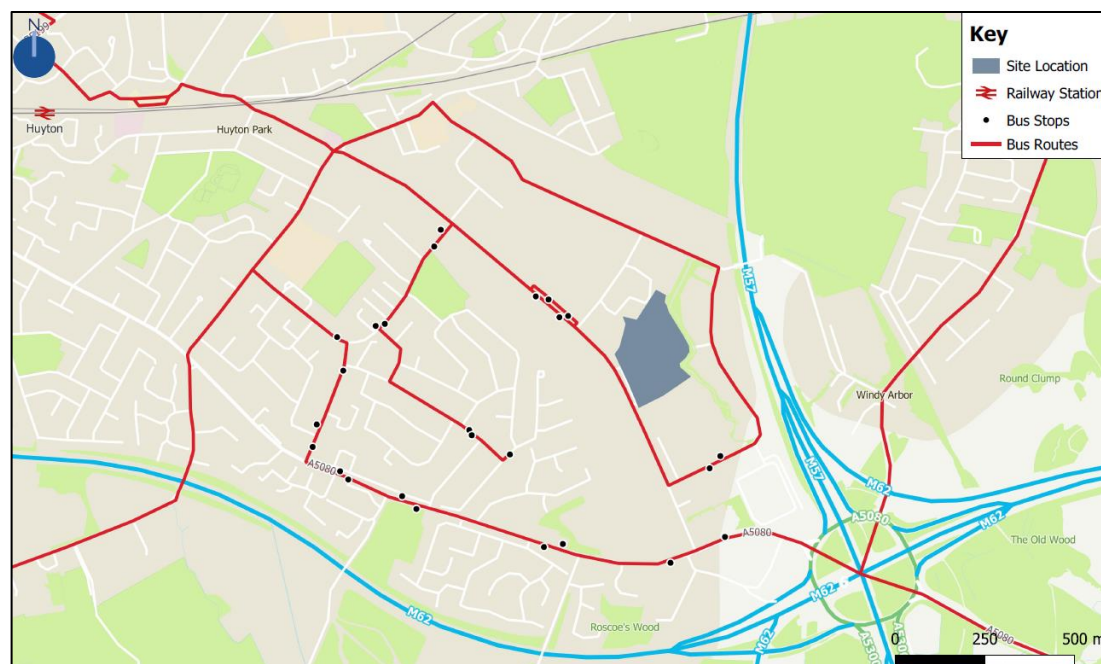
- 3.6.1 The nearest bus stops to the site are located approximately 210m to the north, which equates to around a 3-minute walk. There is a bus stop on either side of the carriageway, of which both are characterised by a flag and post with some timetable information. The bus stops are served by routes 248, 870 and 897, with destinations included Prescott Bus Station and Huyton Bus Station.
- 3.6.2 There are also two bus stops located 600m to the south of the site, again one on either side of the carriageway. These bus stops are characterised by a flag and a post with timetable information as well as a layby. Bus routes provided at these stops include routes 7 and 61. Other routes also use these bus stops; however, they are school services and therefore have been omitted from this report.
- 3.6.3 The bus services, their routes and frequencies are summarised **Table 3.2** whilst the bus stop locations are shown on the public transport plan included as **Figure 3.3** overleaf.

Table 3.2 Bus Services

Bus Route Number	Route	Peak Hour Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
Buses on Wilson Road						
248	Huyton Bus Station – Prescot Bus Station	3 per day	3 per day	None	06:34	07:38
870	Prescot Road/Orleads Road – Ellis Ashton Street/Brickfields	1 per day Tuesday-Friday	None	None	N/A	N/A
897	Stretton Way / Wilson Road - South Boundary Road / Admin Road	2 per day	2 per day	2 per day	05:59	06:49
Buses on Cronton Road						
7	Liverpool One Bus Station – Kensington – Knowsley Bus Station	2 per hour	2 per hour	2 per hour	05:48	23:00
61	Bowring Park Road – Halton Hospital	1-2 per hour	1-2 per hour	1 per hour	05:54	20:33

- 3.6.4 The table above highlights that the site is served by a number of bus routes which provide the site with access to various destinations, including Prescott Bus Station and Halton Hospital.

Figure 3.3 Public Transport Plan



Railway Services

- 3.6.5 Huyton Railway Station is the closest station to the site, located some 2km to the north, equating to a 23-minute walk or a 5-minute cycle. The station is served by Northern Railway providing regular and direct services towards Liverpool Lime Street, Blackpool North, Crewe, and Wigan North. The location of the railway station is shown on **Figure 3.3**.
- 3.6.6 The local railway services by destination, frequency and journey time are summarised in **Table 3.3**.

Table 3.3 Rail Services

Direct Service Destination	Peak Hour Frequency			Approx. Time
	Weekday	Saturday	Sunday	
Liverpool Lime Street	2-3 per hour	2-3 per hour	2 per hour	11-18 minutes
Crewe	2 per day	2 per day	None	2 hours
Blackpool North	1 every 2 hours	1 every 2 hours	1 per hour	1 hour 15 minutes
Wigan North	1-2 per hour	1-2 per hour	1 per hour	20-31 minutes
Manchester Piccadilly	1 per hour	1 per hour	1 per hour	46 minutes

- 3.6.7 The table above confirms that Huyton station is well served by rail, with frequent services to other major destinations including Liverpool and Wigan.

- 3.6.8 **Figure 3.3** also highlights that the site benefits from bus services which travel towards Huyton Railway Station, making the railway services set out above accessible to any employees of the existing site.

3.7 Methods of Travel to Work

- 3.7.1 In order to establish local travel characteristics for the site, the 2011 Census has been queried for method of travel to work data for the Middle Super Output Area (MSOA) Knowsley 015, which includes this site. The results of this search are included as **Appendix B**.

Table 3.4 Method of Travel to Work Census Information - Workplace

Method of Travel to Work	%
Underground, metro, light rail or tram	0%
Train	3%
Bus, minibus, or coach	12%
Taxi	2%
Motorcycle, scooter or moped	1%
Driving a car or van	62%
Passenger in a car or van	8%
Bicycle	2%
On foot	10%
Other method of travel to work	0%
Total	100%

- 3.7.2 **Table 3.4** demonstrates that in the locality of the site, some 62% of employees travel to work via the private car, 15% travel to work via public transport and a further 12% travel to work using active modes of transport. Active modes of transport include commuting via foot or bicycle.

3.8 Summary

- 3.8.1 In summary, it can be concluded that the development site benefits from access to frequent rail services into Liverpool, Crewe and Manchester Piccadilly from Huyton Railway Station which is around a 23-minute walk or 5-minute cycle from the development site.
- 3.8.2 In terms of bus services, as previously mentioned, there are several services which are accessible to the development site. The site also benefits from a number of local amenities within a reasonable walking distance, demonstrating that employees will be able to travel without relying on the use of the private car.
- 3.8.3 It can therefore be concluded that in terms of transport, the site is in a sustainable location whilst also being suitably located to the strategic road network.

4. Development Proposals

4.1 Scale of Development

- 4.1.1 The development will consist of the demolition of all of the existing buildings located on site and the construction of a single, two-storey, B8 Warehouse with ancillary office floor space and a separate gatehouse located to the south of the proposed building. The final occupier of the site has not yet been established and therefore a B8 classification provides a level of flexibility.
- 4.1.2 There will be a large servicing yard to the rear of the development, which will be accessed via the gatehouse and there will also be a number of trailer parking spaces located within this area.
- 4.1.3 A ground floor plan has been included at the end of this report as **Appendix C**.

4.2 Access

- 4.2.1 There will be a single vehicular access taken from Wilson Road, located on the southwestern boundary of the site. This singular access point will provide access to both car parking and the servicing area/trailer parking to the rear of the proposed building.
- 4.2.2 A footway will be provided alongside this access, fronting onto Wilson Road; however, an alternative access will be provided to the north of the secondary car park through a landscaped area. This access provides a more direct route from the site towards local bus stops and the railway station, it also falls on the most appropriate pedestrian desire line.
- 4.2.3 In addition to the proposed pedestrian accesses, there will be footways around the perimeter of the proposed building. Pedestrians will be able to use these footways to access the development site via a footway located on the eastbound carriageway of the site access. Although there will not be a formal footway on the westbound carriageway of the site entrance and subsequently throughout the entire car park, it is envisaged that appropriate road markings will be in place within the car park, separating vehicular traffic and pedestrian movements.

4.3 Car and Cycle Parking

- 4.3.1 Car parking will be provided to the south of the proposed development site, whereby there will be two separate car parking areas with access taken from Wilson Road. Car parking is to be provided in line with Knowsley car parking standards, as set out previously in **Table 2.1**. Therefore, a total of 190 spaces are to be provided which includes 10 accessible spaces. A total of 15 motorcycle parking spaces will also be provided adjacent to the accessible parking bays.
- 4.3.2 The standard car parking spaces provided will measure 2.4m wide and 4.8m long and the accessible spaces will be 3.6m wide and 4.8m long. In order to ensure that each of the car parking spaces is accessible, a review has been carried out using AutoCAD. These drawings

demonstrate that the car park works effectively, and they have been included at the end of this report as Drawing 22036-MA-XX-XX-DR-C-0120.

4.4 Cycle Parking

- 4.4.1 In terms of cycle parking, this will be also provided in line with the Knowsley Cycle Parking Standards, which state that 1 space should be provided for every 850sqm of B8 floorspace meaning that 23 spaces should be provided. However, 16 Sheffield stands will be provided allowing up to 32 bikes to be parked at any one time. The cycle parking will be located to the south of the development site.

4.5 Delivery and Servicing

- 4.5.1 Delivery and servicing will take place onsite via the dedicated delivery and servicing area located to the rear of the proposed development. Vehicles will be able to enter and exit the site in forwards gear, as shown in drawing 22036-MA-XX-XX-DR-C-0122.

5. Travel Plan Objectives

- 5.1.1 This section presents the objectives and the actual measures to be implemented which seek to achieve those objectives.

Travel Plan Objectives

- 5.1.2 The overarching aim of the FTP is to support and encourage more sustainable travel for staff and visitors at the site. In order to achieve this, the FTP objectives are as follows:

- Encourage sustainable movement of people to and from the site;
- Inform all employees on the site of the sustainable travel choices available;
- Raise awareness of the implications of all forms of travel on the environment, and the safety and health of individuals;
- Increase the use of sustainable transport;
- Reduce the need to travel overall;
- Contribute to the improvement of air quality through the reduction of carbon emissions; and
- Contribute to the improved health and well-being of the employees by promoting healthier modes of travel such as walking and cycling.

5.2 Travel Surveys

- 5.2.1 In lieu of site-specific travel data, the proposed level of trip generation has been determined using the national TRICS database. The full assessment is contained within Section 5 of the associated TS.

- 5.2.2 A multi-modal TRICS analysis has been undertaken for B8 commercial warehouse usage in commercial and development zones, in accordance with the TRICS good practice guide. Several proxy sites were identified using these criteria and the results are summarised in **Table 5.1**.

Table 5.1 Total Vehicle Trips – per 100sqm

Total Person	AM Peak			PM Peak			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicle Trip Rates	0.51	0.48	0.99	0.44	0.65	1.09	8.24	8.26	16.50
Trip Generation	97	91	189	84	125	208	1575	1580	3155

- 5.2.3 **Table 5.1** indicates that the site could generate 189 two-way vehicle trips in the AM peak, 208 in the PM peak and 3155 two-way vehicle trips across the day.

Modal Split

- 5.2.4 Method of Travel to Work data has been extracted from the 2011 Census, Middle Super Output Area (MSOA) Knowsley 015, which includes this site. This is summarised in **Table 5.2** below.

Table 5.2 Method of Travel to Work

Method of Travel to Work	%
Underground, metro, light rail or tram	0%
Train	3%
Bus, minibus, or coach	12%
Taxi	2%
Motorcycle, scooter or moped	1%
Driving a car or van	62%
Passenger in a car or van	8%
Bicycle	2%
On foot	10%
Other method of travel to work	0%
Total	100%

- 5.2.5 **Table 5.2** demonstrates that in the locality of the site, some 62% of employees in the local area travel to work via the private car, 15% travel to work via public transport and a further 12% travel to work using active modes of transport. Active modes of transport include commuting via foot or bicycle.
- 5.2.6 The modal split outlined above demonstrates that the site could generate a sustainable mode share of up to 27%, with this figure including travel by public transport as well as via foot and bicycle. This figure will be used in determining the targets of the Travel Plan for proposed development.

5.3 Travel Plan Targets

- 5.3.1 The indicative baseline modal split based on 2011 census data suggests that up to 27% of the proposed development traffic may already be travelling by sustainable modes.
- 5.3.2 In order to provide a Full Travel Plan, surveys will be undertaken of staff travel within the first year of opening, and new site-specific modal split targets will be determined using the following criteria:
- In the event that the site-specific modal split is 40% or less for sustainable modes then the travel plan targets should be to achieve a minimum of 50% sustainable mode share.

- Should the site-specific modal split be moderately less for sustainable modes than the indicative modal split, the target will be to match the indicative percentages for cycling and public transport.
- Should site-specific modal split be equal to or greater for sustainable modes than the indicative modal split, targets will be focused on meeting and maintaining the sustainable mode share and promote active travel as part of a healthy lifestyle.

5.3.3 Interim mode share targets will be set for the first year following the determination of the site-specific modal share targets, and again at the third year. Monitoring will be ongoing, and after 5 years, the plan will be subsequently re-reviewed. It is also proposed that 80% of staff should be aware of travel plan within three months of occupation.

5.4 Travel Plan Coordinator

5.4.1 A part-time Travel Plan Coordinator (TPC) will be appointed to implement and administer the Travel Plan. The TPC will take overall responsibility for the day-to-day operation of the Travel Plan and the implementation of associated measures. LINDEN HILL - CAPITAL ASSETS - ALX LIMITED will be responsible for appointing the TPC. This action will take place in advance of first occupation such that implementation of The Plan can begin before travel patterns start to develop at the site. Details of the TPC will be provided as soon as they are appointed.

5.4.2 The TPC will be responsible for the administration of the Plan, the implementation of its measures, ongoing monitoring of the Plan, the annual review and for coordinating activities with the local authority Travel Plan Officer, as necessary.

5.4.3 The contact details of the TPC will be made available to all staff using the site for effective communication and liaison regarding travel to and from the site. The TPC will be allocated a sufficient amount of time to spend on monitoring and updating of the Travel Plan.

5.5 Consultation

5.5.1 The success of the Plan will rely on the support of employers and staff at the site. The TPC will work with site management regarding issues relating to the Travel Plan. The role also involves liaising with outside bodies, including public transport operators.

5.6 Promotion

5.6.1 All staff using the site will be made aware of the existence of the Travel Plan and encouraged to contribute to its implementation. New employees should be made aware of the Travel Plan before they start work at any unit on the site.

5.7 Updating

5.7.1 The Travel Plan is a strategy for the indefinite future and as such will evolve over time. Although the objectives of the Plan will not change, it will be possible over time to define more specific targets to meet the objectives. Targets will be revised if necessary.

- 5.7.2 The on-going monitoring programme and in particular the annual review will provide updated information that will allow the Plan to be revised, refined, and improved.

5.8 Detailed Travel Plan

- 5.8.1 A full survey be undertaken within 6 months of occupation of the site to firm up on modal split of travel and form the final Travel Plan baseline data.
- 5.8.2 The results of the travel survey will be added to this Travel Plan to produce a Detailed Travel Plan. Within 3 months of carrying out the travel survey the updated Plan will be submitted to the local authority Travel Plan officer for approval. The Detailed Travel Plan will subsequently form the basis for further development of the Plan and future monitoring of the progress towards meeting targets.

6. Travel Plan Measures

6.1 General Travel Plan Measures

- 6.1.1 This section of the document describes the actual TP to be implemented at the application site. These measures have been developed specifically with due regard to transport conditions at the proposed site, including existing levels of accessibility via sustainable modes of transport.
- 6.1.2 In general, TP measures can be assumed to fall into one of two categories; hard measures, such as physical facilities built into the scheme, and soft measures, such as incentives and promotional activities.
- 6.1.3 Both have a part to play in the success of the TP. The following section explores both types of measure.

6.2 Hard Measures

- 6.2.1 Hard measures represent elements of the scheme that are designed in from the outset such as the provision of adequate pedestrian and cycle facilities. While these have scope to encourage modal shift, the primary role of such hard measures is to facilitate this shift by making facilities available to support the use of sustainable modes of travel.

Car/Cycle Parking

- 6.2.2 The development will provide a number of car parking spaces in order to accommodate those employees that chose to travel into work via the private car. The car parking spaces will be provided at a ratio of 1 space per 100sqm. The provision of the car parking spaces is in accordance with the Knowsley Car Parking Standards.
- 6.2.3 With regards to cycle parking, cycling is an efficient, cheap, healthy, and non-polluting mode of transport. Encouraging cycling can help improve mobility, reduce traffic congestion, and improve health. Secure cycle parking will be improved at the site designated cycle parking area in accordance with local policy. There will be a total of up to 32 cycle parking spaces. The spaces will be safe and secure with shelter in order to protect each bicycle. A key issue for cyclists is the safe and convenient storage of bicycles, and therefore this measure aims to meet this and encourage greater use of this mode.

General Pedestrian Facilities

- 6.2.4 The design of the development will encompass the key principles of good practice in highway design that have an implication on transport sustainability. The scheme will therefore be designed in accordance with the Department of Transport (DfT) guidance Manual for Streets which sets out a range of key principles that look to reduce the dominance of motorised vehicles and maximise accessibility and permeability for those on foot or cycle.

6.3 Soft Measures

- 6.3.1 Soft measures are those that are implemented during life of The Plan which do not represent physical measures, such as those set out above. They broadly include initiatives and campaigns to promote a shift in mode away from the private car to other, more sustainable modes. Some measures, such as training of marketing staff to publicise the TP measures to new occupiers of the development, will take prior to occupation.

Cycle measures

- 6.3.2 If it is felt that there is sufficient demand, the TPC will form a site-specific Cycle Club or Bicycle User Group, where issues regarding cycling can be discussed and solutions to any problems can be identified and solved. More specifically, the TPC will inform the staff about a Cycle Club called Liverpool Cycling Club '<https://www.cyclinguk.org/local-groups/liverpool-century-road-club>' which organise social rides as well as providing free cycle lessons and free services for bicycles once a year.
- 6.3.3 Clubs of this nature generally encourages greater use of cycling together with group cycling to and from the site to improve personal safety. If this is done as part of a leisure activity within a group, the profile of cycling as a mode of transport can be raised.
- 6.3.4 Liverpool also offers free and subsidised cycle skills training for all levels and ages, and staff will be encouraged to explore the potential of this offer; the TPC will arrange for this training to take place if required. More information about these cycle training courses can be found at: <https://www.bikeright.co.uk/sponsors/liverpool/>.
- 6.3.5 All of these cycle measures will be equally disseminated to residents of the scheme.

Walking Route Planner

- 6.3.6 The www.walkit.com walking route planner is an extremely useful tool and can plot a journey from postcode to postcode using a direct or less busy option. Route maps also include journey time, calorie burn, step count and carbon saving. Information on this service will be provided to staff and occupiers in a site handbook.

Car Sharing

- 6.3.7 A database specific to the site could be set up whereby occupants of the site can register and become members of the same car sharing club thereby maximising potential synergies and widening any positive effect of modal change to a broader population while promoting a more cohesive community.

General Promotional Campaigns

- 6.3.8 The implementation of campaigns to inform those on the site about alternative travel modes that could be used to access the site can result in a significant increase in the use of pedestrian and cycle modes. A proportion of people travelling into and out of the site may not be aware that there are realistic active alternatives, therefore the provision of route

maps and access to information services may identify alternatives. Possible promotional information campaigns will include:

- Maps showing safe and practical walking and cycling routes from the site;
- Promotion of cycle user groups;
- Information about the location of cycle parking and the cycle routes near the site, as well as advice for maintaining bicycles;
- Cycle maintenance events such as Dr. Bike;
- Information and advice concerning safe cycling and walking routes from the site to key locations such as local shops and rail stations;
- Journey planning tools such as those available on www.walkit.com will be provided to enable users to plan journeys using sustainable means;
- Personal travel planning for individual staff or occupiers provided by the TPC;
- Information relating to employer-lead schemes to promote sustainable modes. These are dependent on the employer and their operations, but the TPC will suggest and encourage the following:
 - Discount or other payment scheme to support the purchase of season tickets for public transport;
 - Interest-free loan to support the purchase of cycling or walking equipment;
 - The purchase of a share bike for the firm, which any member of staff could use for short trips or in the event that their bicycle breaks down/public transport fails;
 - Installation of lockers or additional facilities for storing clothes for staff who walk or cycle;
 - Installation of showers and changing/drying facilities for staff who walk or cycle;
 - Including travel information to and from their offices by sustainable modes on company websites and directing visitors to this information prior to first visit; and
 - Developing their own company policy to include healthy and sustainable travel for staff and visitors.

6.4 Summary

- 6.4.1 Even though the proposed site has a number of car parking spaces, a number of measures have been outlined in order to encourage mode shift towards walking, cycling and public transport use.

7. Travel Plan Monitoring

- 7.1.1 A programme of monitoring and review has been designed to generate information by which the success of the Travel Plan can be evaluated. Monitoring and reviewing will be the responsibility of the Travel Plan Co-Ordinator (TPC) and will be carried out annually.
- 7.1.2 The key objective of the Travel Plan is to reduce the use of single occupancy vehicles to and from the site. Suitable indicators of the success of the Plan are therefore the number of car trips and the modal split of staff.
- 7.1.3 Staff Travel Surveys will be undertaken within the first year of occupation, and subsequently at annual intervals in order to quantifiably monitor the efficiency of the Travel Plan measures towards the Travel Plan targets.
- 7.1.4 The TPC will monitor both the use of the new cycle parking provision and as such the demand.
- 7.1.5 Other less direct objectives of the Plan are to increase the awareness of employees about the environmental and health implications of travel mode choice. Awareness is more difficult to monitor, although one indicator will be the general response to the existence of the Plan.
- 7.1.6 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence and will include;
- Monitor awareness of the Travel Plan; and,
 - Record comments received from site occupants relating to the operation and implications of the Plan.
- 7.1.7 Information gathered through the monitoring process will be recorded for input in the annual review (outlined below). The information will be submitted to the Local Planning Authority and Local Highway Authority.
- 7.1.8 Every year, on the anniversary of the initial survey, the TPC will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement of the details of the Plan. The review will involve the monitoring as set out above.
- 7.1.9 The TPC will compile a Review Report outlining the results of the annual review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be submitted to the local Travel Plan Officer.

7.2 Remedial Measures

- 7.2.1 If the targets are not being met, then remedial measures will be discussed with the highway authority to determine what appropriate and proportionate measure can be implemented to help bring the FTP back in line with the targets.

8. Action Plan

8.1.1 **Table 8.1** below provides a summary of the plan, outlining when various elements of the plan will be managed, and actions prioritised.

Table 8.1 Action Plan

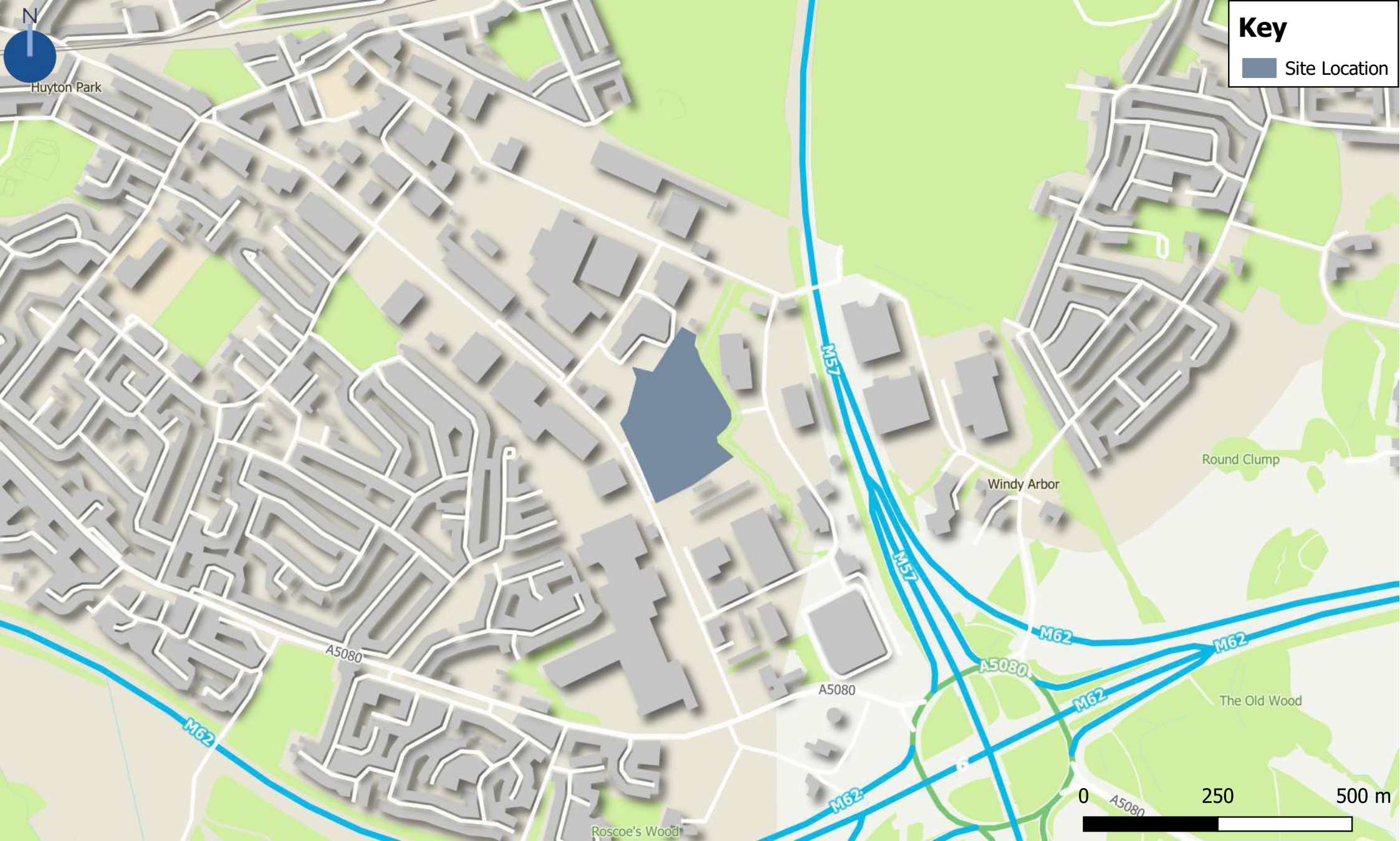
Timeframe	Action/ Event	Responsibility
3 months Prior to Opening	Appointment of TPC	LINDEN HILL - CAPITAL ASSETS - ALX LIMITED
Prior to Opening and On-going	Creation of Welcome Packs, and additions to website and / or use of other appropriate social media	TPC
Prior to / Upon Opening	Provision of display information	TPC
On-going	Provide Personalised Travel Planning	TPC
On-going	Provision of walking, cycling and public transport timetables and map for employees. Provision of maps details about local facilities	TPC
On-going	Liaison with adjacent businesses and residents	TPC
On-going / Annually	Run/organise/promote events such as Bike Week for staff. Monitoring of cycle parking provision/demand.	TPC
Within 3 months of Opening	Carry-out initial travel survey	TPC
Years 1, 3, & 5	Measure progress towards targets, and update actions as necessary	TPC
Years 1, 3 & 5 (following monitoring surveys)	Submit reports to Local Planning Authority	TPC
Year 5	Submit final report to Local Planning Authority	TPC
Beyond 5 Years	Continue the TP on a voluntary basis if targets are met. If targets are not met, then continued monitoring will be undertaken as set out above until a year agreed with LPA and Highway authority	TPC

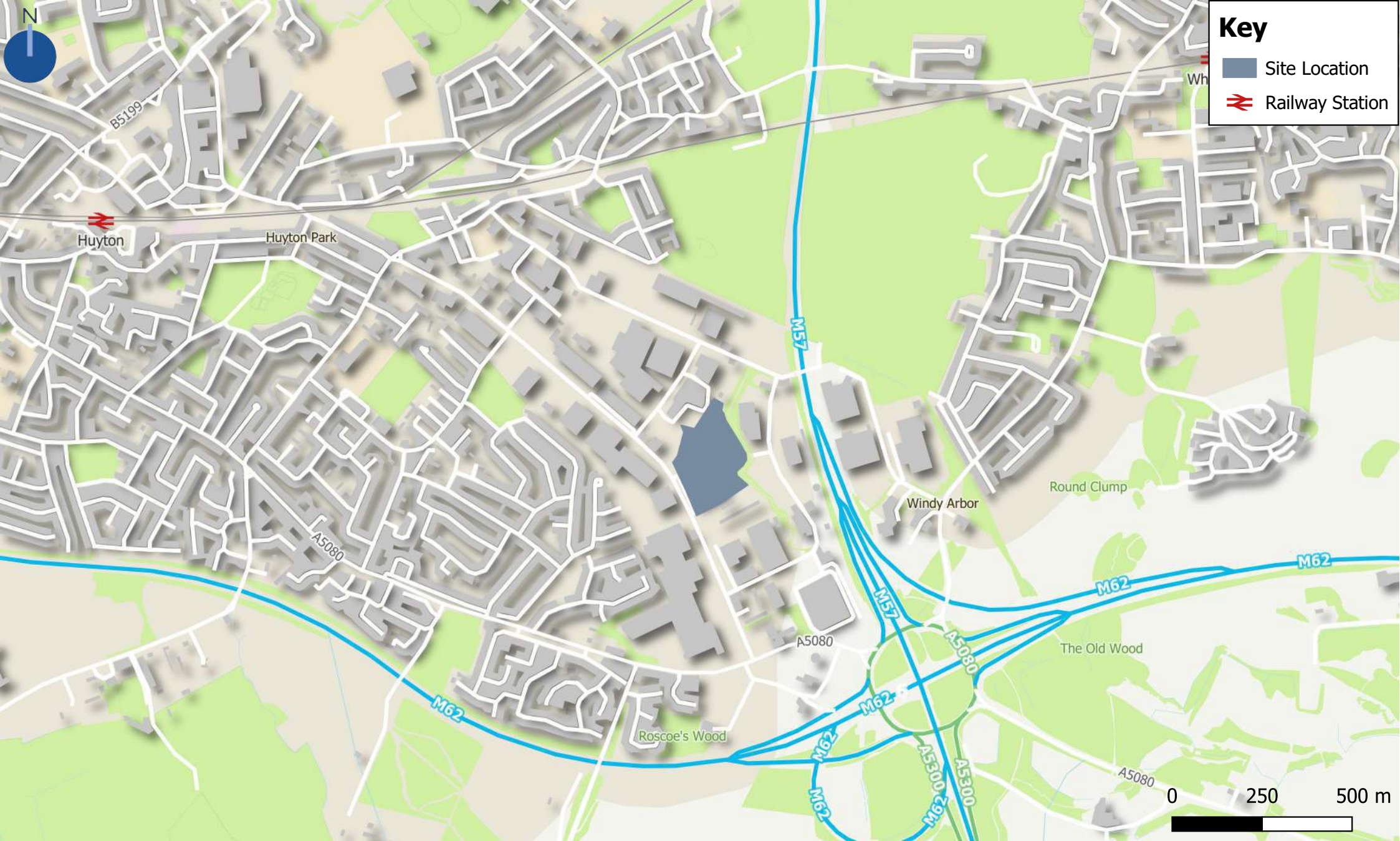
9. Summary and Conclusion

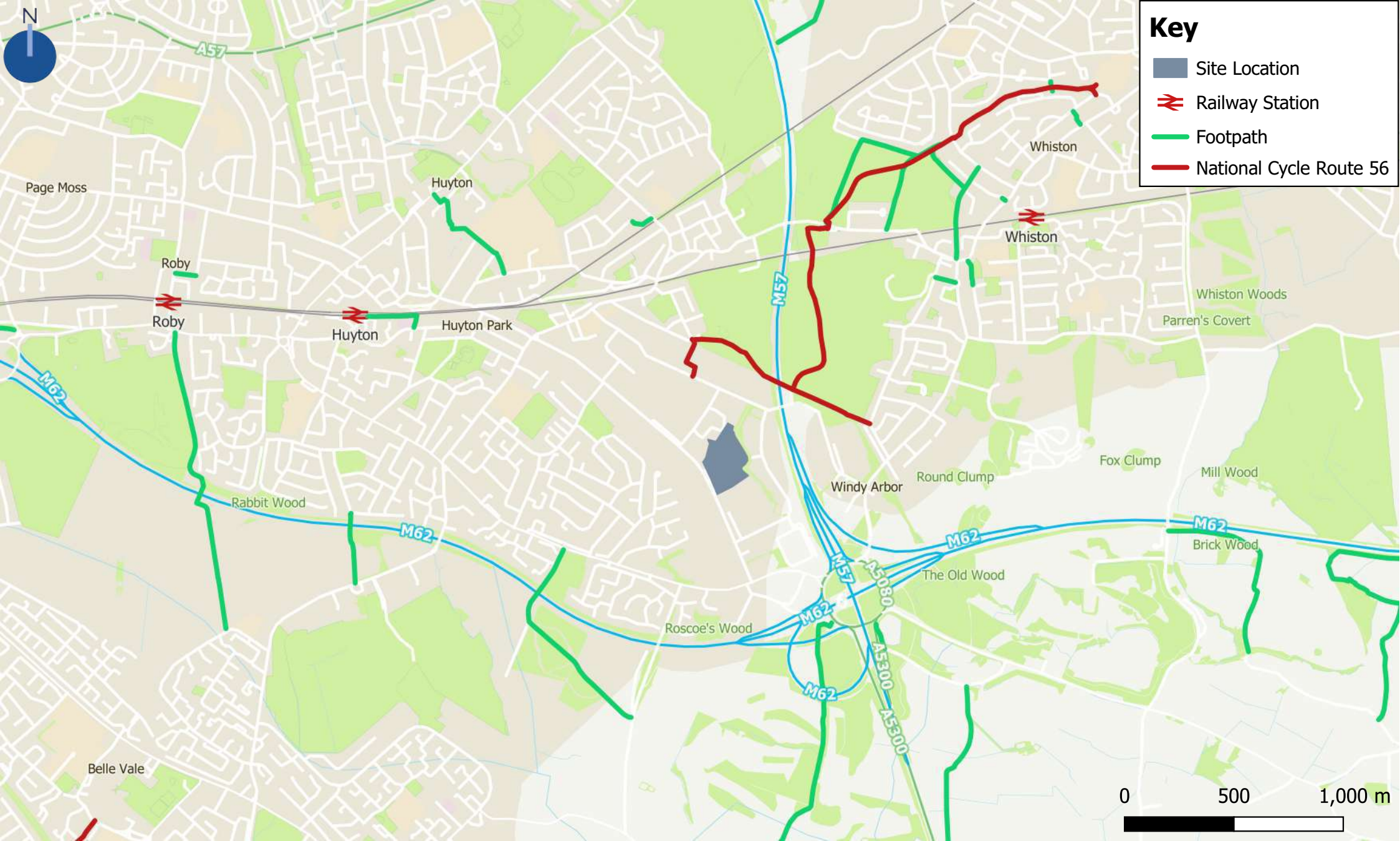
- 9.1.1 Markides Associates (MA) have been instructed to prepare this Travel Plan by LINDEN HILL - CAPITAL ASSETS - ALX LIMITED in support of an application for the development of a commercial (Use Class B8) unit located at Land at John Mason International Site, Wilson Road, Huyton Business Park, L36 6AE ('the site').
- 9.1.2 The site benefits from being within close proximity to a variety of public transport services, including bus stops and Huyton Railway Station. The development site is also located within walking distance of key destinations, including supermarkets and medical facilities should they be required. Therefore, the site has the opportunity to provide a high percentage of sustainable travel to and from the site.
- 9.1.3 Therefore, this travel plan provides information to educate people and advise them how to travel sustainably and use the public transport that the area has to offer. This will in turn encourage people to shift away from car travel, thereby contributing to a more sustainable development and allows for the proposed land uses to be able to function as a car free development.

Figures

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Figure 3.3	Public Transport Plan	14









Drawings

22036-MA-XX-XX-DR-C-0120 – Vehicle Swept Path (Large Car)

22036-MA-XX-XX-DR-C-0122 – Arctic and Rigid Swept Path Analysis



DO NOT SCALE OFF THIS DRAWING

Large Car (2016)
Overall Length 5.116m
Overall Width 1.899m
Overall Body Height 1.536m
Min Body Ground Clearance 0.311m
Track Width 1.834m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.150m

Revision History

Rev	Comment	By	Chkd	Appr	Date
P02	UPDATED LAYOUT	CDT	EG	EG	19.04.22
P01	FOR INFORMATION	CDT	EG	EG	01.04.22

Current Revision

Rev	Comment	By	Chkd	Appr	Date
P02	UPDATED LAYOUT	CDT	EG	EG	19.04.22
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

TYTHORN INVESTMENTS

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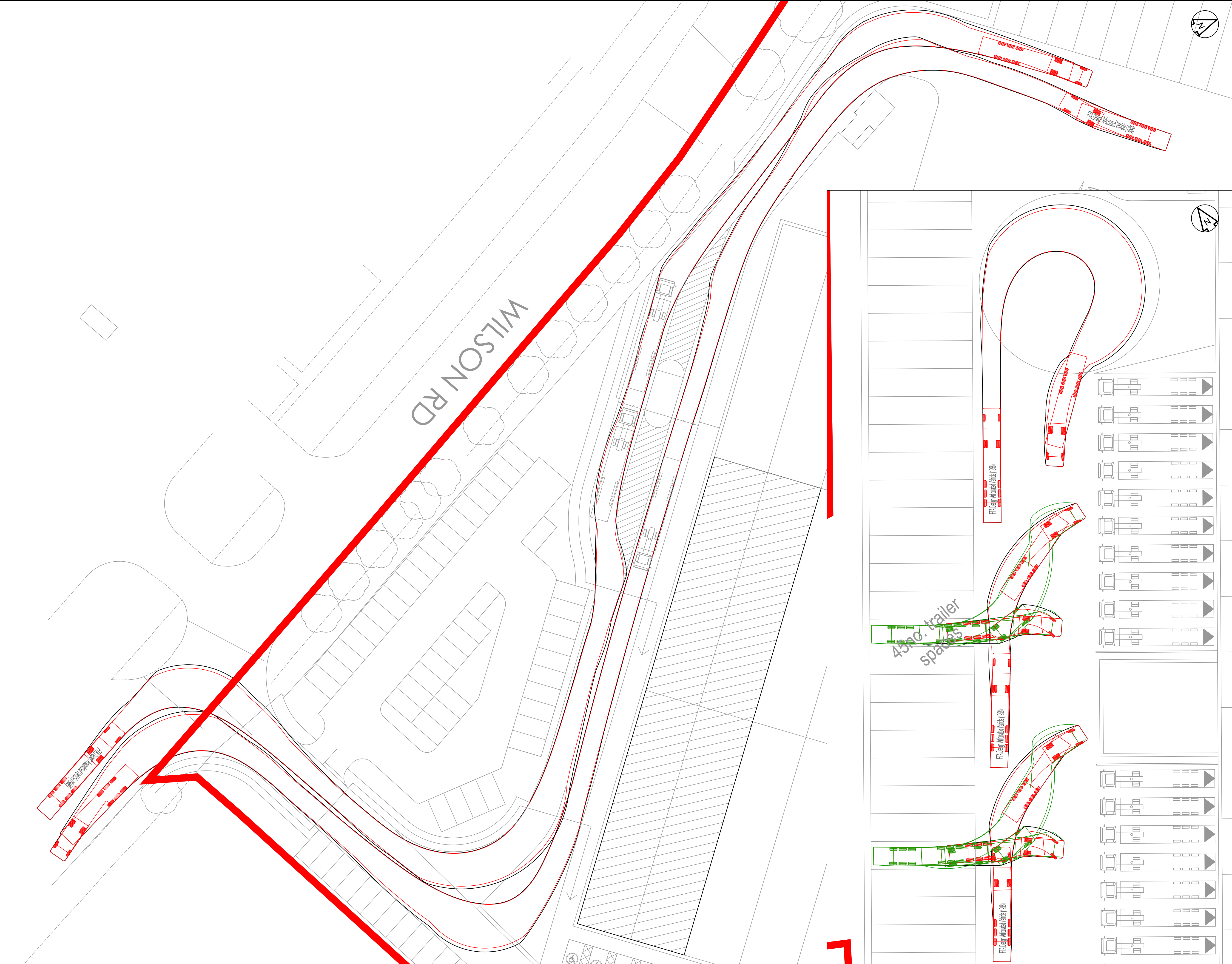
Project
**LAND AT JOHN MASON INTERNATIONAL
SITE HUYTON BUSINESS PARK**

Drawing Title
VEHICLE SWEEP PATH (LARGE CAR)

Markides Associates reference: 22036/01 1:200 @ A1
22036-MA-XX-XX-DR-C-0120 - P02

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Scale 1:200 @ A1 - 1:400 @ A3



DO NOT SCALE OFF THIS DRAWING

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

Revision History						
P02	UPDATED LAYOUT	CDT	EG	EG		19.04.22
P01	FOR INFORMATION	CDT	EG	EG		01.04.22
Rev	Comment	By	Chkd	Appr		Date
Current Revision						
P02	UPDATED LAYOUT	CDT	EG	EG		19.04.22
Rev	Comment	By	Chkd	Appr		Date

S2 - FOR INFORMATION

TYTHORN INVESTMENTS

MARKIDES ASSOCIATES
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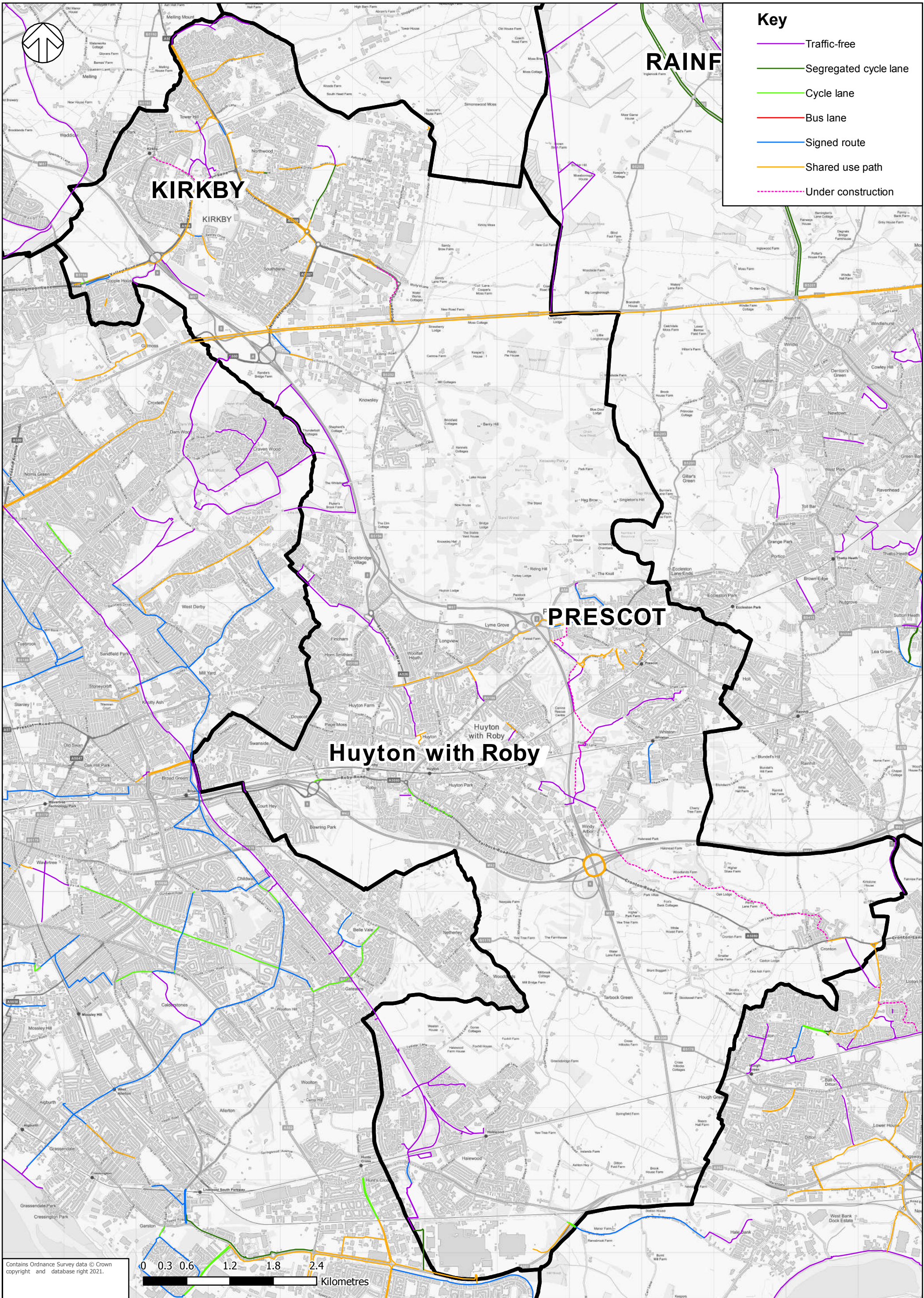
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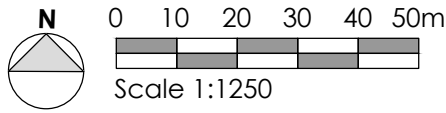
Project
**LAND AT JOHN MASON INTERNATIONAL
SITE HUYTON BUSINESS PARK**

Drawing Title
VEHICLE SWEEP PATH (ARTIC)

APPENDIX A – PROPOSED CYCLE EXTENSION



APPENDIX B – CENSUS DATA



- NOTES
- AEWTP029C
- All dimensions and levels are to be checked on site.
 - Any discrepancies are to be reported to the architect before any work commences
 - This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
 - This drawing shall not be reproduced without express written permission from AEW.
 - Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
 - All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
 - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties:

Principal Designer:

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

- DESIGN HAZARD IDENTIFICATION
- No significant Hazards have been identified in this drawing

- NOTES
- HGV circulation subject to tracking analysis

P2	11/04/22	CM	AL
Revised issue indicating pedestrian route			
P1	24/03/22	CM	AL
Initial Issue			
REV	Date	Drawn by: -	Checked by: -
Status	Purpose of Issue		
S2	For Comment		
drawing stage	Feasibility		
client	Linden Hill Capital Management		
project	35 Wilson Road Huyton		
drawing title	Feasibility Site Plan Option 5 Alternative Single Unit		
date	24/03/22	drawn	CM
scale@A3	1:1250	checked	AL