

Appendix 4B

Headbolt Lane Framework Travel Plan

Contents

	Page
1 Introduction	3
1.1 Context	3
1.2 Role of Travel Plans	3
1.2 Travel Plan structure	4
2 Policy Review	5
3 Existing Conditions	6
3.1 Site description	6
3.2 Site audit	6
4 Proposed Development	16
4.1 Rail services	16
4.2 Car parking	16
4.3 Vehicle access	16
4.4 Bus	17
4.5 Walking and Cycling	17
5 Developing the Travel Plan	18
5.1 Travel Plan Aims	18
5.2 Travel Plan Objectives	18
5.3 Roles and Responsibilities	19
5.4 Travel Plan Co-ordinator (TPC)	19
6 Travel Plan Measures	20
6.1 General measures	20
6.2 Walking	20
6.3 Cycling	21
6.4 Public Transport	21
6.5 Car Parking	21
7 Targets, Monitoring and Review	22
7.1 Travel Plan Targets	22
7.2 Monitoring	23
7.3 Monitoring Report	23
8 Implementation	25

Appendices

Appendix A Policy Review

1 Introduction

1.1 Context

Ove Arup and Partners Ltd (Arup) has been commissioned by Buckingham Group Contracting Limited (BGCL) on behalf of Network Rail to produce a Framework Travel Plan (FTP) to accompany a planning application for the proposed construction of a new railway station at Headbolt Lane.

Headbolt Lane is an infrastructure project that will extend the Merseyrail network from the existing terminating station at Kirkby to a new station to be constructed at Headbolt Lane.

The existing rail corridor comprises a single line. The Merseyrail network will be extended east from the existing terminating station at Kirkby, and a new turnout will provide access to a new twin-track arrangement.

The existing Northern Rail platform at Kirkby Station will be decommissioned and a new station interchange provided at Headbolt Lane. This new station will comprise three platforms, with two platform faces serving Merseyrail and a single platform face serving Northern Rail. Buffer stops will be provided to Merseyrail and Northern Rail to delineate between the two Train Operating Companies. The platforms will be connected by a station access arrangement replicating the operational functionality at the existing Kirkby station.

A new 300 space car park and public transport interchange facilities will be provided at Headbolt Lane. Parking facilities for 100 cycles will be provided with passive provision for a further 200 cycles.

The scheme has been developed to GRIP 3 by Network Rail. BGCL has been appointed to develop the design to GRIP 4, who in turn have appointed Arup to undertake design services.

1.2 Role of Travel Plans

This document forms the Framework Travel Plan and sets out the aspirations of Network Rail to encourage alternative travel to single-occupancy car journeys to the station as one of the ways to reduce the environmental impact of the development and to ensure station users and staff have access to, and a choice of, a range of travel options. This document should be read in conjunction with the Transport Assessment (TA) that has been prepared for the proposed development as part of the planning application.

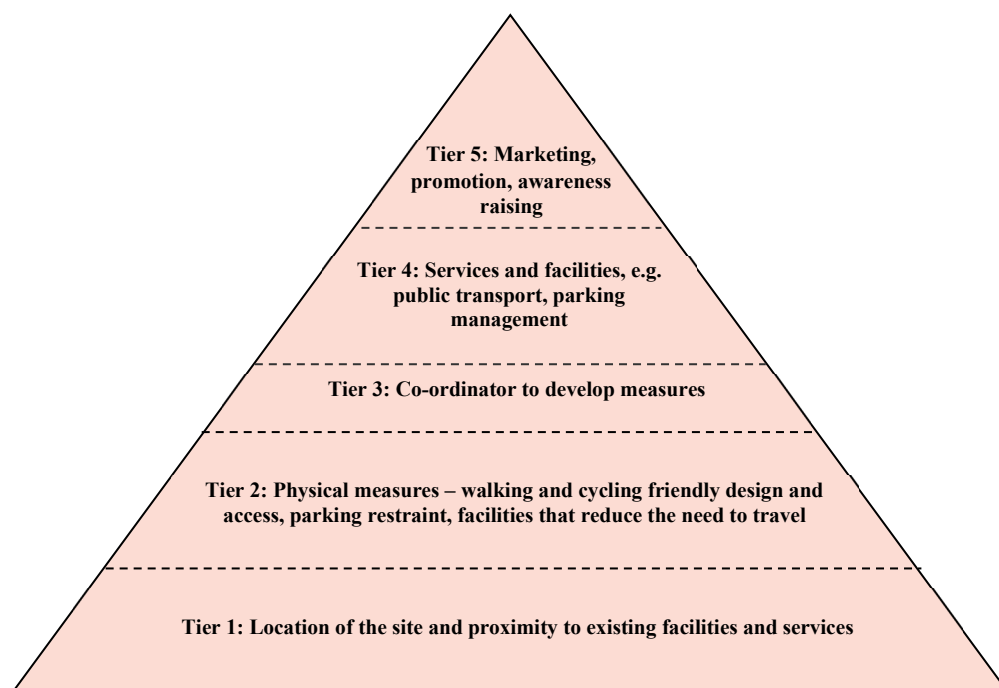
As the site is not yet operational, travel surveys cannot be conducted and the travel patterns of station users and staff cannot be identified. This FTP is an overarching document which covers all potential users of the site.

This FTP has been produced in accordance with local and national planning requirements. Travel Plans are cited by the Government as an important tool in reducing the number of unnecessary single occupancy car trips made to and from a particular business, organisation, facility or residential area. These single

occupancy trips should be conducted by a sustainable mode of transport such as public transport, walking or cycling. A reduction in the number of unsustainable journeys has the potential to reduce the type and volume of pollutants released into the atmosphere, which are contributing to climate change and a detrimental effect on health. The FTP for Headbolt Lane will seek to influence travel behaviour and achieve an increased use of sustainable transport.

The Department for Transport's '*Good Practice Guidelines*' outlines that the construction of Travel Plans can be viewed as a pyramid of activities and actions, which forms the foundation of the FTP for the proposed development. The Travel Plan Pyramid is presented in Figure 1.

Figure 1: Travel Plan Pyramid



1.2 Travel Plan structure

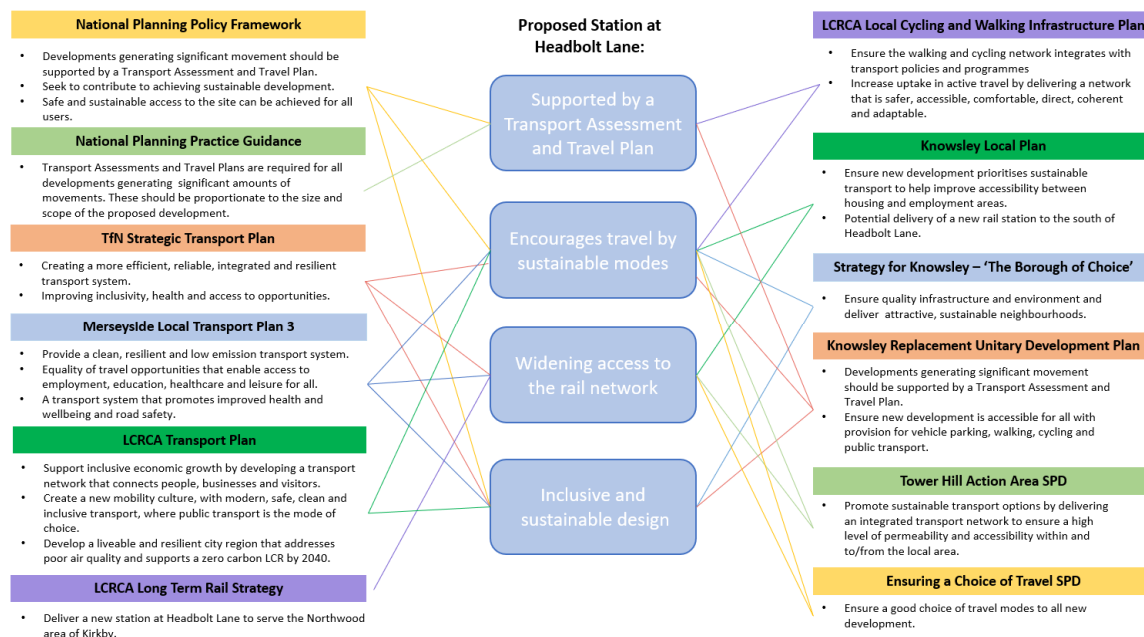
The structure of the FTP is as follows:

- **Section 2** provides an overview of local and national transport and planning policy;
- **Section 3** describes the site location and surrounding transport networks;
- **Section 4** presents the development proposals;
- **Section 5** outlines the aims and objectives of the TP, along with the roles and responsibilities for its implementation;
- **Section 6** sets out the communication strategy and a series of proposed measures to encourage sustainable travel;
- **Section 7** describes the process for monitoring and reviewing the TP; and
- **Section 8** provides an action plan for next steps.

2 Policy Review

The proposed development has been designed with full regard to national and local transport and planning policies. A summary of the key relevant policies is provided in Figure 2. A detailed analysis of these policies in relation to the proposed development is provided in Appendix A.

Figure 2: Policy review



All relevant policy documents emphasise the need for sustainable development in accessible locations. The proposed development itself would provide a sustainable travel option for local residents and increased accessibility for all its users.

National and local policy identifies the need for all developments that generate a significant level of vehicle movements to provide a Transport Statement or Transport Assessment and Travel Plan. This Travel Plan has been prepared for the development to encourage access by sustainable modes through a variety of measures. A Transport Assessment for the development has also been prepared.

A key theme across all policy documents is ensuring development supports inclusive and sustainable access. Policies state that developments should seek to improve people's health, wellbeing and environment by reducing traffic emissions, improving road safety and creating safer places for cycling and walking.

The aim of the proposed development is to minimise longer-distance vehicle trips and encourage multi-modal trips by more sustainable modes, which fully supports these key policies. Access to the site by all modes has been considered and designed for. The provision of cycle infrastructure, cycle parking, and electric vehicle charging further enhances the sustainability of the development.

The policy review demonstrates that the proposed station development at Headbolt Lane aligns with both national and local policies.

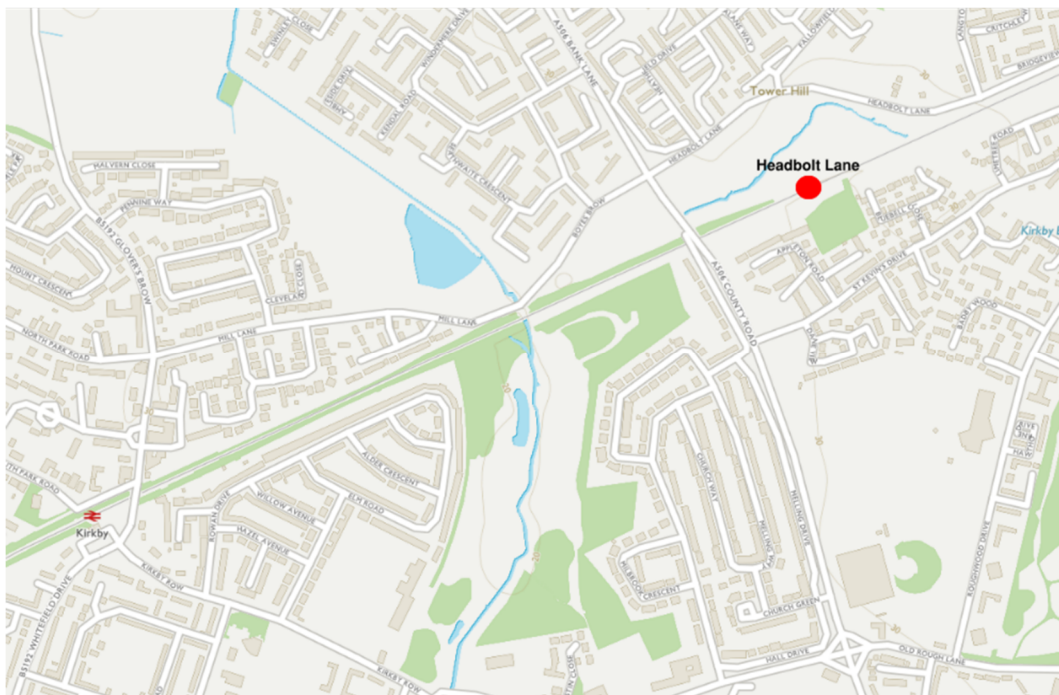
3 Existing Conditions

3.1 Site description

Headbolt Lane lies within the in the Northwood area of Kirkby, Merseyside.

The site is located on greenspace bounded by the A506 to the west, Headbolt Lane to the north and east and the Kirkby Branch railway line to the south. Kirkby Brook crosses under the railway and into the site from the south-east, before running through the centre of the site and leaving the site downstream to the west. The surrounding area is primarily low-density housing, with Kirkby town centre located approximately 800m to the south of the site.

Figure 3: Site location



3.2 Site audit

The proposed development site is an area of green space with a pedestrian route traversing from east to west. Headbolt Lane runs in an east-west alignment along the northern boundary of the site, connecting with the A506 to the west and Pingwood Lane / Dale Lane to the east.

To the north of the development site is the residential area of Tower Hill. To the south is the rail line running east to west with the residential area of Northwood and Kirkby town centre beyond. Kirkby rail station and surrounding residential areas lie to the west, and agricultural land and the William Brothers Industrial Park lie to the east.

Figure 4 shows the key transport infrastructure serving the development site.

Figure 4: Key transport infrastructure



3.2.1 Active travel

Figure 5 provides an overview of the key walking and cycling infrastructure serving the development site.

Figure 5: Active travel infrastructure serving the development site

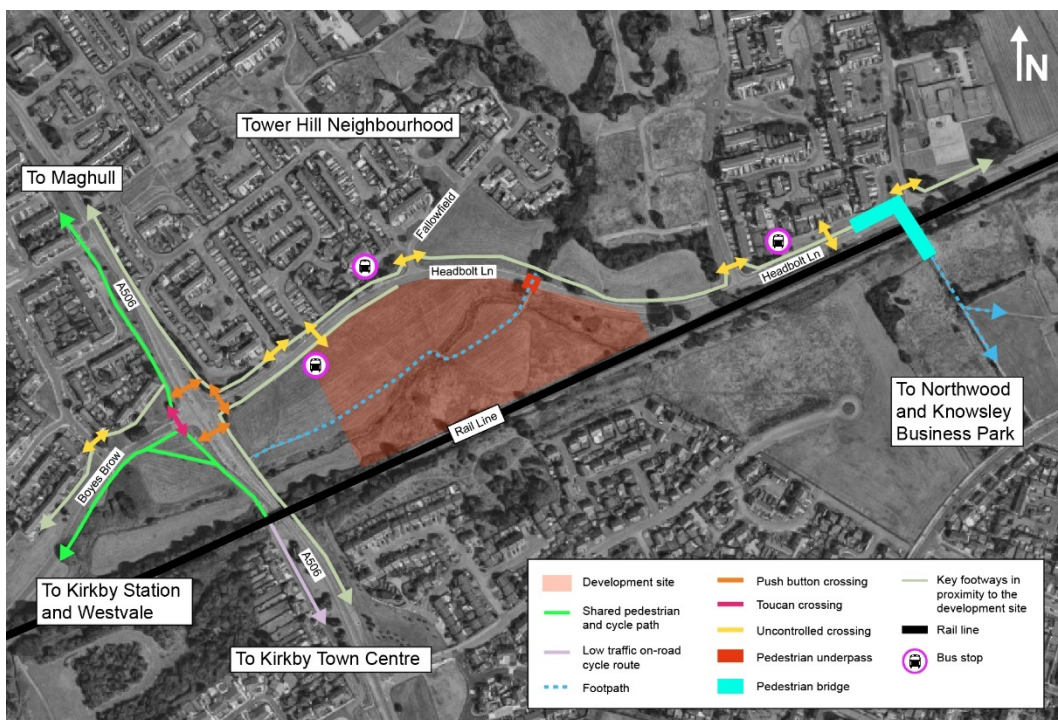
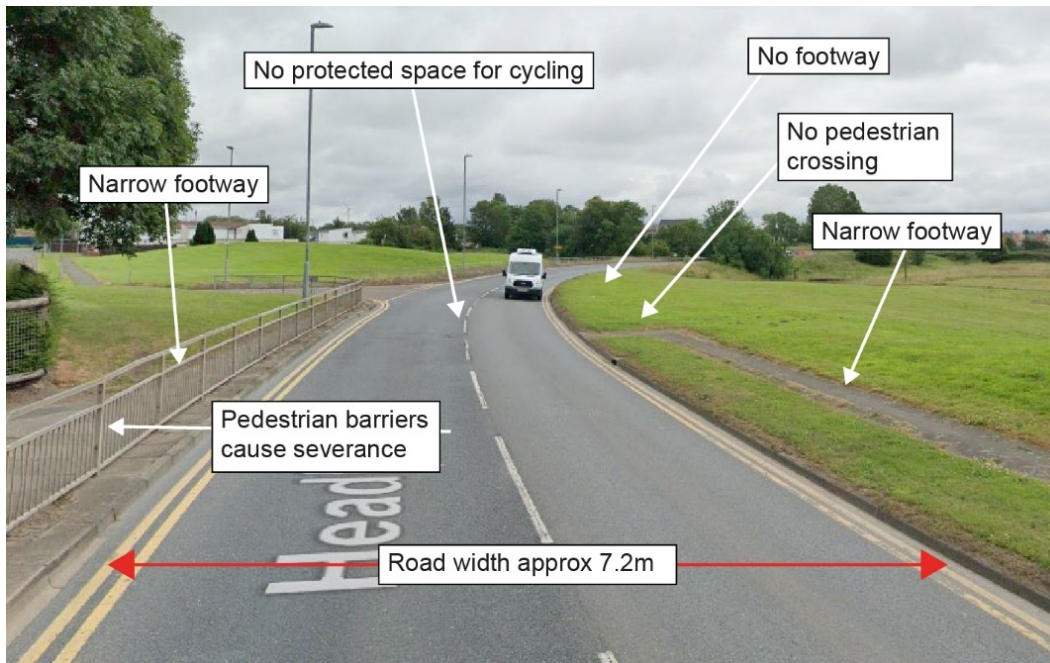


Figure 6 provides an overview of existing conditions on Headbolt Lane.

Figure 6: Analysis of existing conditions on Headbolt Lane

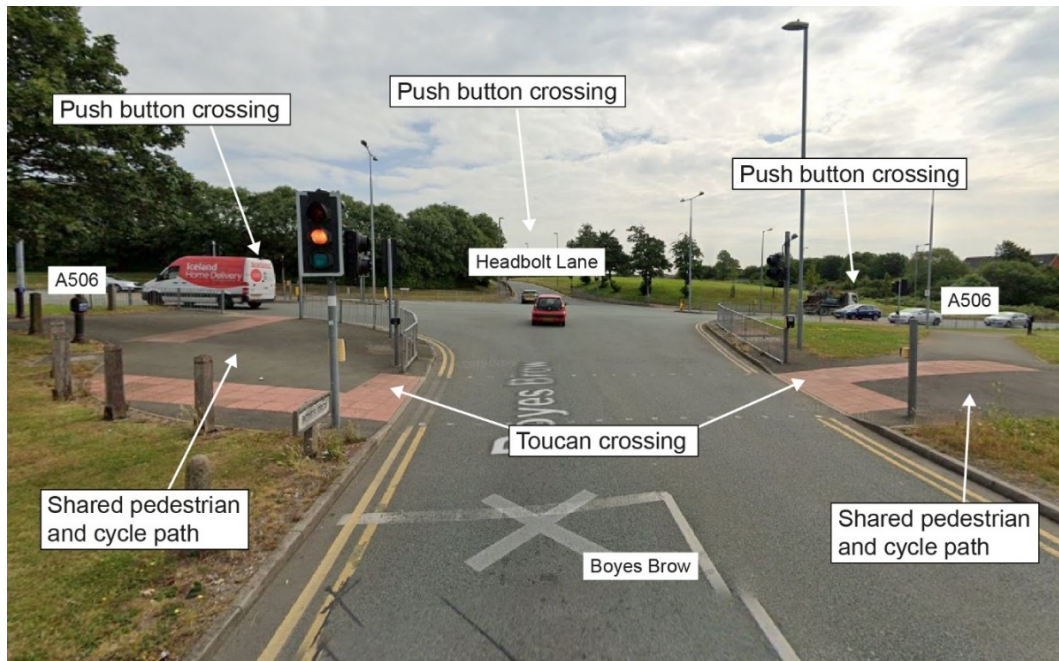


The footway on the northern side of Headbolt Lane is below the recommended 2m minimum width and guardrails separate the footway from the road, creating a degree of severance between the residential areas to the north and the proposed development site.

There is a limited section of footway (approx. 220m) on the southern side of Headbolt Lane from the junction with the A506 to Fallowfield. At its eastern extent, the footway ends without providing for access to the footways on the opposite side of the road.

There are three uncontrolled crossings with dropped kerbs and tactile paving along the length of the road and signalised pedestrian crossings on all arms of the A506 / Boyes Brow / Headbolt Lane junction, as shown in Figure 7.

Figure 7: Pedestrian and cycle crossings at A506 / Headbolt Lane / Boyes Brow junction



The rail line to the south of the proposed development site causes a degree of severance for areas to the north and south. There is a pedestrian bridge approximately 300m to the east of the development site which provides access over Headbolt Lane and the rail line, as shown in Figure 8. It provides a link between the site and the Northwood area to the south, including Knowsley Business Park beyond.

Figure 8: Pedestrian bridge located to the east of the development site



There is an existing footpath that runs in an east-west alignment across the development site from the A506 to the junction of Headbolt Lane and Southcroft Drive, as shown in Figure 9. The footway is relatively narrow with an uneven surface. At its western end the path uses an underpass below the highway, which although it minimises conflict with vehicles, may be an unattractive route choice for some pedestrians. It is understood that KMBC plans to close the underpass and raise the footpath to the level of the road.

Figure 9: Footway crossing the development site, viewed looking east from the A506



There is a shared use pedestrian and cycle path to the west of the development site along the A506 (see Figure 10), providing a link towards Kirkby town centre to the south and neighbourhoods to the north of the proposed development site. There is a toucan crossing on the western arm of the Headbolt Lane / A506 / Boyes Brow junction.

A shared footway / cycleway is also in place on Boyes Brow on approach to the A506. However, there are no cycle crossings on the northern or southern arms of the Headbolt Lane / A506 / Boyes Brow junction meaning there is no formal cycle connection across the A506.

Figure 10: Shared use pedestrian and cycle path located to the north of the A506 / Headbolt Lane / Boyes Brow junction



The Tower Hill area to north of development site has a street network which encourages low traffic speeds, creating a more pleasant environment for pedestrians and cyclists.

3.2.2 Bus

The number 20 bus is the only service which serves Headbolt Lane, connecting Tower Hill with Liverpool city centre via Kirkby. The service runs in an eastbound direction on Headbolt Lane before circling Tower Hill via Pingwood Drive and Shevington's Lane, returning to Liverpool via the A506.

Figure 11: Bus stop on northern side of Headbolt Lane



Source: Google Maps (2021)

There are three bus stops on the northern side of Headbolt Lane and a bus stop on the southern side of Headbolt Lane adjacent to the junction with Freckleton Drive. The stop on the southern side of Headbolt Lane is not currently operational.

The 14a, 14c, and 133 bus services operate along the A506. These services can be accessed from bus stops adjacent to Windemere Drive in a northerly direction and adjacent to St Kevin's Drive in a southerly direction. Both stops are approximately 400m walk from the proposed development site.

The number 21 service operates to the south of the proposed development site, connecting the Northwood area with Liverpool. Currently, accessing this service requires crossing the rail line over the pedestrian bridge approximately 300m to the east of the proposed development site.

Table 1 provides further details of the bus services serving the area around the development site.

Table 1: Bus services operating in the vicinity of the site

Service	Route	Stop location	Service frequency*
14**	Liverpool – Tower Hill	Boyes Brow	0
14A / 14C	Liverpool – Tower Hill	A506	2
20	Liverpool – Tower Hill	Headbolt Lane (towards Tower Hill) A506 (towards Liverpool)	5
21	Liverpool – Northwood	Roughwood Drive	5
133	Waterloo – Kirkby	Boyes Brow	1

*Services per hour in one direction

**14 only runs to and from Tower Hill before 6am.