

Proposed Residential Development at Land East of Knowsley Lane, Knowsley

Framework Travel Plan

Report Control

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Appendix A Parameters Plan



1. Introduction

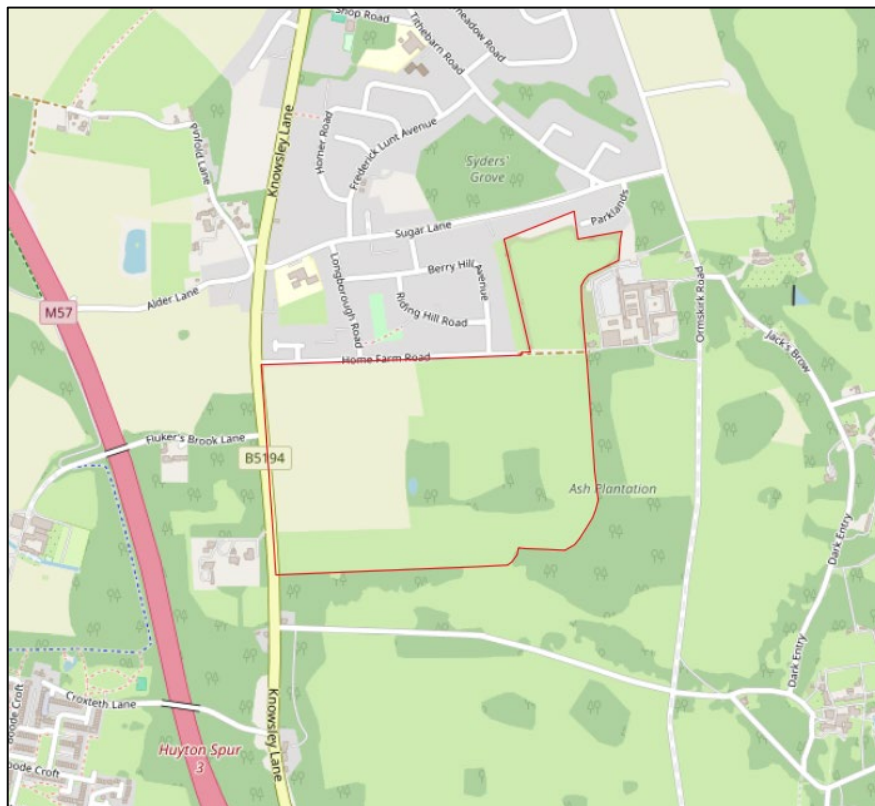
Background

- 1.1. Astute Transport Planning has been appointed by Hallam Land Management Ltd (hereafter referred to as Hallam Land) to provide highways and transportation advice in support of an outline planning application for a proposed residential-led development on safeguarded land east of Knowsley Lane, Knowsley.
- 1.2. The proposed development site is located within the jurisdiction of Knowsley Metropolitan Borough Council (KMBC), who act as both the local planning and highway authority.

Development Site

- 1.3. The proposed development site is located on land east of Knowsley Lane, Knowsley. The site is part of a safeguarded allocation identified under Policy SUE1 of the Knowsley Local Plan Core Strategy (adopted January 2016) with an estimated capacity of 1,093 dwellings. Further safeguarded land is located to the northeast, on the eastern side of Ormskirk Road. The image in **Figure 1.1** shows an approximate red line boundary for the planning application.

Figure 1.1: Proposed Development Site Location (Source: OpenStreetMap)



- 1.4. As shown, the site is bound by a mixture of existing residential properties and open land. The proposed development is located to east of the M57, south of Knowsley Village and to the west of Knowsley Park.



- 1.5. Knowsley Lane runs in an approximate north-south alignment along its western boundary and Home Farm Road runs in an approximate east-west alignment along a portion of the site's northern boundary.

Development Proposals

- 1.6. The description for the proposed development has been included below:

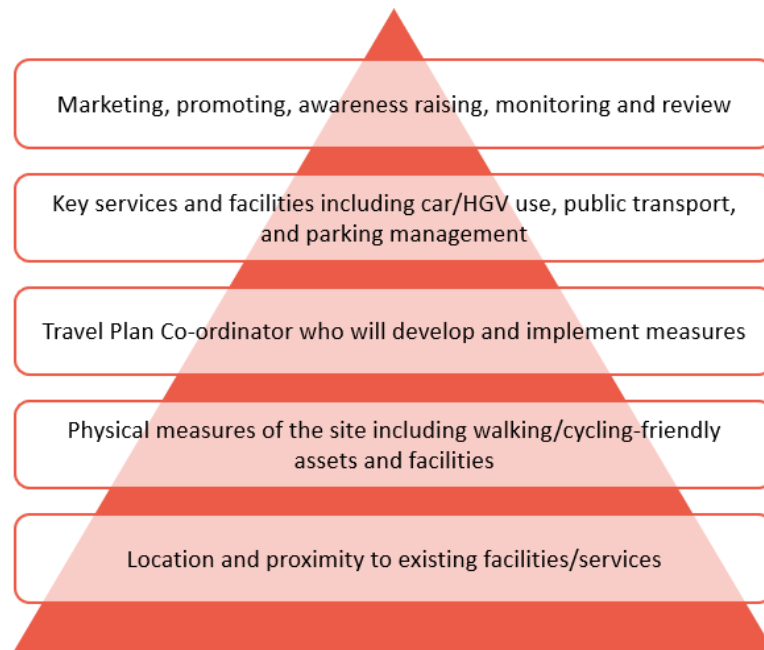
Outline application, including detailed access to but not within the site, for the erection of up to 700 dwellings together with public open space, landscaping, new vehicular access junctions, active travel links, sustainable urban drainage systems and other associated works.

- 1.7. The site is to be served by two single vehicular accesses from Knowsley Lane. Additional active travel linkages to Home Farm Road, and an active travel linkage / emergency access to Parklands are also proposed with detail of these to be reserved until a later planning application.
- 1.8. It is proposed that bus services will operate through the site making use of the access junctions onto Knowsley Lane.
- 1.9. The parameters plan for the proposed development, along with an indicative masterplan, has been included as **Appendix A** of this report.

The Travel Plan

- 1.10. Travel Plans (TP) are an increasingly important tool to facilitate sustainable development. Together with Transport Assessments, they provide the mechanism for assigning and managing multi-modal access to development sites.
- 1.11. The benefits of a Travel Plan include an increased choice of transport mode and reduced journey times. Benefits should include a strong emphasis towards the personal advantages of using sustainable transport initiatives. These are often not evident once such alternative modes of travel are used and include cost saving, time saving and social benefits.
- 1.12. A Travel Plan can be thought of as a pyramid of measures. The plan is built from the bottom up, with decisions and actions at each level creating the conditions that provide the foundation for success at the next level up.
- 1.13. A diagrammatical explanation of this approach is provided in **Figure 1.2**.



Figure 1.2: Travel Plan Pyramid

- 1.14. The development and implementation of the Travel Plan should be a dynamic process subject to a continuous cycle of action monitoring and review. This should be achieved in order to give the Travel Plan a recognisable direction and focus towards its goals. It is therefore vital that objectives are set out for both the developer and occupiers of the development.

Purpose of Report and Structure

- 1.15. Following this introduction, the report provides the following information:

- **Section 2: Travel Planning Policy and Best Practice -**
- **Section 3: Accessibility by Sustainable Modes of Transport**
- **Section 4: Aims and Objectives**
- **Section 5: Targets**
- **Section 6: Ownership**
- **Section 7: Measures**
- **Section 8: Marketing and Promotion**
- **Section 9: Monitoring and Review**



2. Travel Planning Policy and Best Practice

Introduction

- 2.1. The following paragraphs provide an overview of policy and guidance relevant to the development site. These have been referred to in the preparation of this document.

National Planning Policy Framework (NPPF)

- 2.2. The National Planning Policy Framework (NPPF), originally published in March 2012 and most recently updated as of December 2024, promotes the goal of achieving sustainable development. The NPPF aims for plans to protect and exploit opportunities for the use of sustainable transport modes. Paragraph 118 of the NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan”

- 2.3. A Travel Plan is a long-term management strategy for a site that seeks to encourage more sustainable travel and to reduce single occupancy car use.
- 2.4. As traffic problems can arise from new developments, the Travel Plan will be best addressed through working in partnership with outside organisations which could be useful in developing elements of the plan.

Good Practice Guidelines

- 2.5. The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all modern developments. The Department for Transport (DfT) issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled “Good Practice Guidelines – Delivering Travel Plans through the Planning Process”.



3. Accessibility by Sustainable Modes of Transport

Introduction

- 3.1. Promoting sustainable transport is a key pillar of the NPPF, and this section identifies the excellent opportunities to promote walking, cycling and public transport use for this location.
- 3.2. Current local and national transport policy states that new developments should be designed to encourage more trips to be made by sustainable modes including walking, wheeling, cycling, multi-modal, or on shared/public transport. This approach maximises social inclusion and helps to minimise the number of single occupancy car journeys. Providing travel choice is policy compliant and critical considering today's progressive and dynamic society, specifically where policy seeks to achieve the Net Zero Carbon target for the UK by 2050.
- 3.3. One of the primary factors to be considered when considering the suitability of a new development is its proximity, accessibility, and connectivity in relation to key local facilities by non-car modes.
- 3.4. Importantly the NPPF goes on to note at Paragraph 110 that "opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".
- 3.5. This Section of the report is a review of the proposed development site's accessibility by sustainable modes, including walking, wheeling, cycling and public transport.

Walking Accessibility

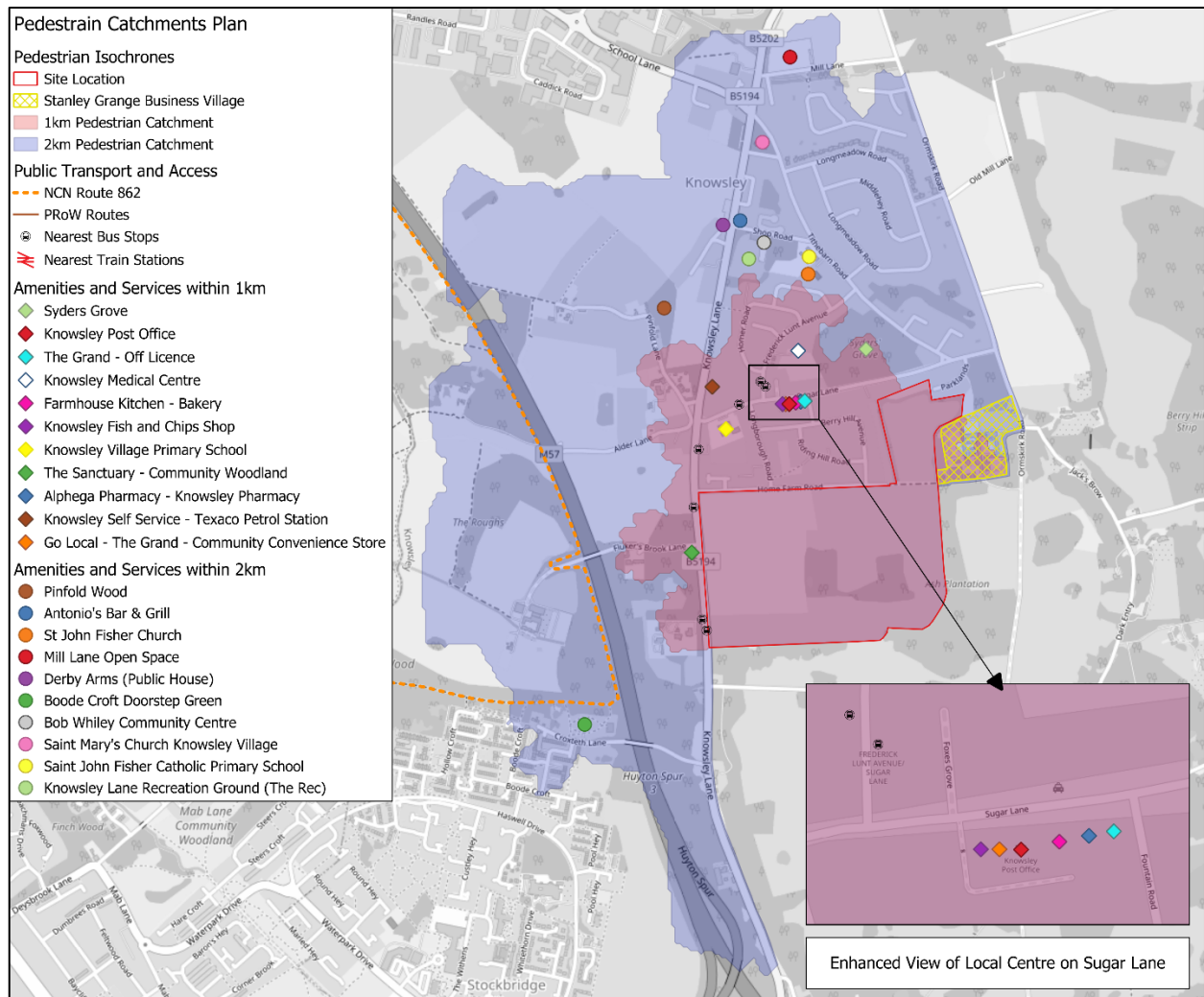
- 3.6. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians, without mobility impairment, traveling to common facilities. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1km, with a preferred maximum distance of 2km.
- 3.7. The site is well located in relation to local facilities within a convenient walk time based on existing infrastructure, such that future residents and users of the site will have the opportunity to access key services via active travel modes. It is likely that Knowsley Village will attract walking trips to and from the site due to the local amenities and destinations such as:
 - The Knowsley Village Primary School, and a local village centre on Sugar Lane circa 500m north of the centre of the site. The local village centre includes a post office, off licence, bakery, fish and chips shop, pharmacy, salon, barbers, and a convenience store.
 - The Knowsley Medical Centre on Fredrick Lunt Avenue circa 650m north of the centre of the site.



- The Saint John Fisher Catholic Primary School and Knowsley Lane Recreation Ground on Shop Road circa 1.1km north of the centre of the site.

3.8. The site is demonstrated to be well located to access the nearby local facilities and services within and around Knowsley. **Figure 3.1** highlights the areas and local amenities that are reachable within 1km and 2km walking catchments, which equates to approximately 12 and 25-minute walks respectively.

Figure 3.1: Walking Isochrones Catchment Plan with Amenities (Source: OpenStreetMap/QGIS)



3.9. As shown, the majority of Knowsley village is within a short walking distance of the site, which encompasses a range of residential areas and local amenities.

3.10. In addition to the adopted footpath network, the site is situated in close proximity to KMBC's Public Rights of Way (PRoW) network, further supporting pedestrian movements for residents and users of the site. In particular, the site benefits from footpaths KN/3/1, KN/3/2, KN/2/1, KN/8/2 which run from Knowsley Lane to the School Lane offering

a low traffic route toward Knowsley Business Park. The location of these PRowS, as identified by the KMBC, are shown in **Figure 3.2**.

Figure 3.2: Extract from KMBC's PRow Mapping (Source: highways.knowsley.gov.uk)



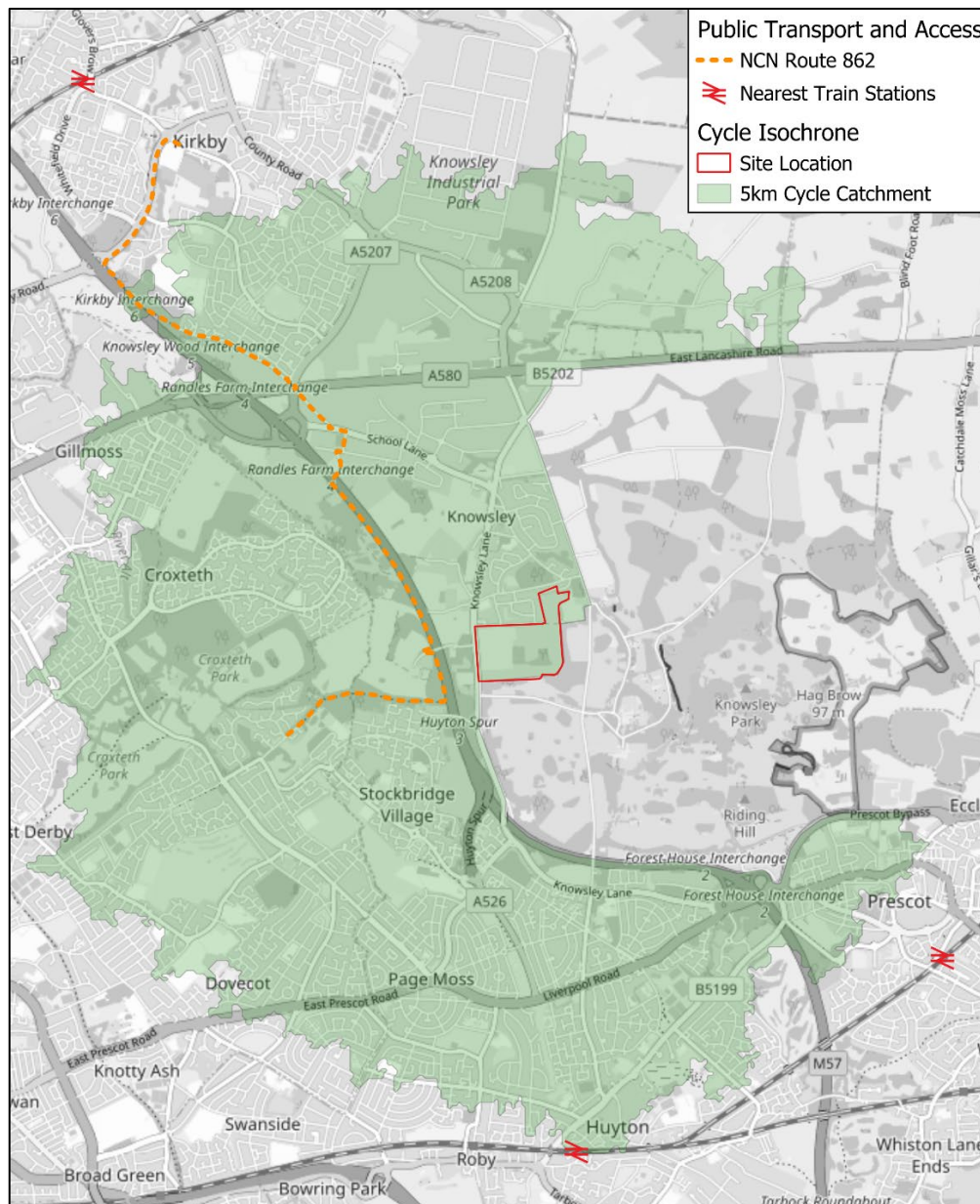
- 3.11. The proposed development also benefits from access to bridleways KN/5/1 and KN/1/1 that run from the western side of Knowsley Lane opposite the site and travels across the M57 providing links to Stockbridge Village as well as continuing north parallel to the M57 towards the Knowsley Business Park.

- 3.12. On the basis of the above review, walking is considered a viable mode for residents and users of the site. The existing pedestrian network would also support those using walking as part of a multi-modal journey that includes the use of public transport.

Cycling Accessibility

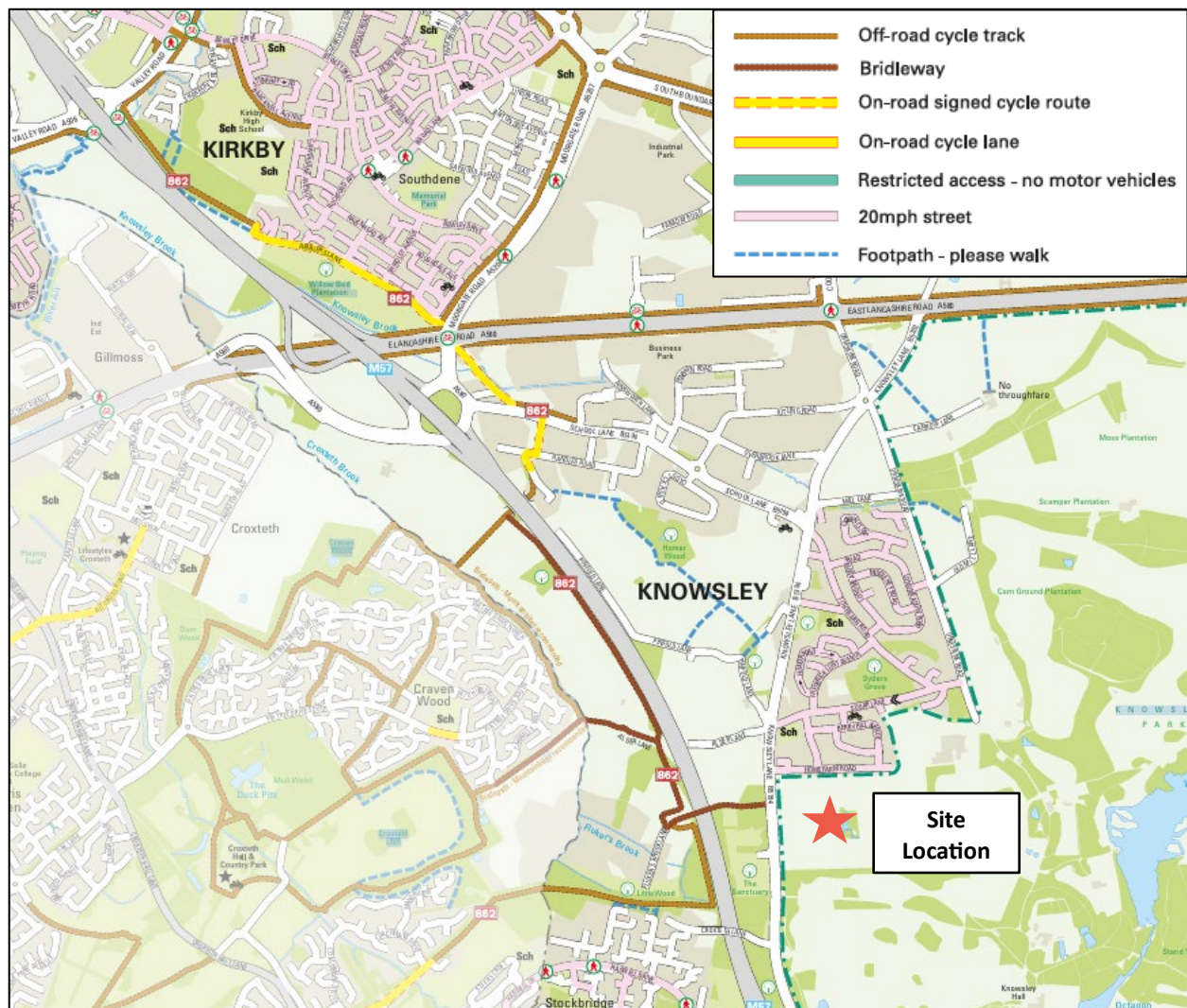
- 3.13. An alternative mode of travel to the site would be achieved by bicycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.
- 3.14. The DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5 km), which equates to a circa 25-minute journey. Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes. **Figure 3.3** shows the extent of the cycling catchment of the site.



Figure 3.3: Cycling Isochrones Catchment Plan

- 3.15. **Figure 3.3** illustrates the extent of the 5km cycling catchment of the site. This confirms that areas including Knowsley, Stockbridge Village, Croxteth, Page Moss, and parts of Knowsley Industrial Park, Huyton, and Prescot are all within cycling distance of the site.
- 3.16. National Cycle Network (NCN) Route 862 is shown in close proximity to the site in **Figure 3.3**, the route is approximately 360m west of the site, adjacent to the western side of the M57. The route provides a mostly traffic free connection between Kirkby and Stockbridge Village.
- 3.17. A network of cycle routes and infrastructure, as identified by the Merseytravel, is present near the vicinity of the site; this is shown in **Figure 3.4**.

Figure 3.4: Extract from Merseytravel's Knowsley Cycle Network Map
(Source: merseytravel.gov.uk/active-travel/cycling)



- 3.18. As shown in **Figure 3.4**, the site is situated in close proximity to a bridleway connection that runs from the western side of Knowsley Lane, opposite the development site, across the M57 providing links to the off-road cycle tracks within Stockbridge Village. This bridleway also continues north parallel to the M57 and joins with an off-road cycle track to the east to link with the on-road signed cycle route through Knowsley Business Park. From Knowsley Business Park an on-road signed cycle route continues northwest and connects with the off-road cycle tracks either side of East Lancashire Road as well as continues into Kirkby.

Bus Accessibility

- 3.19. The nearest bus stop (Knowsley Park, opposite Home Farm Road) heading northbound is located approximately 400m from the centre of the site along Knowsley Lane circa 50m to the north of the B5202 Knowsley Lane and Home Farm Road T-junction. The nearest bus stop (Knowsley Lane / Sugar Lane) heading southbound is located further north along Knowsley Lane, approximately 450m from the centre of the site.



- 3.20. There are additional bus stops located south along Knowsley Lane, approximately 550m from the centre of the site; within approximately 70m to the south of the B5202 Knowsley Lane and Shannons Lane T-junction.
- 3.21. All of these bus stops can be accessed via the pedestrian and cycle infrastructure located within the vicinity of the site. **Table 4.1** provides a summary of the services available from the nearest bus stops to the development, as well as highlights the frequency of these services.

Table 4.1 Frequency per Hour of Existing Bus Services Operating in the Vicinity of the Site

Service No	Route	Weekday (per hour)			Saturday (per hour)			Sunday (per hour)
		AM Peak	PM Peak	Evening	AM Peak	PM Peak	Evening	
217 / 217A	Bootle Bus Station - Leathers Lane	2	2	1	2	2	1	1
217 / 217A	Huyton Bus Station - Linnet Way Leathers Lane - Kirkby Bus Station	2	2	1	2	2	1	1
297	Kirkby Bus Station - St Helens via Knowsley Industrial Park, Prescott, Whiston Hospital, and Grange Park	Departs: 08:10, 09:10, and 10:10	Departs: 12:10, 14:10, 16:15, and 17:15	-	-	-	-	-
297	Ste Helens - Kirkby Bus Station via Grange Park, Whiston Hospital, Prescott, and Knowsley Industrial Park	Departs: 07:45, 09:44, and 11:44	Departs: 13:44, 15:49, and 16:49	-	-	-	-	-

- 3.22. As can be seen from **Table 4.1**, the site is well connected to the local bus network and the regular services provide access to a variety of key employment, leisure and retail destinations including Bootle, Huyton, Kirkby, St Helens, Grange Park, Whiston Hospital, Prescott, and Knowsley Industrial Park.
- 3.23. On the basis of the above, and the relatively short walking distances between the site and the nearby bus stops, the site is considered to be accessible by bus. However, it should be noted that the proposal includes the provision of a bus route passing around the site to improve penetration. This would enter and exit the site via Knowsley Lane.

Rail Accessibility

- 3.24. The nearest railway station to the site is Huyton Station located approximately 5.2km to the south of the site. This can be reached from the site via a 17-minute cycle, or a 26-minute bus journey on the 217 bus service that runs from the bus stops on Knowsley Lane. The station offers up to nine services an hour to destinations such as Wigan, Blackpool, Preston, Liverpool, St Helens, and Manchester. The station has 12 bike stands within the car park for those incorporating cycling to and from the station as part of their multi-modal journey.



- 3.25. Headbolt Lane Station sits approximately 6.7km to the northwest of the site. This can be reached from the site via 23-minute cycle, or a 34-minute bus journey on the 217 bus services that runs from the bus stops on Knowsley Lane.
- 3.26. The primary operator from this station is the Northern Line from the Merseyrail Network that travels between Headbolt Lane and Liverpool Central with services typically operating every 15 minutes on weekdays and Saturdays. On Sundays, the service generally operates every 30 minutes. The Northern Line route from Headbolt Lane Station also encompasses stops such as Kirkby, Fazakerley, Rice Lane, Kirkdale, Sandhills, and Moorfields.
- 3.27. Headbolt Lane Station also offers a train service operated by Northern which travels to Blackburn via Wigan, Atherton, Salford, Manchester, Burnley, and Accrington; with services typically operating every hour on weekdays and Saturdays.
- 3.28. Kirkby Station sits approximately 7km to the northwest of the site. This can be reached from the site via 24-minute cycle, or a 29 minute bus journey on the 217 bus services that runs from the bus stops on Knowsley Lane. It only offers the Northern Line rail service from the Merseyrail Network.
- 3.29. Both stations have eighty sheltered and CCTV monitored stands / racks available for cycle storage for those incorporating cycling to and from the station as part of their multi-modal journey. At Headbolt Lane Station the shelter is at the station next to the booking office, and at Kirkby Station the bike shelter is within the station car park.
- 3.30. It is therefore considered that the site is accessible by rail for site users using rail as part of a multi-modal journey.

Summary

- 3.31. This Section of the report has demonstrated that the proposed development site is located in an area with accessibility to a range of sustainable modes of transport, and that the site would not be overly reliant on single-occupancy car travel.
- 3.32. Having outlined the accessibility of the site, the next Section of this report provides detailed information on the development proposals.



4. Aims and Objectives

Aims

- 4.1. The core aim of the Travel Plan is to minimise the use of car trips and promote a shift in travel behaviours that encourages the uptake of sustainable modes of transport amongst residents and other site users. The objectives detailed below are intended to facilitate this aim.

Objectives

- 4.2. The objectives of the Travel Plan are as follows:
- To provide residents with convenient, safe and viable alternatives to the car in order to access the site as well as local destinations and amenities.
 - To regularly monitor the means of travel used by residents to encourage transfer to the most sustainable modes, as achieved through the implementation of the Travel Plan.
 - To reduce the environmental impact of the site as a whole, and promote a commitment to environmental values.
- 4.3. The following is a sub-set of objectives, which are reflective of the aforementioned overarching objectives:
- To raise awareness amongst residents of the detrimental impacts of car use in order to encourage the use of alternatives. This would be achieved by promoting benefits such as cost savings and health advantages etc.
 - To encourage safe and viable alternatives to single occupancy car trips for trips generated by the residential development.
 - To ensure the ongoing development and implementation of sustainable travel practices in the longer term.



5. Targets

- 5.1. The success of the Travel Plan will be measured against a series of targets. However, as the development is not operational and baseline travel surveys have not yet been undertaken, it is not possible to set targets. This section therefore outlines a process for establishing appropriate targets.
- 5.2. Appropriate targets for a residential development mainly surround the reduction of vehicle trips, especially in the peak hours. Indicators of this target include monitoring the number walking, cycling, bus and rail trips to and from the site. It should be noted that specific aims of the Travel Plan must take account of factors including housing occupancy, the residential composition and realistic transport options available to residents and visitors.
- 5.3. Guidance produced by the DfT suggests that the main target should be to reduce the number of car trips generated by the site per day. It is also suggested that targets could also be set for other modes of transport, for example, bus patronage or walking trips.
- 5.4. Following the completion of the baseline travel surveys, a range of targets would be developed, with a view to:
- Promoting healthy lifestyles and sustainable, vibrant communities.
 - Minimising the number of single occupancy car trips generated by the site.
 - Providing adequately for those with mobility difficulties.
 - Maximising the number of trips made by sustainable modes.
 - Supporting access to and from the site by residents and other site users.
- 5.5. It is important that the targets are SMART (**S**pecific, **M**easurable, **A**chievable, **R**elevant and **T**ime-based) and meaningful to the residents and other site users who are participating in the Travel Plan.



6. Ownership

- 6.1. This Travel Plan will be the responsibility of the appointed Travel Plan Coordinator (TPC). The TPC will have overall responsibility for the day-to-day management and implementation of the Travel Plan, and will be in post for a minimum of five years.

Travel Plan Co-ordinator Responsibilities

- 6.2. The TPC for the residential development will be appointed at least three months prior to first occupation, to deliver the Travel Plan initiatives and undertake the role in line with the action plan.
- 6.3. It would be necessary to appoint a Travel Plan Co-ordinator for the development prior to it becoming operational to deliver the Travel Plan initiatives and bring forward the associated action plan. The Travel Plan will be implemented under the control of a Travel Plan Co-ordinator who will drive the work forward, promote the measures and be a key contact point for residents. Initially, the Travel Plan Co-ordinator role could be the responsibility of the developer, with the ultimate aim for a person(s) based at the site to manage the Travel Plan.
- 6.4. As well as ensuring the success in terms of improving modal split, the Travel Plan Co-ordinator should liaise with residents to ensure the promotion of sustainable alternatives. The Travel Plan Co-ordinator should also consult with the Local Authority and other key stakeholders, like the KMBC, on a regular basis to obtain information and share ideas. This would also provide the opportunity to review the Travel Plan on a periodic basis to monitor its effectiveness and to agree new measures required to meet the Travel Plans aims, objectives and targets.
- 6.5. The TPC's contact details will be forwarded to KMBC upon appointment. In the event of a change of TPC, updated details will be provided.
- 6.6. The principal responsibilities of the TPC are listed below:
- Promotion of the Travel Plan to residents.
 - Provide ongoing advice to residents on travel related queries and updates to the Travel Plan as necessary. This advice will be tailored to residents' personal circumstances.
 - Developing and distributing a Travel Information Pack/ Travel Welcome Pack for inclusion within wider induction materials.
 - Provision of a Travel Information Noticeboard.
 - Liaising with local bicycle shops and public transport providers to investigate potential opportunities to secure discounts for residents.



- Undertaking annual monitoring surveys and submitting monitoring reports to KMBC.
- Assessing the performance of the TP against the aims, objectives and targets.
- Identifying any additional measures that may be needed to meet targets.
- Liaising with KMBC Travel Plan Officers with regard to progress.



7. Measures

7.1. The Travel Plan's proposed measures need to be linked with its targets and desired outcomes. It would therefore be necessary to implement a number of "hard" and "soft" measures in order to achieve such outcomes. The measures would be part of an action plan with timescales for delivery and individuals responsible identified, and could include:

- The distribution of maps showing safe walking and cycling routes.
- On-site provision of public transport information, including bus routes and rail services.
- Car share promotion, including events with opportunities for finding a match amongst residents and other site users.
- Publication and effective distribution of both the Travel Plan and specific initiatives.
- Provide new residents other site users with a Resident Travel Information Pack on available travel options.

Cycling

7.2. Residents and other site users may wish to cycle and will be able to accommodate bikes within dwellings, garages or rear gardens. Other measures could include:

- Production of maps showing cycle routes and facilities.
- Arrange organised cycle rides for residents and other site users.

Walking

7.3. Walking offers many health benefits and fits in well with the growing interest in a healthy lifestyle. As mentioned earlier in this report, the walking facilities surrounding the development site are of a good standard and should encourage travel on foot. In addition to the provision new internal footways around the site and connections with the external networks, walking maps and information on access to local amenities could be made available to users of the site along with other potential measures.

Public Transport

7.4. The following initiatives will be considered to encourage uptake of trips by bus and rail modes:

- Seek to negotiate discounted / free travel passes from local public transport operators.
- Provision of public transport information and timetables for residents and other site users.



Car Sharing

- 7.5. Car sharing offers significant benefits not just for the environment but also financially. Therefore, consideration will be given to organising a car sharing scheme that is specifically aimed at finding matches amongst residents and visitors who would be able to car share when travelling to and from their daily commutes.
- 7.6. Liftshare (liftshare.com/uk) is one example of an existing car sharing platform that could be promoted to occupants and other site users at the proposed development.

Resident Travel Handbook

- 7.7. A Travel Handbook will be provided to all residents when the development becomes operational. The handbook will include information on the sustainable transport facilities described in **Section 3** and as provided as part of the development.
- 7.8. The Travel Information Pack will include details on the intentions of the Travel Plan and why the Travel Plan has been produced. The pack will also include current information on walking and cycling routes throughout the local area, as also outlined in **Section 3**.

Indicative Action Plan

- 7.9. **Table 7.1** provides an indicative Action Plan for the site which draws on a number of measures listed above. When finalised as part of a detailed Travel Plan, the Action Plan will provide a readily accessible list of initiatives aimed at driving forward the uptake of sustainable modes of transport.



Figure 7.1: Travel Plan Measures

Strategy	Measures
Site Design	- Delivery of access points for all modes to ensure permeability across the site and direct connections to the surrounding sustainable transport infrastructure. - The availability of electric charging points. - Provision of secure cycle parking within the curtilage of each dwelling and connections for pedestrian and cycle users between the site and the adjacent active travel infrastructure.
Initiatives to support walking	- Distribution of maps showing safe local walking routes and local amenities within Residents Welcome Pack. - Raise awareness of national and local walking-oriented events and campaigns such as Walk to Work Week.
Initiatives to support cycling	- Cycles to be stored within the curtilage of each property in line with approved application. - Distribution of maps showing safe local cycling routes within Residents Welcome Pack. - Raise awareness of national and local cycling-oriented events and campaigns such as Bike Week.
Initiatives to support public transport users	- Promotion of public transport with service information and advice services, including guidance on obtaining bus passes for eligible residents. To be included within Residents Welcome Pack. - Communication with bus and rail operators to understand opportunities for discounted or taster tickets to permit residents to trial services. - On request, provide a weeklong bus pass/ticket to residents to trial the use of local bus services. One taster ticket per property to be provided. TPC to liaise with bus operators to understand if discounted tickets can be obtained. - On request, an anytime day return ticket to be provided to residents to allow them to trial the use of local bus services. One taster ticket per property to be provided. TPC to liaise with bus operators to understand if discounted tickets can be obtained.
Initiatives to support car sharing	- Promotion of Liftshare scheme, and other publicly accessible databases/ websites as appropriate - Information and guidance on car share benefits and opportunities to be included within Residents Travel Handbook.
Parking provision and management	- Parking to be allocated and assigned to individual properties and spaces will be managed on this basis.
Promotion and communications	- TPC contact details to be available to residents to liaise with on sustainable travel matters. - Inclusion of sustainable travel information in line with the Travel Plan within resident induction packages/ Welcome Packs. To be provided to KMBC for review prior to issue. - Display of sustainable travel information at the site via a noticeboard. - Raise awareness of national campaigns e.g. Car Share Day, Bike Week, Walk to Work Week, European Mobility Week. - Publication and effective distribution of both the Travel Plan and specific initiatives.



8. Marketing and Promotion

8.1. The success of the Travel Plan will depend on the ability to market and promote the benefits of sustainable travel choices to residents. The following will be included within the marketing and promotion strategy for the Travel Plan:

- Raising awareness of sustainable travel options and the associated benefits to residents and visitors, e.g. health benefits, cost savings.
- Promotion of individual Travel Plan measures and initiatives to residents e.g. car share database and sustainable travel events.
- Dissemination of sustainable travel information to residents e.g. bus and rail services timetables, cycle route maps.

Communication Tools

8.2. **Table 8.1** details the primary communication tools and promotional techniques to be adopted.

Figure 8.1: Travel Plan Communication Tools

Medium	Communication Tool
Printed materials	- Travel newsletter. - Resident welcome packs.
Activities	- Raise awareness of national events, e.g. Car Share Day, Bike Week, Walk to Work Week, - European Mobility Week.
Other	- TPC contact details to be available to residents to liaise with on sustainable travel matters.



9. Monitoring and Review

Annual Review

- 9.1. In line with KMBC guidance, a Travel Plan Review Report will be provided for the site for a minimum of five years. This will include progress against targets and a review of the Travel Survey data results.

Ongoing Monitoring

- 9.2. The progress of the Travel Plan will be monitored throughout the year with the appointed TPC taking primary responsibility for this, working closely with the Council undertaking their role monitoring reviewing and supervising the implementation of the Travel Plan.
- 9.3. The TPC will continually review the implementation of an Action Plan, which will be detailed within the Full Travel Plan to ensure that measures are being carried out in accordance with the adopted principals and timescales. It is suggested that the appointed TPC review the Action Plan implementation on a monthly basis.
- 9.4. The key mode share milestones included within the mode shift targets are Years 1-5. Resident Travel surveys will be undertaken annually throughout this period to establish progress against these targets. The first survey will be undertaken within 6 months of first occupation or once the development is 50% occupied, whichever is sooner.
- 9.5. The TPC will be responsible for the distribution and collection of results, including liaising with KMBC to review the progress of the Travel Plan.
- 9.6. Annual monitoring reports will be provided to KMBC for review within 3 months of each survey being undertaken.



Appendix A

Parameters Plan





- Application Boundary
- Existing Pedestrian Route Though Ross Close Playing Field
- Existing Public Right Of Way
- Existing Bus Stops
- Proposed Vehicle Access Point
- Indicative Active Travel Access Points
- Indicative Active Travel/ Emergency Access Point
- Indicative Bus Route including shared pedestrian/cycle route
- Shared Pedestrian/Cycle Route
- Shared Leisure Route
- Indicative Informal Routes
- Existing Trees & Vegetation
- Indicative Proposed Trees
- Proposed new hedge along Knowsley Lane
- Public Open Space
- Indicative NEAP (play area)
- Indicative Kick About Space
- Indicative Community Orchard
- Key Marker Buildings

Drawing Title
Illustrative Framework Plan

Project
Land East of Knowsley Lane, Knowsley

Date 01/08/2025 Scale 1:1500@A1 Drawn by EF Approved by JSB

Project No 333102382 Drawing No 0112 Revision

Client
Hallam Land



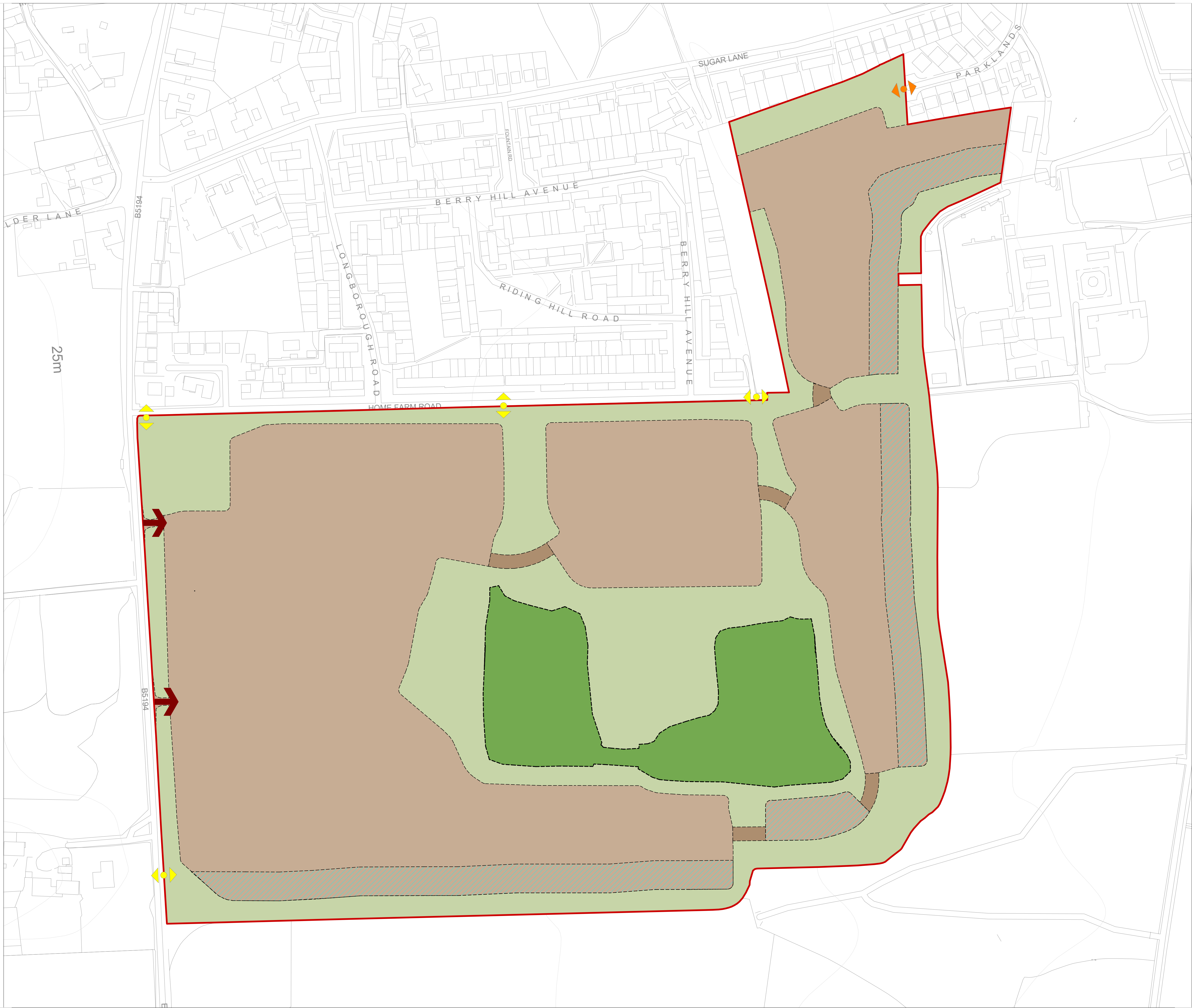
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- Key:**
- Application Boundary
 - Land Use Parameters**
 - Proposed residential development up to 2.5 storeys*. Maximum height 12.5m from above proposed ground levels.
 - Proposed residential development up to 2 storeys*. Maximum 9m from above proposed ground levels.
 - Proposed green infrastructure **
 - Retained woodland
 - Indicative alignment of internal roads

- Access Parameters**
- Proposed Vehicle Access Points
 - Indicative Active Travel Access Points
 - Indicative Active Travel/ Emergency Access Point

* including roads, footpaths, private drives, incidental open space, and other associated infrastructure

**including amenity space, children's play provision, landscape planting, existing hedgerows, footpaths/cycleways, drainage, and other associated infrastructure

Drawing Title
Parameters Plan

Project
Land East of Knowsley Lane, Knowsley

Date	Scale	Drawn by	Approved by
01/08/2025	1:1500@A1	EF	JSB
Project No	Drawing No	Revision	
333102382	0113		

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