



CBO
TRANSPORT

Project: Proposed Residential Development
Carr Lane, Prescot

Client: Torus 62 Ltd / Partner Construction Ltd

Document: Travel Plan Framework



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1 Introduction

General

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Torus 62 Ltd / Partner Construction Ltd to undertake an assessment of the transport matters associated with a proposed residential development at land at Carr Lane, Prescot.
- 1.2 This Travel Plan Framework represents a culmination of this work and is submitted with the planning application for the scheme. A Transport Assessment has also been prepared and submitted with the application.
- 1.3 The site is located on the south side of Carr Lane and Prescot Park Way and is bound by Carr Lane and Prescot Park Way to the north / northeast, residential properties to the south / southeast and parkland to the west. The location of the land is shown in **Figure 1.1**.
- 1.4 The site is located in the Prescot area and Knowsley Council is both the local planning authority and highway authority for the local roads in the vicinity of the site.
- 1.5 Given the scale of the proposals, it is considered appropriate that a Travel Plan be included within the package of documents to be submitted as part of the planning application. However, a 'full' detailed Travel Plan cannot be completed until such time as the development is occupied. This Travel Plan is therefore a more high level Travel Plan Framework, which can be used as the basis for a full Travel Plan at the appropriate time. It is however referred to as a Travel Plan from here on in.

Local Plan Policy

- 1.6 The proposed site was promoted through the Knowsley Local Plan process, with the site now being allocated as a Sustainable Urban Extension (Site Ref: KGBS 10) in the adopted Local Plan Core Strategy dated January 2016.
- 1.7 With regard to site specific requirements, these are set out at Appendix E: Sustainable Urban Extension Allocation Profiles of the Local Plan. For the proposed site, this sets a notional capacity of 74 residential dwellings.

Planning History

- 1.8 Following the allocation of the site, an access only application (planning application reference 22/00376/FUL) was submitted by United Utilities in June 2022. This application sought permission for the construction of a vehicular access to the site from Prescot Park Way which was of a suitable scale and arrangement to serve the up to the notional 74 dwellings allocated for the site.
- 1.9 This application was approved in April 2023.
- 1.10 A copy of the approved access drawing is included at **Appendix A** for reference.

Proposed Scheme

- 1.11 Following on from the allocation of the site and the approval of the access only application, the proposed scheme looks to increase the number of dwellings on the site from the notional 74 dwellings referred to in the Local Plan to 91 dwellings. Access to the scheme would be provided via the approved access arrangement from Prescot Park Way.

Introduction to the Travel Plan

- 1.12 In conjunction with Transport Assessments, Travel Plans produced at the planning application stage can play a key role in shaping travel choice at proposed developments, managing future travel demand and reducing the reliance on the private car. As alluded to above, it is clearly not possible to derive specific and detailed measures and objectives relating to the day to day operation of the site at this early stage of its delivery given the variety of unknowns. However, it is possible to identify overarching objectives and targets to be met to ensure appropriate early action is taken and that both the developer and future residents have an understanding of the direction the full and detailed Travel Plan needs to take in the future.

-
- 1.13 The purpose therefore of this document is to provide a framework of measures on which a full Travel Plan will be prepared as the dwellings within the scheme become occupied. This document therefore identifies a package of measures and initiatives tailored to the requirements of the site with the aim of promoting more sustainable travel choice and reducing reliance on the private car. It is intended to be a dynamic document which will be continuously monitored and reviewed throughout the life of the development.

Scope of Report

- 1.14 In light of the above, this Travel Plan has been produced in 8 sections including this introduction.
- 1.15 Section 2 considers the policy and guidance background to the Travel Plan, whilst Section 3 provides details of the development proposals. Section 4 then goes on to look at existing transport conditions and the accessibility of the site.
- 1.16 Section 5 looks at the Travel Plan objectives and targets, whilst Section 6 outlines measures that can be implemented to support the Travel Plan.
- 1.17 Section 7 then identifies how the Travel Plan will be delivered, monitored and reviewed, whilst Section 8 outlines a potential Action Plan for its implementation.

2 Policy and Guidance

Introduction

- 2.1 This section considers the proposed development and its associated Travel Plan against the backdrop of current national and local policy, as it relates to sustainable travel and the requirement to reduce single occupancy vehicular trips and reliance on the private car. It also considers current guidance relating to the production of Travel Plans.

National Policy

- 2.2 The need for and benefit of travel plans in supporting sustainable development has now been included in national policy for many years. This theme has been continued in the revised National Planning Policy Framework [NPPF] July 2021, paragraph 113 of which states that:

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

- 2.3 In a transportation context, NPPF also states at paragraph 105 that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, 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".

Local Planning Policy

- 2.4 As set out in the introduction, the proposed site is allocated as a Sustainable Urban Extension in the adopted Local Plan Core Strategy dated January 2016.

- 2.5 In relation to transport, Policy SUE2: Sustainable Urban Extensions – Development Principles of the adopted Local Plan Core Strategy (January 2016) sets out the following development principles for Sustainable Urban Extensions in the authority;

"a) deliver sustainable development;

b) demonstrate a comprehensive approach to the development of the relevant Sustainable Urban Extension and to infrastructure provision;

f) include appropriate provision for public open space (POS), walking and cycling routes as part of the Green Infrastructure network....."

g) provide good transport linkages within the relevant Sustainable Urban Extension and with surrounding areas"

- 2.6 With regard to site specific requirements, these are set out at Appendix E: Sustainable Urban Extension Allocation Profiles of the Local Plan. For the proposed site, which has a notional capacity of 74 residential dwellings in the Local Plan, the key site constraints and opportunities are listed as:

- *"Flood Zones 2 and 3 are located along the northern boundary of the site (Environment Agency Flood Map, February 2014 Update)*
- *Local Wildlife Site 11 (Carr Lane Lake, Prescot) is adjacent to the northern boundary of the site*
- *This site is located within the South Prescot Principal Regeneration Area.*

- 2.7 With regard to the notional 74 dwelling capacity, the supporting text to Policy SUE1 acknowledges that the development capacity is estimated, noting that *"there are always uncertainties over the rate at which proposed development locations will be delivered and their ultimate development capacity."*

- 2.8 The supporting text then goes on to refer to *"including 'headroom' to allow a degree of flexibility, which will be subject to ongoing monitoring up to 2028'."*

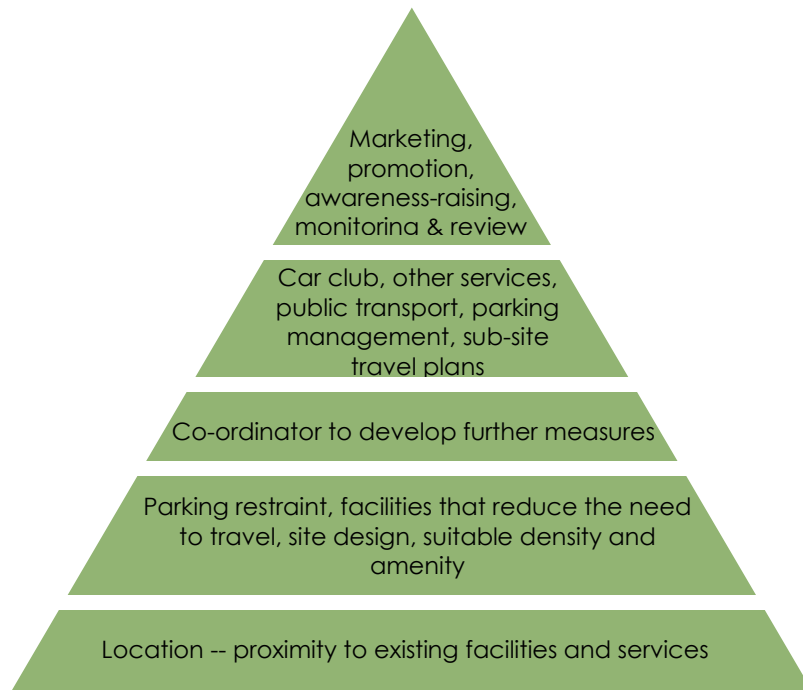
- 2.9 In relation to transport and under the heading 'Design and Management of New Development', Policy CS7 (Transport Network) of the Local Plan states that new development will be required to be:
- "a) Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;*
 - b) 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;*
 - c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;*
 - d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;*
 - e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and*
 - f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.*
- 2.10 In relation to bullet a) above and accessibility by the sustainable modes, Knowsley Council has an "Ensuring a Choice of Travel" Supplementary Planning Document whilst, in relation to bullet d), parking standards are set out in the Knowsley Council's "New Residential Development" Supplementary Planning Document.
- 2.11 This report accords with this policy and where appropriate refers to the above Supplementary Planning Documents

Planning Practice Guidance

- 2.12 Planning Practice Guidance was updated on the 6th March 2014. This guidance includes a section entitled "Travel plans, transport assessments and statements in decision-taking".
- 2.13 In considering the over-arching principles that should be taken into account in preparing Travel Plans, this section of the guidance suggests they should be:
- "proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
 - established at the earliest practicable possible stage of a development proposal;*
 - be tailored to particular local circumstances;*
 - be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies."*
- 2.14 This report accords with this guidance.

National Guidance

- 2.15 The Department for Transport [DfT] have produced a number of documents providing guidance on Travel Plans, including "Making residential travel plans work: guidelines for new development" (2007) and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).
- 2.16 These guidelines include a Travel Plan pyramid, which sets out five key tiers to a successful residential Travel Plan. This Pyramid is reproduced and discussed below.



- 2.17 Considering the above tiers, the first tier considers site location. This is seen as a key element by the guidance and one that underpins *"all the other aspects of accessibility of the site"*.
- 2.18 The second tier *"comprises the fundamental characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and bus use"*. This effectively relates to the physical measures that can be delivered as part of the development to ensure it ties into the sustainable transport network as effectively as possible.
- 2.19 The third tier puts in place *"the resource to facilitate and develop the measures in the plan"*. This effectively means the identification of a suitable person to lead the Travel Plan process and ensure the effective management and development of the Travel Plan.
- 2.20 The fourth tier then goes on to consider *"the services that will need to be obtained for the site"* and primarily relates to the 'soft' travel planning measures, whilst the fifth and final tier looks at *"promotion, marketing and awareness raising to ensure adequate take-up of these services and to communicate the travel plan to residents"*.

3 Development Proposals

Development Proposals

- 3.1 The proposals would see the site developed for a residential use. This development would provide a total of 88 residential units, made up of a mix of dwelling types and bedroom numbers as follows:
- 35 No. 2 bed houses;
 - 49 No. 3 bed houses; and
 - 4 No. 4 bed houses.
- 3.2 The proposed site layout for the scheme is reproduced at **Appendix A**.

Site Access

- 3.3 As set out in the introduction, an access arrangement was approved for this site in April 2023 as part of an access only application. This included the provision of a priority junction site access arrangement with a central island on the access itself and on Prescott Park Way in order to prevent the right turn movement out of the access. All other movements would be permitted.
- 3.4 In relation to the detail of this access, the proposed arrangement includes:
- A 3.6 to 5.8 metre wide left turn only egress lane from the site. This egress lane joins Prescott Park Way via a 10 metre radius and is separated from the entry lane by a circa 8.5 metre wide central island. To prevent the right turn movement out of the access, the drawing then shows the splitter island on the Prescott Park Way arm of the Prescott Park Way / Carr Lane / Cables Way roundabout being extended to a point circa 4 metres past this island on the access;
 - To accommodate this extended island, the Prescott Park Way kerbline is shown to be re-aligned along the site frontage before tying into the roundabout entry to the northwest and the existing Prescott Park Way to the east;
 - Entering the site, the access includes the provision of a 6 metre wide entry lane, which joins Prescott Park Way via a 4 metre radius.
- 3.5 The proposed site layout at Appendix A utilises this approved access arrangement and replicates it in its approved form. As a result and given that that the access was designed to serve a residential use as is being proposed now, it must be the case that the proposed access is acceptable in terms location, geometry and visibility provision.

Internal Site Layout

General

- 3.6 Within the site and as shown on the proposed site layout at **Appendix A**, once past the approved site access the main site access road would turn through circa 45 degrees before being joined on its western side by a circa 65 metre long cul-de-sac access road. From this junction, the main site access road would head south for a distance of approximately 45 metres, where it would then turn again through circa 40 degrees before being joined on its northwestern side by a circa 45 metre long cul-de-sac access road. From here, the main access road would continue west for a distance of circa 70 metres where it would terminate at a cul-de-sac arrangement.
- 3.7 All of the above access roads would be 5.5 metres in width and include 2 metre wide footways to both sides.
- 3.8 At various locations within the site, the access roads would be joined by private drives serving up to 4 dwellings. The accesses to these private drives would take the form of dropped crossing arrangements.

Swept path analysis

- 3.9 The scheme has been tracked using an 11.2m long refuse vehicle, the parameters for which are the same as those agreed with KC for the access only application. This swept path analysis shows this vehicle can negotiate the street within the scheme and manoeuvre within the turning head areas.

Pedestrian and Cycle Provision

Pedestrian provision

- 3.10 As set out above, the site access would include 2 metre wide footways to both sides and link the site to the surrounding pedestrian network off Prescot Park Way. These footways would continue throughout the site on both sides of the highway network referred to above.
- 3.11 As set out later in Section 4, Public Footpath PR/1/2 runs along the southeastern boundary of the site and within the site. This footpath commences at the southwestern corner of the site adjacent to the M57, runs northeast along the site boundary and then heads northwest along Prescot Parkway and on to Carr Lane.
- 3.12 As part of the scheme and as shown on the site layout at Appendix A, it is proposed to divert this Public Footpath. Under this diversion, the footpath would run from the southwest corner of the site (where it could join Prescot Park to the south) and head north / northeast around the northwestern perimeter of the site before linking to the existing footway on the south side of Carr Lane at the northern points of the site. A link would also be provided along the western site boundary through to Carr Lane woodland.
- 3.13 With these provisions in place, residents of the development travelling on foot could access the local pedestrian network.

Cycle provision

- 3.14 With regard to cycle provision, the internal site layout is considered to be conducive to cycle use.

Parking Provision

Car parking

- 3.15 KC's parking standards are set out in their New Residential Development Supplementary Planning Document (dated September 2018). This document states that:
- "The amount of parking to be provided will depend on the size and location of the dwellings. The table below shows the Council's maximum parking standards for new residential developments....."*
- 3.16 It then goes on to state that:
- "In circumstances where reduced parking levels are proposed, appropriate justification will be required".*
- 3.17 With regard to the table referred to above and in relation to the proposed site, the maximum standards are:
- 2 and 3 bedroom dwelling – 2 spaces;
 - 4+ bedroom dwelling – 3 spaces
- 3.18 For the 2 and 3 bedroom dwellings, the proposed scheme includes the referred to 2 spaces per dwelling whilst, for the 4 bedroom dwellings, the proposed scheme includes the referred to 3 spaces per dwelling.
- 3.19 Based on the above, the proposed level of car parking provision accords with KC's requirements and provides what is considered an appropriate level of provision for the proposed dwelling types.

Cycle parking

- 3.20 KC's cycle parking standards are set out in their Ensuring a Choice of Travel Supplementary Planning Document (dated September 2010). This document states that one cycle parking space is required per dwelling but that "Cycle parking need not be provided if garages are available".
- 3.21 None of the dwellings will include a garage. However, all dwellings would include sheds in the rear gardens where future residents could secure park a cycle.

4 Site Accessibility

Site Description

- 4.1 As set out in the introduction, the site is located on the south side of Carr Lane and Prescott Park Way and is bound by Carr Lane and Prescott Park Way to the north / northeast, residential properties to the south / southeast and parkland to the west.
- 4.2 The site as existing is vacant, with no public access.
- 4.3 The location of the site is shown in **Figure 1.1**.
- 4.4 There is an existing access to the site from Prescott Park Way. This access is located at the eastern end of the northern site boundary and approximately 30 metres from the Prescott Park Way / Carr Lane / Cables Way roundabout. This access, which is gated and only used for maintenance access to the site, takes the form of a dropped crossing arrangement.
- 4.5 In addition to the above, Public Footpath PR/1/2 runs along the southeastern boundary of the site and within the site. This footpath commences at the southwestern corner of the site adjacent to the M57, runs northeast along the site boundary and then heads northwest along Prescott Parkway and on to Carr Lane.

Pedestrian & Cycle Infrastructure

- 4.6 As shown in the local linkages plan at **Figure 4.1**, the site has good accessibility for pedestrians and cyclists.

Existing pedestrian and cycle infrastructure

- 4.7 KC has recently implemented a combined footway / cycleway scheme on the southeast side of Prescott Park Way. This scheme runs along Prescott Park Way from the Carr Lane / Cables Way roundabout, past the site and southeast to Emelia Drive.
- 4.8 At the Prescott Park Way / Carr Lane / Cables Way roundabout, this scheme links to the footway / cycleway provisions on the south and east sides of the roundabout, which then link to a combined footway / cycleway running east – west on the north side of Carr Lane and Cables Way.
- 4.9 There are also footways provided on the north side of Prescott Park Way and the south side of Cables Way.

Proposed pedestrian / cycle infrastructure

- 4.10 As part of the access arrangement approved under the access only application, the recently implemented combined footway / cycleway scheme on the southeast side of Prescott Park Way would be retained. It would however be relocated into the island within the site access and along the realigned kerbline between the access and the Prescott Park Way / Carr Lane / Cables Way roundabout.
- 4.11 As set out previous in Section 3, two metre wide footways would then be provided on both sides of the access from Prescott Park Way into the site, whilst the streets within the scheme would be conducive to cycle use.
- 4.12 In addition and as also set out in Section 3, it is proposed to divert the Public Footpath running through the site as part of the development. Under this diversion, the footpath would run from the southwest corner of the site (where it could join Prescott Park to the south) and head north / northeast around the northwestern perimeter of the site before linking to the existing footway on the south side of Carr Lane at the northern points of the site. A link would also be provided along the western site boundary through to Carr Lane woodland.
- 4.13 With these provisions in place, residents of the development travelling on foot and by bicycle could access the pedestrian and cycle routes surrounding the site and shown in **Figure 4.1**.

Summary

- 4.14 Based on the above and with the proposed linkages in place, the pedestrian and cycle infrastructure in the vicinity of the site is considered to be of a good quality, providing a suitable and safe pedestrian and cyclist environment. This pedestrian and cycle infrastructure also provides access to the services, facilities and public transport network discussed in this section of the report that are within walking and cycling distance of the site.

Knowsley Council 'Accessibility Assessment'

- 4.15 The 'Accessibility Assessment' included in the KC 'Ensuring a Choice of Travel' Supplementary Planning Guidance [SPD] has been completed.
- 4.16 Given the number of dwellings proposed, the site falls within the "Major" sized development category set out in the SPD. An assessment has therefore been completed on this basis and is included at **Appendix B** of this report for reference. Based on this completed assessment, Table 4.1 below summarises the initial scores for the site and compares them to the minimum scores quoted in the Ensuring Choice of Travel SPD.

Table 4.1: Initial Scores from the Accessibility Assessment

Site / SPD Score	Min Score for Access on Foot	Min Score for Access by Cycle	Min Score for Access by Public Transport	Min Score for Vehicle Access
SPD Minimum Standard	4	5	5	1
Proposed Site	2	5	5	1

- 4.17 As can be seen from the above table, the site meets the minimum standard set out in the Ensuring Choice of Travel SPD in relation to access by cycle, access by public transport and vehicle access. However, in relation to access on foot, and based on initial scores, the site falls short of the suggested standard. This element is therefore discussed below.

Accessibility by Walking

- 4.18 Table 4.1 shows that the site scores 2 in relation to access by walking. As can be seen from the completed assessment in Appendix B, this score is attributed to the site falling outside 800m of a district or local centre.
- 4.19 With regard to the site falling outside 800 metres of a district or local centre, there is a large Tesco store and a Home Bargains store located within 800 metres of the site frontage. These stores therefore fall within the required 800 metres. In addition, Cables Retail Park and Prescot Town Centre are within 0.9 to 1.45km of the centre of the site (0.75 to 1.3km of the site frontage). These are distances that are around what is considered in guidance to be acceptable for a variety of journey purposes and can be walked in around 11 to 18 minutes. As a result, it is suggested that walking to Cables Retail Park and Prescot Town Centre would be possible from the site.
- 4.20 In light of the above, it is considered that the site should score 2 points for being within an appropriate distance of the local shops and centre and that it should therefore score the required 5 in relation to access by walking.

Updated Minimum Accessibility Standard Assessment

- 4.21 Given the above, Table 4.2 below summarises the updated scores for the site and compares them to the minimum scores quoted in the Ensuring Choice of Travel SPD.

Table 4.2: Updated Scores from the Accessibility Assessment

Site / SPD Score	Min Score for Access on Foot	Min Score for Access by Cycle	Min Score for Access by Public Transport	Min Score for Vehicle Access
SPD Minimum Standard	4	5	5	1
Proposed Site	4	5	5	1

- 4.22 As can be seen from the above table, if a more appropriate account is taken of the proximity of the site to the local shops and centre it is concluded that the site meets the minimum standard set out in the Ensuring Choice of Travel SPD in relation to accessibility.

Accessibility Based on Recognised Guidance

Accessibility for Pedestrians

- 4.23 It is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation "Guidelines for Providing for Journeys on Foot" states that *"Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile"*.
- 4.24 The "Guidelines for Providing for Journeys on Foot" also includes a table which suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere. It also suggests a distance of 2km is an acceptable maximum for commuter and education journeys, although statutory guidance indicates that just over 3km is an acceptable walk distance for primary school pupils, with secondary school pupils being expected to walk up to 5km.
- 4.25 In the context of the above, **Figure 4.2** shows the 800m, 1.2km and 2km walking catchments for the site. The areas, services and facilities within these catchments, which are based on walking route distances from the site frontage and not distances as the crow flies, are discussed below.

Local Schools

- 4.26 As shown in **Figures 4.1 and 4.2**, St Marys & St Pauls C of E primary schools are located approximately 1.35km to the east of the site. These school are therefore around the 1.2km walking catchment for the site.
- 4.27 In addition, **Figure 4.2** shows there are four other primary schools to the east of the site that are within the 2.0km catchment, including Our Lady's Catholic Primary School (1.65km), Prescot Primary School (1.85km), St Luke's RC Primary School (1.85km) and Evelyn Community Primary School (2km).
- 4.28 All six of the primary schools referred to above are therefore within the 2km distance deemed acceptable by the IHT guidelines and well within the 3km statutory walk distance.
- 4.29 With regard to high schools and as shown in **Figure 4.2**, The Prescot School is located approximately 1.85km to the north of the site and is therefore within the 2km distance deemed acceptable by the IHT guidelines and well within the 5km statutory walk distance. In addition and at 2.65km to the east of the site, St Edmund Arrowsmith Catholic Academy is over the 2km catchment but well within the 5km statutory walk distance.
- 4.30 In the context of the above, it is suggested that the site is well placed to allow future pupils to walk to and from school.

Local Shops

- 4.31 As shown in **Figures 4.1 and 4.2**, the 800 metre catchment for the site takes in a Home Bargains store off Prescot Park Way, whilst a 900 metre walk would take in the Tesco store at the western end of Cables Retail Park which is open 6:00am to 12:00am during the week and on a Saturday.
- 4.32 These stores therefore provide access to shopping facilities within an acceptable walk distance of the site.

Cables Retail Park and Prescot Town Centre

- 4.33 As shown in **Figure 4.2**, the 1.2km catchment takes in the majority of Cables Retail Park, whilst all of the retail park is within a 1.25km walk. In addition, the southwestern edge of Prescot Town Centre falls within the 1.2km catchment, with all of the town centre being within 1.45km.
- 4.34 Cables Retail Park and Prescot Town Centre, which also includes Prescot shopping centre, are therefore considered to be within easy walking distance of the site and provide access to numerous retail, leisure and employment destinations.

Post Office

- 4.35 There is a Post Office located in Prescot Shopping Centre.

Doctors / Health Facilities

- 4.36 As shown in **Figures 4.1 and 4.2**, Park House Medical Centre is located within the 800 metre catchment to the east of the site off Sewell Street. There is also a pharmacy located just to the south of the medical centre off Manchester Road.
- 4.37 There is therefore considered to be access to health facilities within walking distance of the site.

Whiston Hospital

- 4.38 As shown in **Figure 4.2**, Whiston Hospital is situated to the east of the site and just outside the 2km catchment. There is therefore considered to be access to employment opportunities at the Hospital within walking distance of the site.

The Carr Lane Woods & WGV Memorial Playing Fields (Brown's Fields)

- 4.39 As shown in **Figures 4.1 and 4.2**, The Carr Lane Woods & WGV Memorial Playing Fields (Brown's Fields) are situated just to the west of the site and fall entirely within the 800 metre catchment. These amenities would offer future residents access to recreational facilities within easy walking distance.

Bus Stops and Railway Station

- 4.40 As shown in **Figures 4.1 and 4.2**, the closest bus stops are situated around 300 metres to the southeast of the site on Prescot Park Way. There are also bus stop located around 450 to 650 metres to the east on Cables Way.
- 4.41 In addition to these bus stops and as shown in **Figure 4.2**, Prescot railway station is situated approximately 1.25km from the site.
- 4.42 As set out later in this section, these bus stops and the railway station are considered accessible from the site on foot.

Summary

- 4.43 The above demonstrates that the site is well placed in terms of pedestrian connectivity and that walking represents a very realistic alternative to the car for future residents undertaking educational and shopping trips, some recreational trips and potentially employment trips. Furthermore, the site is well placed for future residents to connect to the local bus and rail networks.

Accessibility for Cyclists

- 4.44 Considering the accessibility of the site by bicycle, it is commonly accepted that cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport. In this context, **Figure 4.3** shows the 5km cycling catchment for the site.
- 4.45 As can be seen from **Figure 4.3**, all of Prescot and Huyton are within the 5km distance, as are Whiston and Rainhill. A 7 to 8km ride would also take in St Helens and, although outside the 5km catchment, these distances would be accessible to some future residents, particularly given the growing popularity of e-bikes.
- 4.46 In addition, Prescot, Whiston and Huyton railway stations are within a 1.25km, 2.85km and 3.3km cycle ride respectively from the site.
- 4.47 The site is therefore well placed for future residents to travel by bicycle for educational, employment, retail and leisure trips. It also offers the opportunity for future residents to cycle to join the local rail network.

Accessibility by Public Transport

Bus

- 4.48 As set out above and shown in **Figures 4.1 and 4.2**, the closest bus stops are situated around 300 metres to the southeast of the site on Prescott Park Way. There are also bus stops located around 450 to 650 metres to the east on Cables Way. The Prescott Park Way stops are therefore within the 400 metre distance referred to in guidance. With regard to the Cables Way stops and although marginally outside the 400 metre distance, at around a five and a half to eight minute walk via good quality footways it is considered that this additional circa 50 to 250 metre walk distance would not deter future residents from using these stops.
- 4.49 Based on the above, Table 4.1 below shows the buses serving the site.

Table 4.1: Local Bus Services (Monday to Saturday and Sunday)

No.	Route	AM Peak	Off Peak	PM Peak	Saturday	Sunday
Prescot Park Way						
99	Whiston station – Whiston hospital – Prescot – Whiston hospital – Whiston station	Hourly	Hourly	Hourly	Hourly	No service
Cables Way						
89	St Helens – Eccleston – Whiston Hospital – Prescot – Huyton – Belle Vale – Gateacre – Woolton – Hunts Cross – Speke (airport)	Every 20mins	Every 20mins	Every 20mins	Every 30mins	Every 30mins

- 4.50 As can be seen from the above, the 89 bus provides a regular service between the site and a number of local destinations. This service therefore offers the opportunity for future residents to travel by bus for employment, retail and leisure purposes.
- 4.51 The 99 service also offer the opportunity to travel by bus to Whiston railway station as part of an onward journey by rail.
- Rail
- 4.52 In addition to the bus access, Prescott railway station is situated approximately 1.25km from the site. Although outside the 800 metre distance referred to in guidance, at around a 15 minute walk from the site it is considered that the station would be accessible to some future residents on foot. It would also be within easy cycling distance.
- 4.53 This station is on the Liverpool Lime Street to Wigan North Western line, with trains calling at stations in between including Edge Hill, Wavertree Technology Park and St Helens Central. Monday to Saturday, these trains run at 30 minute frequencies, with hourly services on a Sunday.
- 4.54 In addition to the above, Whiston and Huyton stations are within around a 2.85km and 3.3km cycle ride respectively of the site and therefore considered accessible. These stations provide hourly services to St Helens Junction, Earlestown, Manchester and Manchester airport.
- 4.55 Via these stations, the site is considered to be connected to the local rail network, which offers the opportunity for travel by rail for employment, retail and leisure purposes.

Summary

- 4.56 Based on the review set out in this section it is considered that the site is accessible by the sustainable modes. There are numerous schools, shops and local facilities within walking and cycling distance of the site for future residents undertaking educational, shopping and leisure trips. There are also regular bus services accessible from the site, whilst Prescott railway station is within walking distance of the site and Huyton and Whiston railway stations are also within cycling distance. These provisions will also offer the opportunity for future residents to travel by public transport for employment, retail and leisure purposes.

Highway Network

Prescot Park Way

- 4.57 Prescot Park Way passes the site frontage over a distance of approximately 30 metres. As it passes the site, the route is approximately 6.6 metres in width at the eastern boundary before widening to around 13 metres as it heads northwest. The route is lit and subject to a 30mph speed limit.
- 4.58 Heading north-westbound, Prescot Park Way approaches the eastern boundary of the site in a southeast – northwest direction. As it passes the site, the route curves gently to head north, where it joins Carr Lane and Cables Way via a 3 arm roundabout arrangement.
- 4.59 Prescot Park Way itself is effectively a local road serving a residential link road function between Manchester Road and Carr Lane / Cables Way. As a result, it includes a number of simple priority T junction arrangements serving areas of residential development.

Prescot Park Way / Carr Lane / Cables Way Roundabout

- 4.60 With regard to the Prescot Park Way /Carr Lane / Cables Way roundabout, this is located approximately 45 metres from the eastern boundary of the site and has an inscribed circle diameter of approximately 45 metres. All arms of the roundabout include a flared approach but retain a single lane width at the give way line.
- 4.61 From the roundabout, Carr Lane heads in a westerly direction and joins Huyton Lane. Cables Way heads in a northeast direction from the roundabout, before heading east to Cables Retail Park and on to Manchester Road.

Conclusions

- 4.62 This section of the Travel Plan demonstrates that existing pedestrian, cycle and public transport provisions and infrastructure surrounding the site are of a high quality and provide good links to local employment, education, retail and leisure services. These provisions mean the site is well placed in terms of pedestrian, cycle and public transport connectivity and ideal for encouraging travel by the sustainable modes.
- 4.63 In light of the above, it is suggested that the location of the site adequately meet tier 1 'Location – proximity to existing facilities and services' of the DfT's Travel Plan Guidance pyramid and *"provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport"* (as set out in Section 2).

5 Travel Plan Objectives and Targets

Overview

- 5.1 In Sections 3 and 4 of this Travel Plan the physical elements of providing an accessible site are described both in the context of existing provision and how this would be enhanced through the development of the site.
- 5.2 This shows that the site is accessible to all main modes of transport and there are realistic opportunities for future residents to make many journeys without having to use their cars. In the context of the Travel Plan pyramid this represents tiers one and two.
- 5.3 Tiers three, four and five of the pyramid deal with how the Travel Plan can encourage the use of these modes and how this process can be effectively implemented, managed and monitored.

Objectives

- 5.4 Travel Plans offer a package of measures to encourage site users to choose alternatives to single-occupancy car use. They can deliver real benefits to residents, site users and the local community and can help improve issues associated with health, accessibility and air quality. The objectives of this Travel Plan are:
 - To encourage sustainable transport and increase the use of walking, cycling and public transport, as well as car sharing;
 - To improve access to the site by all modes and promote viable alternatives to the car; and
 - To ensure safe access and help improve site user health.

Travel Plan Targets

- 5.5 Travel Plans include targets against which the success of the plan can be monitored over time. Targets should be ambitious yet realistic. There are two main types of targets that are applicable to this Travel Plan Framework: "action type" and "aim type" targets.
- 5.6 Action targets include the commitment to deliver a package of measures to help promote and encourage sustainable travel. Possible measures are discussed further in Section 6 and will be reviewed and agreed following the residents travel surveys.
- 5.7 Aim targets are aspirational and set out a target for the changes in travel modes used by residents. These are typically defined by a reduction in the number of single occupancy car journeys or targets for non-car modes of travel.
- 5.8 Aim targets are site specific and cannot be set until the dwellings start to be occupied and peoples travel characteristics determined through surveys. These targets would be subject to agreement with the Council.
- 5.9 The developer will set interim targets.

6 Measures

Introduction

- 6.1 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that can be implemented during construction or by the site management team post construction.
- 6.2 This chapter sets out general measures for the site and potential measures that could be taken forward to encourage sustainable travel and reduce reliance on the private car.

Tier 2 – Physical Measures

Sustainable Provision

- 6.3 2 metre wide footways would be provided to both sides of the access from Prescot Park Way and throughout the development. The scheme would also be conducive to cycle use.
- 6.4 These provisions would link the development to the surrounding pedestrian, cycle and public transport networks and help promote the use of sustainable transport.

Tier 3 - Appointment of the Travel Plan Co-ordinator [TPC]

- 6.5 The Travel Plan will be implemented under the control of a Travel Plan Co-ordinator [TPC] who will work in conjunction with the planning and highway authorities for the continuing progression of the Travel Plan. The TPC will be appointed by the developer and will be appointed prior to the first dwelling becoming occupied.
- 6.6 The TPC will be the key decision maker on day-to-day matters of implementation of the Travel Plan at the site. On appointment the TPC will contact the relevant officers at Knowsley Council [KC].
- 6.7 The role of the TPC will be as follows:
- Provision of walking information to and from the site to all residents;
 - Provision of cycling information to and from the site to all residents;
 - Providing information on appropriate public transport routes to travel to and from the site;
 - Ensuring that all relevant information is provided to all new residents;
 - Providing information for new residents within standard welcome packs to encourage them to travel to and from the site, where possible, by alternative modes of transport to the private car;
 - Participation in the annual multi-modal travel survey of residents;
 - To liaise with Knowsley Council [KC] to assist with the development and implementation of the Travel Plan.

Tier 4 – ‘Soft’ Measures

- 6.8 Set out below are a number of ‘soft’ travel planning measures which will be explored and assist in meeting the developers objectives. These will be continually reviewed / investigated as the development progresses and the Travel Plan evolves.

Car Share

- 6.9 Given the scale of the development, a dedicated car share scheme would not be effective. However, there are a number of car share websites and smartphone apps on the internet therefore details of these schemes would be provided to new residents through the welcome pack.

Public Transport Awareness

- 6.10 The TPC will make residents aware of local bus and rail services, and direct them to websites and applications to assist planning their journey by these modes.

Take Part in National Sustainable Travel Events

- 6.11 Throughout the year a wide range of sustainable travel events take place including cycle to work day, walk to work day, walk to school week, car free day, and others associated with health such as world health day or obesity awareness week. The TPC should promote these events. including Measures to Educate Residents to Travel More Sustainably
- 6.12 Travel information would be provided in the residents welcome packs.
- 6.13 The welcome pack would offer a range of information on travel by non-car modes. This may include local walking and cycling maps, details of safe walking and cycling routes, local bus and rail timetables and details of car share schemes. The welcome pack could also be used to promote the measures discussed below. Details would also be provided in the welcome pack in relation to current journey planning websites and applications.

Provide travel information

- 6.14 The TPC would liaise with KC to identify readily available information such as maps and timetables, or website links to these maps and timetables, and arrange for these to be circulated to residents via the residents welcome pack.
- 6.15 To ensure that all residents understand their travel options, a Travel Plan summary with associated plans would be distributed to all residents through the welcome pack. The summary should clearly state the name and number of the TPC, allowing those who need extra help to plan their journeys to easily contact them.

'Buddy' schemes / Bicycle User Group

- 6.16 The TPC could investigate the interest in walking and cycling buddy schemes and, if appropriate, set up a scheme that caters for any identified need. The TPC could also inform residents of websites designed to put people in touch with others who may be walking and cycling the same routes.
- 6.17 The TPC could also investigate the potential for a bicycle user group within the site, and research other clubs and groups in the area, to help provide opportunities for future residents to cycle as part of a group and not individually.

Providing skills and incentives

- 6.18 The TPC could review the potential for a cycling training scheme, a "try a bike" scheme and maintenance checks.

School Travel

- 6.19 The TPC could review the potential for promoting measures specifically aimed at school travel, such as walking buses and scoot to school arrangements. The TPC may also speak to local schools to link any identified measures to the aims and objectives of individual School Travel Plans within the local catchment.

7 Delivery, Monitoring and Review

Introduction

- 7.1 A Travel Plan is a site specific document and remains a live document influenced by continuous improvement. As such, travel plans need to be based on surveys and monitoring and can be managed via a suitably worded planning condition if required. This section therefore sets out a suggested process for delivering, monitoring and reviewing the Travel Plan.

Travel Plan Co-ordinator

- 7.2 The TPC will be responsible for co-ordinating the travel survey as well as launching, promoting and monitoring the Travel Plan.

Resident Engagement

- 7.3 Information on the Travel Plan, for example new initiatives, should be disseminated to residents via the appropriate mechanism.

Promotion of the Travel Plan

- 7.4 The Travel Plan should be promoted to all residents with a focus on the objectives of travel planning and the benefits for individuals, the site and the local community. All residents should be able to access the Travel Plan via the TPC.
- 7.5 Findings of the travel surveys and on-going monitoring and review should be communicated to residents via appropriate mechanisms.
- 7.6 Following the residents surveys, the approach to marketing may be reviewed to respond to local issues.
- 7.7 The TPC will liaise with KC to obtain leaflets, posters and other marketing information that may help with promoting non-car modes.

Liaison with Local Authority

- 7.8 There will be an on-going improvement process including periodic monitoring, as necessary, by the TPC. This will include monitoring the use of facilities, ascertaining the impact on residents travel behaviour and collecting feedback.
- 7.9 The TPC will in any case, as the key point of contact, consult with the local authority on a regular basis as necessary.
- 7.10 Findings of the residents travel survey will be made available to KC and should be submitted with a short report comparing results with targets. This information should be made available within 3 months of the survey.

Residents Travel Surveys

- 7.11 A residents travel survey will be undertaken as part of the preparation of the Travel Plan. This survey will provide information on the existing travel patterns of residents and help identify changes to the measures if required to assist in meeting targets. Surveys will be repeated as part of the review process every 12 months for a period of up to three years. The surveys will be used to determine any changes in mode split and uptake of travel plan initiatives.
- 7.12 The first residents survey will be undertaken after full occupation or 24 months after first occupation, whichever occurs sooner. However, this date may be reviewed, in conjunction with KC, if either of these points in time does not allow a representative sample to be collected.
- 7.13 The surveys will aim to ascertain how residents currently travel and why, investigate awareness and opinions of measures to encourage sustainable travel and which factors might encourage greater sustainable travel.

Timescales

7.14 The suggested timescales for implementing and monitoring the Travel Plan are set out below.

Action	Timescale
Appointment of TPC	At least 2 months prior to first occupation
Completion of welcome packs. Agreement and implementation of initial measures.	Before first occupation
First Residents Travel Survey	Full occupation / 24 months after first occupation, whichever sooner.
Review of Travel Plan and measures and set site specific targets	1 to 2 months after completion of first travel survey
Implementation of revised measures	3 months after Travel Plan review
Updated residents survey	Annual, starting 12 months after first survey for a period of up to 3 years

Improvements

7.15 Should targets not be met, discussions should be held with the local authority on ways that non-car travel can be further encouraged.

8 Action Plan

- 8.1 A summary of the key actions is set out in the Table below. This is a guide only and may be subject to change as the plan is implemented, operated and reviewed.

Action	Purpose	Timescale	Responsibility
Appointment of TPC	Effective Travel Plan Implementation	2 months before first occupation	Developer
Completion of welcome packs. Agreement and implementation of initial measures.	Disseminate information to residents	Prior to first occupation	Developer and TPC
Liaison with KC etc	Information sharing / approvals	First occupation and on going	TPC
Residents Travel Survey	Monitoring	Full occupation / 24 months after first occupation, whichever sooner	TPC
Updated Travel Survey	Monitoring	Annual, starting 12 months after first survey for a period of up to 3 years	TPC
Setting and review targets	Monitoring	1 to 2 months after completion of first travel survey	TPC / KC



Figures

Figure 1.1: Site Location

Figure 4.1: Local Linkages

Figure 4.2: Walking Catchment and Site Accessibility

Figure 4.3: 5km Cycle Catchment

Figure 1.1 Site Location

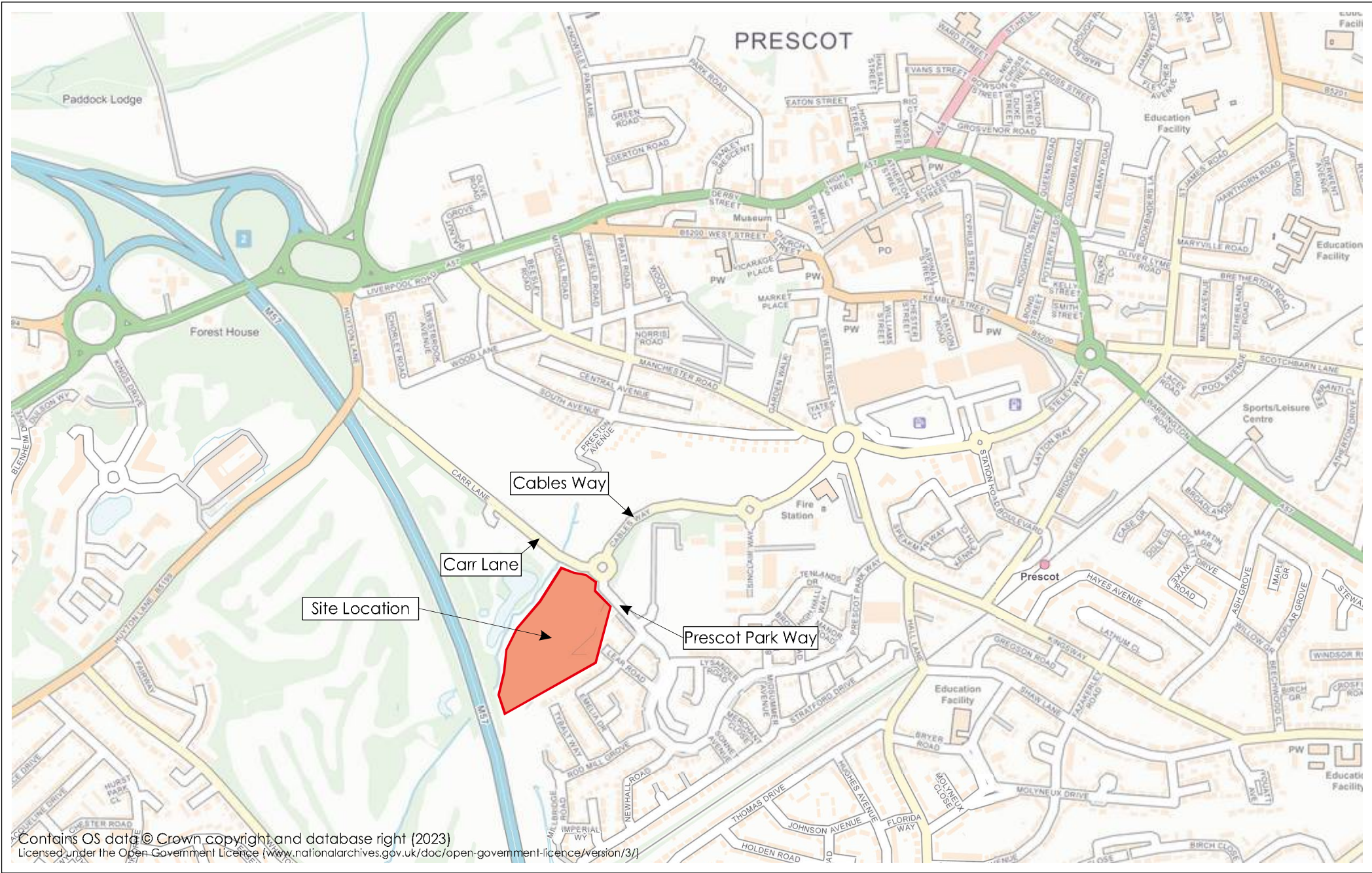


Figure 4.1 Local Linkages

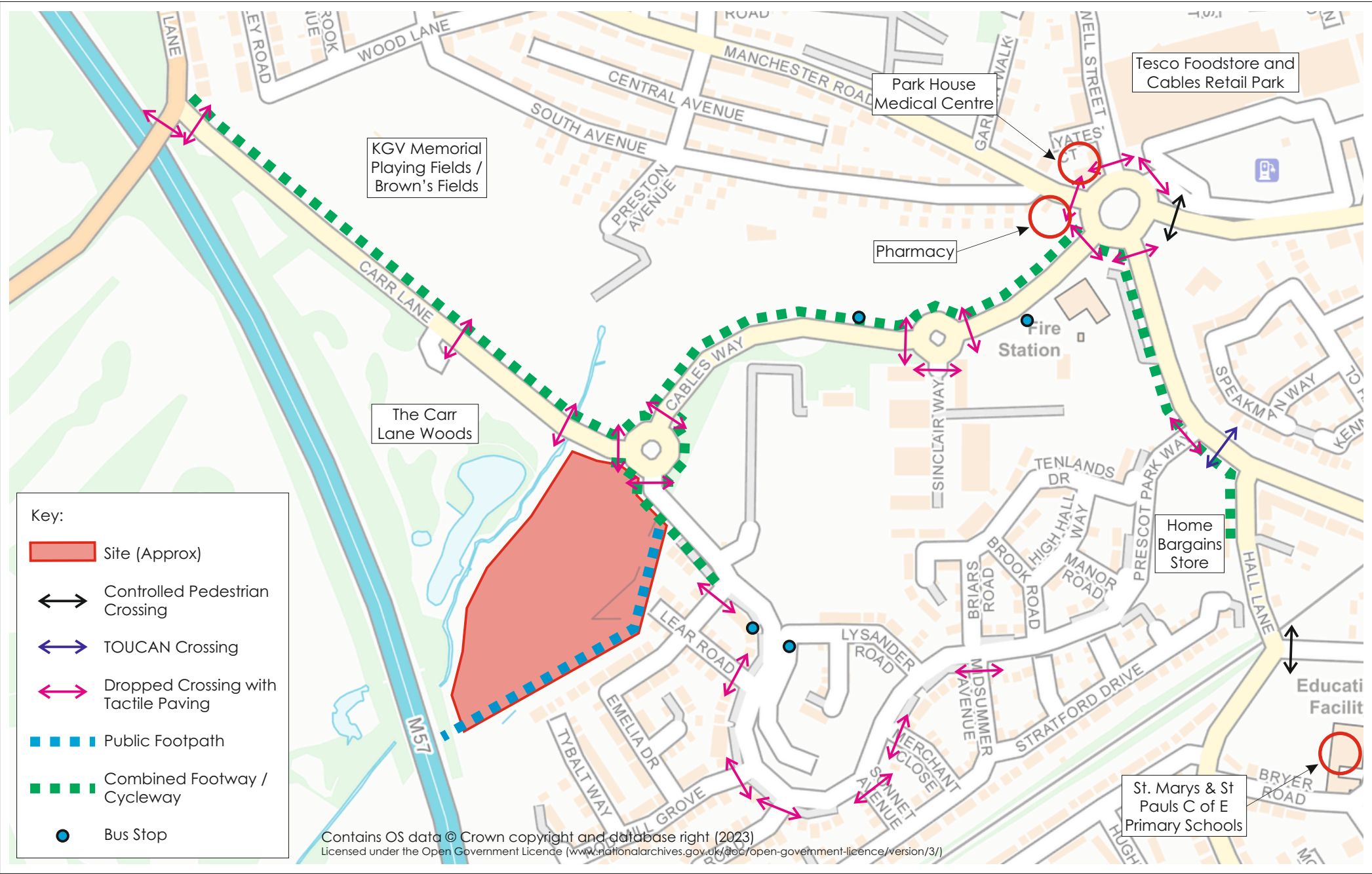


Figure 4.2 Walking Catchment & Site Accessibility

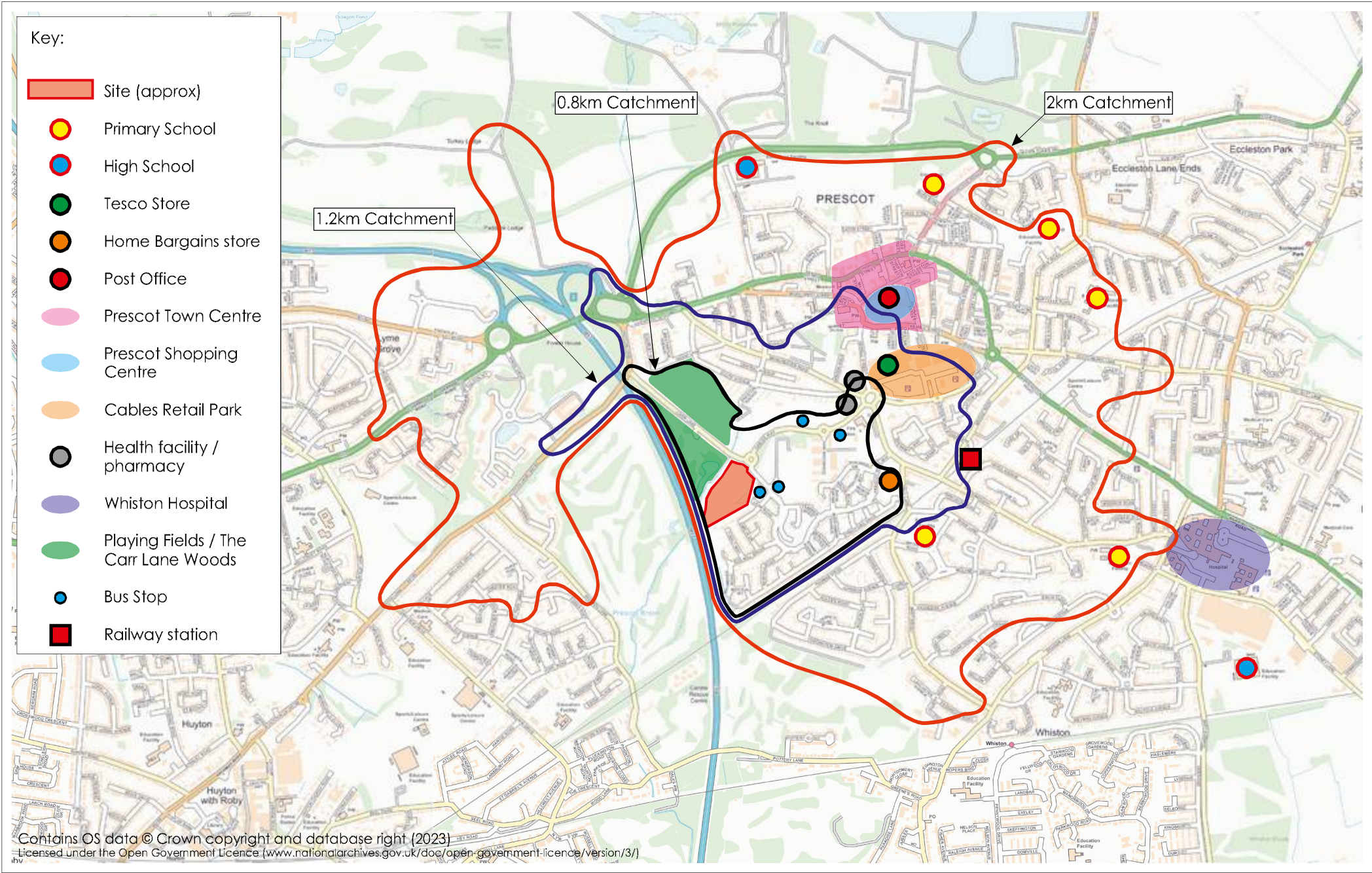
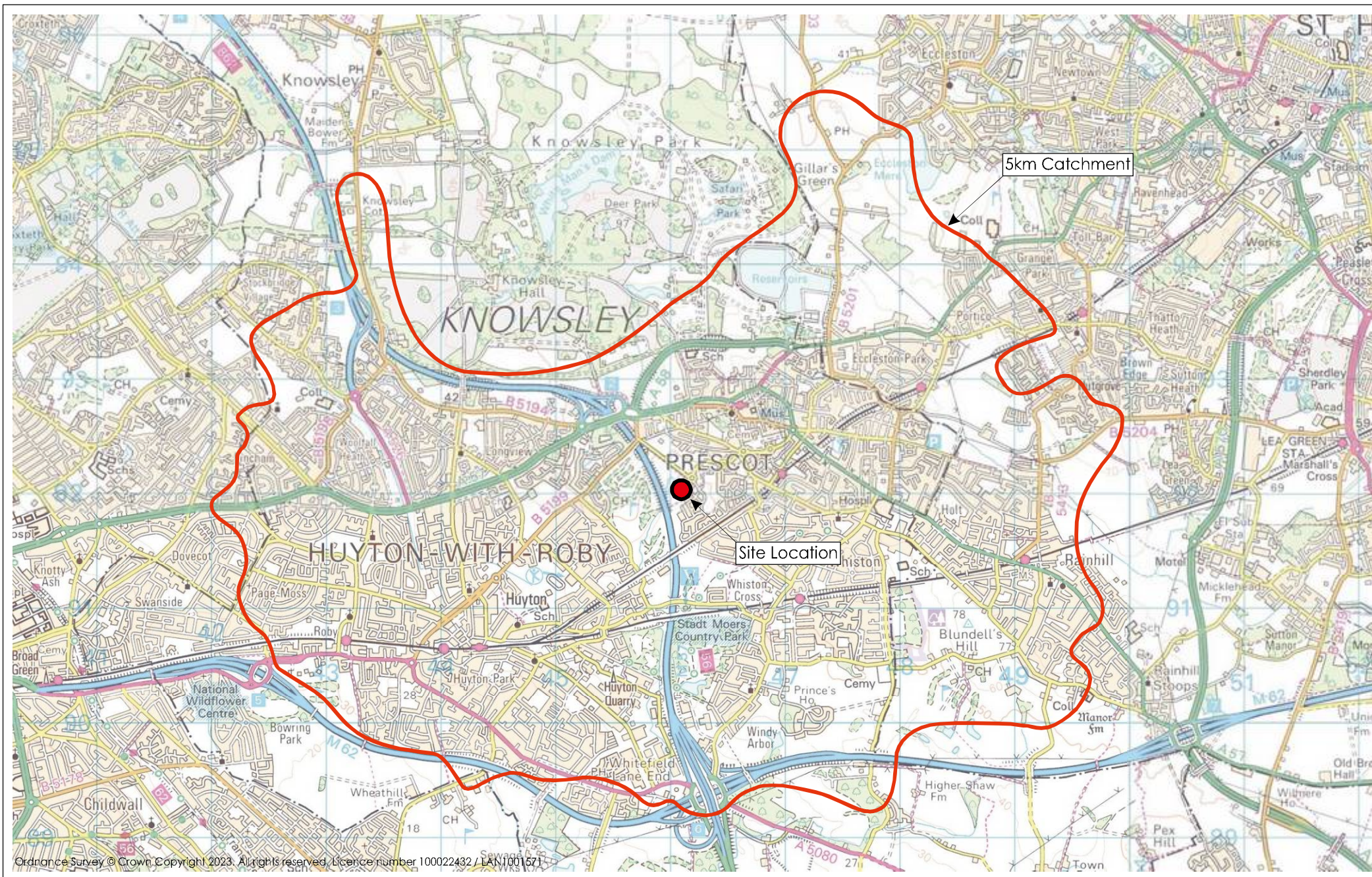
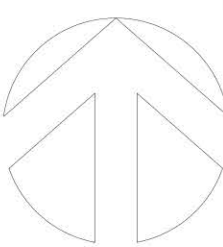


Figure 4.3 5km Cycle Catchment





Appendix A: Proposed Site Layout



IMPORTANT NOTE:

ALL DIMENSIONS AND LEVELS SHOWN ON THIS DRAWING ARE TO BE CHECKED BY THE CONTRACTOR MANUFACTURER PRIOR TO THE COMMENCEMENT OF ANY WORKS ON SITE OR THE MANUFACTURE OF ANY SITE COMPONENTS.

THIS DRAWING IS NOT TO BE SCALED.

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Revision:	By:	Date:
A - Updated house types	BG	23.08.2

Partner
CONSTRUCTION LTD

Residential Development

Carr Lane
Prescot
Knowsley

Colour Site Plan

UL/CL/CSP/01

Dwn: BG Ckd: ST Date: 17/08/23

Scale: 1:500 Paper Size: A1 Rev: A

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