



FRAMEWORK TRAVEL PLAN

Proposed Residential Development

Land at Halsnead Garden Village, Phase 3

February 2026

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1 Introduction

1.1 Preamble

1.1.1 BTG Eddisons has been instructed by Taylor Wimpey to advise on the traffic and transport issues relating to a planning application for a residential development on Phase 2 and 3 of the Fox Wood Garden Village, at Halsnead to the South Whiston area of Knowsley.

1.1.2 The location of the site in relation to the surrounding area is presented in **Plan 1**.

1.1.3 This Travel Plan will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development.

1.1.4 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this development, these documents are as follows.

- Making Residential Travel Plans Work – Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

1.2 Structure of the Travel Plan Framework

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.

1.2.2 **Section 3** sets out a series of management measures that will be implemented as part of the Travel Plan.

1.2.3 **Section 4** of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport. **Section 5** discusses targets for reducing trips by the private car while **Section 6** details the monitoring of the Travel Plan.

1.2.4 **Section 7** draws together the findings and conclusions.

1.3 The Development

1.3.1 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the Hybrid application for the erection of up to 190no. residential dwellings comprising:

- Phase A –93no. dwellings, and
- Phase B –up to 97no, dwellings (with all matters reserved for future approval).

1.3.2 The site layout is shown in **Plan 2**.

1.4 The Travel Plan

1.4.1 The aim of the Travel Plan is as follows:

- To encourage residents and visitors to use alternatives to the private car,
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.5 Residents Travel Pack

1.5.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in **Section 3**.

2 Travel Planning Policy and Guidance

2.1 Travel Planning Policy

2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.1.2 The NPPF further reinforces the importance of travel plans in the planning context and states "Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new site".

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' sets out an overview of the process and delivery of Travel Plans and states that "A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

2.2.3 The DfT document entitled "Making Residential Travel Plans Work" states that Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas" and goes on to say "Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas".

2.2.4 The DfT's 'Making Residential Travel Plans Work' also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below.



Figure 2.1 The Travel Plan Pyramid

2.2.5 The hierarchy of 5-tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

2.2.6 The most important layer of the pyramid is considered to be the base shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.

2.2.7 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.

- 2.2.8 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.9 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 Management Measures

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

- i) Appointment of Travel Plan Coordinator
- ii) Resident's Travel Pack
- iii) Travel Awareness and Information
- iv) Promotion of Lift Share Scheme
- v) Encouraging Walking/Cycling
- vi) Encouraging Home Working and Delivery Services
- vii) Encouraging Travel by Public Transport
- viii) Marketing and Promotion

3.2 Appointment of Travel Coordinator

3.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed by the housebuilder at least one month before the first properties being occupied.

3.2.2 The TPC will be responsible for all aspects of the Travel Plan.

3.2.3 Their primary functions will be as follows,

- Liaison with the local planning and highways authorities,
- Provision of a Residents Travel Pack containing information for residents,
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes; and
- Maintenance of all necessary systems, data and paperwork.

3.2.4 The role of the TPC will also be to develop and manage the Travel Plan for the site.

3.2.5 The duties will include monitoring, review targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to the Council.

3.2.6 Details of the nominated TPC will be submitted to the Planning and Highway Authority and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

3.3 Resident's Travel Pack

3.3.1 It is an important and emerging principle in residential developments that where appropriate, the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.3.2 The development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of a local bus and rail services will encourage choice of public transport as a primary means of travel for the development.

3.3.3 However, in order to build on these locational advantages, it is recommended that a Residents' Travel Pack is provided for the occupants of each new dwelling.

3.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up-to-date bus and rail timetable information, as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective residents.

3.3.5 The contents of the packs will vary depending upon the information available on sources such as the internet or local bus stops.

3.3.1 However, the Travel Packs will include:

- Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions and other local amenities.
- Copies of the most recently published public transport information.
- Details of web sites and other sources of information which can be accessed in the future such as:
 - Public Transport – Links to timetable information e.g. <https://www.merseytravel.gov.uk/>, www.traveline.org.uk and www.nationalrail.co.uk
 - Car Sharing – Links to websites that co-ordinate car sharing such as www.carshare.com, www.liftshare.org.uk and www.nationalcarshare.co.uk to encourage car sharing.
 - Cycling – Link to the Merseytravel website <https://www.merseytravel.gov.uk/active-travel/>, UK's National Cyclists Organisation website www.ctc.org.uk and Sustrans www.sustrans.org.uk
 - Local Amenities – local supermarkets offering internet shopping would reduce the need for car travel.

3.3.2 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development. Within the Resident's Welcome Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home.

3.3.3 The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

- 3.3.4 The provision of a Resident's Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan.

4 Accessibility by non-Car Modes

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

4.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.'*

4.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot,
- accessibility by cycle,
- accessibility by bus,
- accessibility by rail.

4.2 Access on Foot

- 4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 4.2.2 The internal site layout will facilitate pedestrian linkages and the internal network will connect to the existing footways that are provided within the Halsnead park development and surrounding Garden Village development phases.
- 4.2.3 These will connect to the wider pedestrian and cycle network and provide access to the surrounding areas of Halsnead.
- 4.2.4 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 4.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 4.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

4.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*

4.2.8 **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930-metres,
- Commuting – 2,400-metres,
- Shopping – 1,600-metres,
- Education – 3,200 or 4,800-metres,
- Personal business – 1,600-metres.

4.2.10 Overall, in Table 5.1, the document states that 1,950-metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

- 4.2.11 In summary, the distance of 1,950-metres, or around 2-kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 4.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'*
- 4.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.14 In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.
- 4.2.15 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Wootton town centre boundary, including the primary shopping area, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.
- 4.2.16 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 4.1** below.

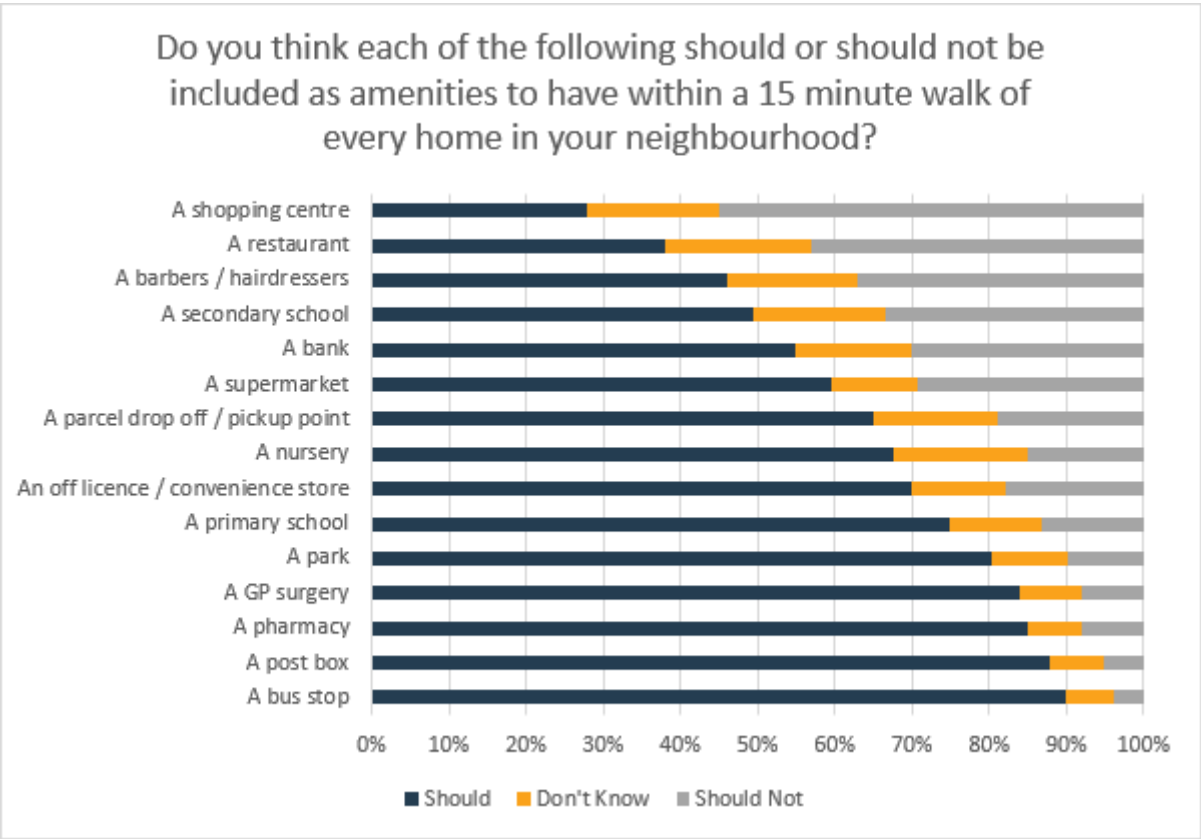


Figure 4.1 YouGov Poll Results (Source YouGov)

4.2.17 **Figure 4.1** shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

4.2.18 **Plan 3** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

4.2.19 As can be seen in **Plan 3** the site is located in close proximity to a number of a local amenities, including bus stops, a post office, pharmacy, GP surgeries, food and general retail stores, a library and railway station.

4.2.20 **Table 4.4** below, shows the walking distance from the centre point of the application site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Approximate Walking Time (minutes)	Approximate Cycle Time (minutes)
Windy Arbor Road (St Nicholas Parish Church) Bus Stops	800m	16 mins	3 mins
Lickers Lane (Fisher Avenue) Bus Stops	1,100m	15 mins	4 mins
China Star (Restaurant)	1,300m	20 mins	5 mins
Whiston Post Office	1,300m	17 mins	5 mins
Tesco Express	1,300m	19 mins	5 mins
Tesco Bank ATM	1,300m	19 mins	5 mins
Aston Healthcare	1,600m	22 mins	7 mins
Go Local Convenience Store	1,700m	23 mins	6 mins
Halsnead Primary School	1,700m	23 mins	6 mins
St Edmund Arrowsmith Catholic Academy	1,700m	23 mins	6 mins
St Leos and Southmead Catholic Nursery and Primary School	1,700m	23 mins	6 mins
Sandfield Natural Play Centre	1,800m	25 mins	7 mins
Whiston Railway Station	1,800m	25 mins	7 mins
Southmead Childrens Centre	1,900m	26 mins	7 mins
Whiston Health Centre	2,000m	24 mins	7 mins
Boots Pharmacy	2,000m	24 mins	7 mins
Stadt Moers Park	2,100m	28 mins	7 mins
Whiston Willis Primary Academy	2,200m	31 mins	8 mins

Table 4.4 Distance from Site to Local Facilities

4.2.21 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle. As shown in **Table 4.4** a number of local amenities, which include food retail, existing bus stops, railway station and the nearest schools, are within a 31-minute walk or an 8-minute cycle journey of the centre of the site. A plan assuming the most direct and usable pedestrian routes to these amenities is included at **Plan 3**.

4.3.2 The new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

4.3.3 The Cycling England document 'Integrating Cycling into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*

4.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass the whole of Whiston, Prescot, Thatto Heath, Ravenhead, Rainhill, Sutton Manor, Lunts Heath, Hough Green, Tarbock Green, Netherley, Belle Vale, Tarbock and Huyton.

4.3.5 As shown in **Figure 4.2** below, that a series of 20mph roads are located to the north of Lickers Lane, approximately 500-metres to the north of the application sites.

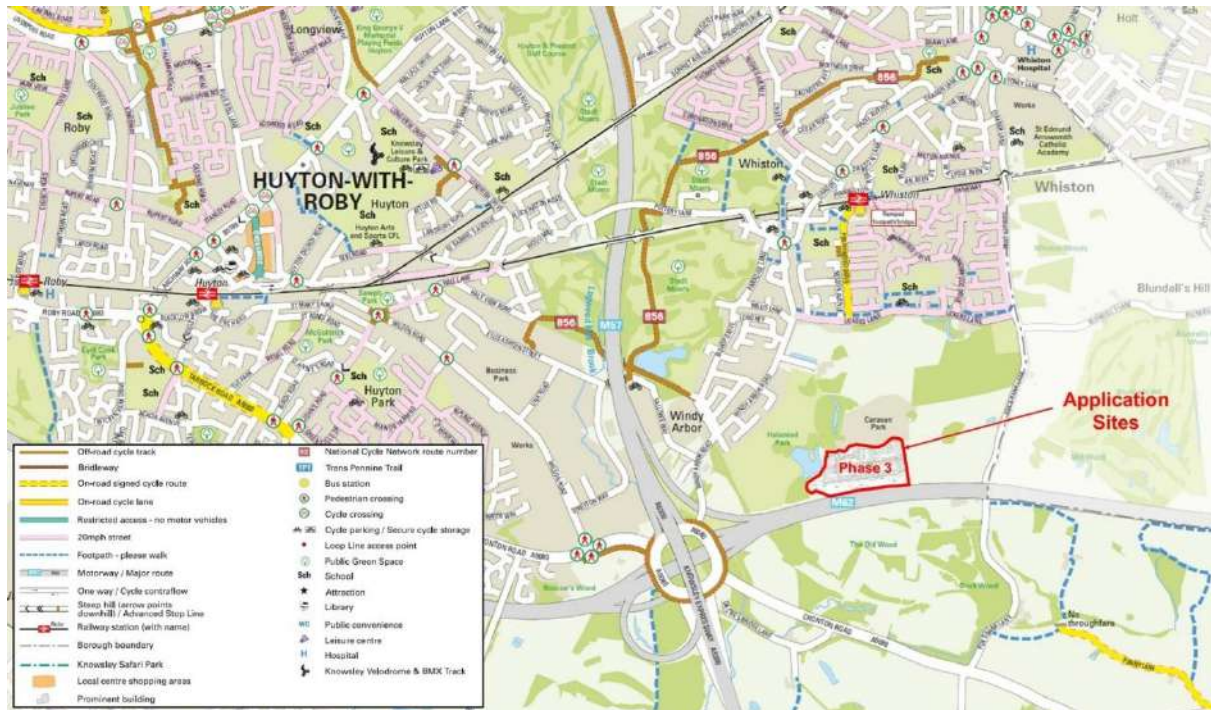


Figure 4.2 Local Cycle Network (Taken from Merseytravel Knowsley Cycle Map)

4.3.6 As can be seen in **Figure 4.2** above, a number of local cycle tracks are located within the vicinity of the site.

4.3.7 The site can, therefore, be considered as being accessible by cycle.

4.4 Access by Bus

4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

4.4.2 The nearest bus stops to the site are located along Windy Arbor Road (St Nicholas Parish Church) Bus Stops approximately 800-metres (around 11-minutes walking time) from the centre of the site. These stops consist of a steel and glass cantilevered shelter, flag with passing service and timetable information and seating at both the northbound and southbound stops.

- 4.4.3 Additional bus stops are located along Lickers Lane (Fisher Avenue) approximately 1,100m (around 16-minutes walking time) from the centre of the site. All the nearest bus stops to the site are shown on **Plan 3**.
- 4.4.4 Bus services, destinations and service frequencies are included in **Appendix 1**. The nearest bus stops to the site provide three services every hour throughout the day to destinations such as Whiston, Prescot, Huyton, Liverpool and Runcorn.
- 4.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:42 to around 19:38, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.6 In order to demonstrate the level of accessibility some example journey times (not including walking times) by bus are presented in **Table 4.5** below.

Destination	Duration
Whiston Station	5 Minutes
Prescot Bus Station	12 Minutes
Huyton Town Centre	13 Minutes
Broadgreen	27 Minutes
Rainhill Stoops	28 Minutes
Wavertree Shopping Centre	47 Minutes
Liverpool Queen Square Bus Station	57 Minutes
Runcorn High Street Bus Station	61 Minutes
Palace Fields Runcorn Hospital	78 Minutes

Table 4.5 Example Bus Journey Times from the Site

4.4.7 The above table demonstrates that Whiston is just a 5-minute bus journey from the site, Prescot is a 12-minute journey, Huyton a 13-minute journey, Liverpool city centre is a 57-minute journey and Runcorn is a 78-minute bus journey.

4.4.8 It is therefore concluded that the proposed development site is highly accessible by bus.

4.5 Accessibility by Rail

4.5.1 The nearest railway station located to the site is Whiston, which can be accessed via an 1,800-metre (around 26-minute) walk from the centre of the site. Alternatively, the station can be accessed via a 21-minute bus journey, including 19-minute walking time, on the 61-bus service or a 27-minute bus journey on the 239-bus service, including 21-minute walking time.

4.5.2 This station is managed by Northern and has two platforms, providing an hourly service to Liverpool Lime Street and Manchester Airport. There is a daily train to Wigan Northwestern, and some peak hour services to Manchester Victoria. On Sundays, trains run hourly between Liverpool Lime Street and Wilmslow via Manchester Airport.

4.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

4.6 ATE Review

4.6.1 To ensure that the proposals align with the aspirations of Active Travel England (ATE) this section will provide a brief review of this using the 'Appraiser Report' of the ATE toolkit spreadsheet.

4.6.2 Each of the toolkit spreadsheet topics are discussed in the following section, with their accompanying ATE score. The toolkit spreadsheets are included in **Appendix 2**.

Trip generation and assignment

4.6.3 Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?

4.6.4 **Score: Pass** – Multimodal daily trips have been calculated for the 'Base' (Without Travel Plan) and 'Target' (with Travel Plan) scenarios, based upon peak hour and daily, multimodal trips applied to National Census Journey to Work data, as discussed in **Section 8.7** of the Transport Assessment report.

Active travel route audit

4.6.5 Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?

4.6.6 **Score: Pass** – All routes have been assessed using the actual walking and wheeling distances and travel times. There are a number of facilities currently available, in close proximity to the development site location, as discussed in **Section 6** of the Transport Assessment report.

Pedestrian access to local amenities

4.6.7 Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?

4.6.8 **Score: Pass** – All foot and cycle route journeys have been assessed taking the foot/cycleway alignment and topography into account. Journey times have been based upon Google mobile phone data rather than journey time assumptions. A number of existing facilities are outside of the 800m catchment however, the development proposals include proposals shared foot/cycle links to better connect the site with the existing facilities as discussed in **Section 6** of the Transport Assessment report.

Cycling accessibility

- 4.6.9 Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?
- 4.6.10 **Score: Pass** – There are no existing cycle lanes provided within the undeveloped site. The development proposals include provision of shared foot/cycle ways between the development and surrounding cycle routes.

Access to public transport

- 4.6.11 Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?
- 4.6.12 **Score: Pass** – The application site is accessible by bus. Existing bus stops are located along Windy Arbor Road, approximately 800m from the centre of the site., as discussed in **Sections 2 and 6** of the Transport Assessment report.

Off-site transport infrastructure

- 4.6.13 Does the application include proposals to enhance local active travel and public transport infrastructure?
- 4.6.14 **Score: Pass** – The proposals include provision of shared foot/cycle routes and associated crossing points to connect the application site with Windy Arbor Road and surrounding development parcels of land.

Site permeability

- 4.6.15 Does the development prioritise pedestrian and cycle movements within the site?
- 4.6.16 **Score: Pass** – Application includes proposals for foot/cycle permeability throughout the site. The Travel Plan will be used to identify further measures to improve accessibility.

Placemaking

- 4.6.17 Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?
- 4.6.18 **Score: Pass** – Application includes design measures to promote social interaction within the street scene design, including landscape/park areas, street lighting and non-secluded areas within the site.

Cycle parking and trip-end facilities

- 4.6.19 Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?
- 4.6.20 **Score: Pass** – Application will provide cycle parking in accordance with Knowsley Council Parking standards. All streets will be lit and overlooked throughout the application site.

Travel planning

- 4.6.21 Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?
- 4.6.22 **Score: Pass** – A Travel Plan Framework has been included within the application submission, which includes appropriate targets and promotion of active travel, as discussed in **Section 7** of the Transport Assessment report.

4.7 Knowsley Council Accessibility Assessment Form

- 4.7.1 The Knowsley Council Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel', Appendix B – Accessibility Assessment System includes an accessibility scoring system to assess whether development meet minimal accessibility criteria and to identify measures in the event the proposals do not meet the minimum scores.

4.7.2 Using the SPD Table 1 Determining Size of Development, the proposed development is classed as a 'Major' sized C3 Dwelling houses of greater than 80-unit's development.

4.7.3 Appendix B Table B.1 of the SPD sets out the required minimum accessibility scores to be achieved by proposed developments, using the Accessibility Assessment Form. The 'Medium - Other Urban-C3 Dwelling' scoring criteria have been used score the proposed development. **Table 4.6** below summarises the minimum scores required and those obtained from the assessment included in **Appendix 3** using the accessibility criteria identified in this section and the SPD to complete.

	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
Required	4	4	5	1
Achieved	2	4	5	1

Table 4.6 Accessibility Assessment Scoring

4.7.4 It can be seen that the proposed site meets the minimum scores for cycling, public transport and vehicle access. The access by walking score is lower than the minimum score, primarily due to the distance the Phase 3 site is within the Garden Village, from Whiston local centre. the required minimum SPD accessibility scores for categories. However, the walking distances will be reduced as surrounding development phases are built out, particularly those to the north and west of the application sites.

4.8 Accessibility Summary

4.8.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

4.8.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area,

- It has been demonstrated that the site is accessible by cycle, with a national cycle route being located within close proximity of the site,
- The services from the bus stops on Windy Arbor Rod, and Lickers Lane travelling to destinations such as Whiston, Prescot, Huyton, Liverpool and Runcorn, show that the proposed development can be considered as highly accessible by bus, and
- The site is accessible via rail with Whiston station located just a short walk from the site.

4.8.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 Travel Plan Targets

5.1 Introduction

5.1.1 This section of the Travel Plan deals with the post development scenario i.e., once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

5.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.1.3 In order to set the targets, further information (e.g., through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e., the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

5.1.4 More accurate information to establish the baseline targets will be obtained from a Residents Travel Survey which will be undertaken within one month of the development being 50% occupied.

5.1.5 Suitable targets for reducing the need to travel by private car will be set against the baseline targets and agreed with the Council.

5.2 Potential Targets

5.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.2.2 Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household – targets set on the basis of predicted trip rates for the development.

- Uptake of alternatives – targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.
- Car ownership and mode of travel – trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets – for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

5.3 Initial Targets

5.3.1 In the absence of travel survey data, the initial targets have been based upon National Census Journey to Work (JtW) Data for the E02001339: Knowsley O13 Middle Super output Area, in which the development site is located. **Table 5.1** below lists the JtW modal split for the local area and the initial targets for each mode of travel.

Method of travel	2021 Census Modal Split		Initial Target Modal Split
Work mainly at or from home	1,170	31%	5%
Underground, metro, light rail, tram	9	0%	0%
Train	40	1%	10%
Bus, minibus or coach	63	2%	11%
Taxi	19	1%	2%
Motorcycle, scooter or moped	15	0%	1%
Driving a car or van	1,942	52%	45%
Passenger in a car or van	117	3%	7%
Bicycle	58	2%	3%
On foot	255	7%	16%
Other method of travel to work	48	1%	0%

Table 5.1 Initial Targets

5.3.2 The target modal split shown in the above table will be revised, in consultation with the council, following completion of the initial residents' travel survey.

5.4 Action Plan

5.4.1 **Table 5.2** below provides an Action Plan and timescales to assist the Travel Plan Coordinator (TPC) to implement the obligations of the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Builder
Production of Residents Travel Pack	Upon Occupation	Resident travel survey	Builder
Undertake initial travel surveys	Within 1 month of reaching 50% occupation of development	receipt of written agreements of targets	TPC
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Residents travel surveys conducted in years 1, 3 and 5	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Residents travel surveys conducted in years 1,3 and 5	TPC

Table 5.2 Travel Plan Action Plan and Timescales

5.4.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Coordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

6 Plan Monitoring and Assessment

6.1.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

- Early on in the occupation period of the site – for example, triggered by 50% occupancy to provide the information base for the review of the plan,
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan.
- Monitoring should take place over a wide range of time periods to reflect the different patterns of journeys that can be generated by residential development.

6.1.2 The monitoring will include items such as:

- Full residential surveys will be issued electronically, to be completed in year 1, year 3 and year 5 and snapshot surveys to be completed every 6 to 12 months. A sample questionnaire is included in **Appendix 4**.
- Feedback from bus operators to establish demand for local bus services.

6.1.3 The monitoring and assessment of the Travel Plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

6.1.4 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

6.1.5 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified.

7 Conclusions

- 7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.
- 7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development. The aim of the Travel Plan is:
- to encourage residents to use sustainable modes of transport to access the site,
 - reduce the reliance on single car occupancy journeys, and
 - generally, reduce traffic related pollution and noise.
- 7.1.4 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 7.1.5 The Travel Plan Coordinator will ensure the Travel Plan is implemented and is operating effectively.
- 7.1.6 A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the Council.
- 7.1.7 The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.
- 7.1.8 It can therefore be concluded that the consented residential scheme, through the implementation of the Travel Plan, will provide a highly sustainable development.

PLANS

FOX WOOD GARDEN VILLAGE PHASE 3

Plan 2

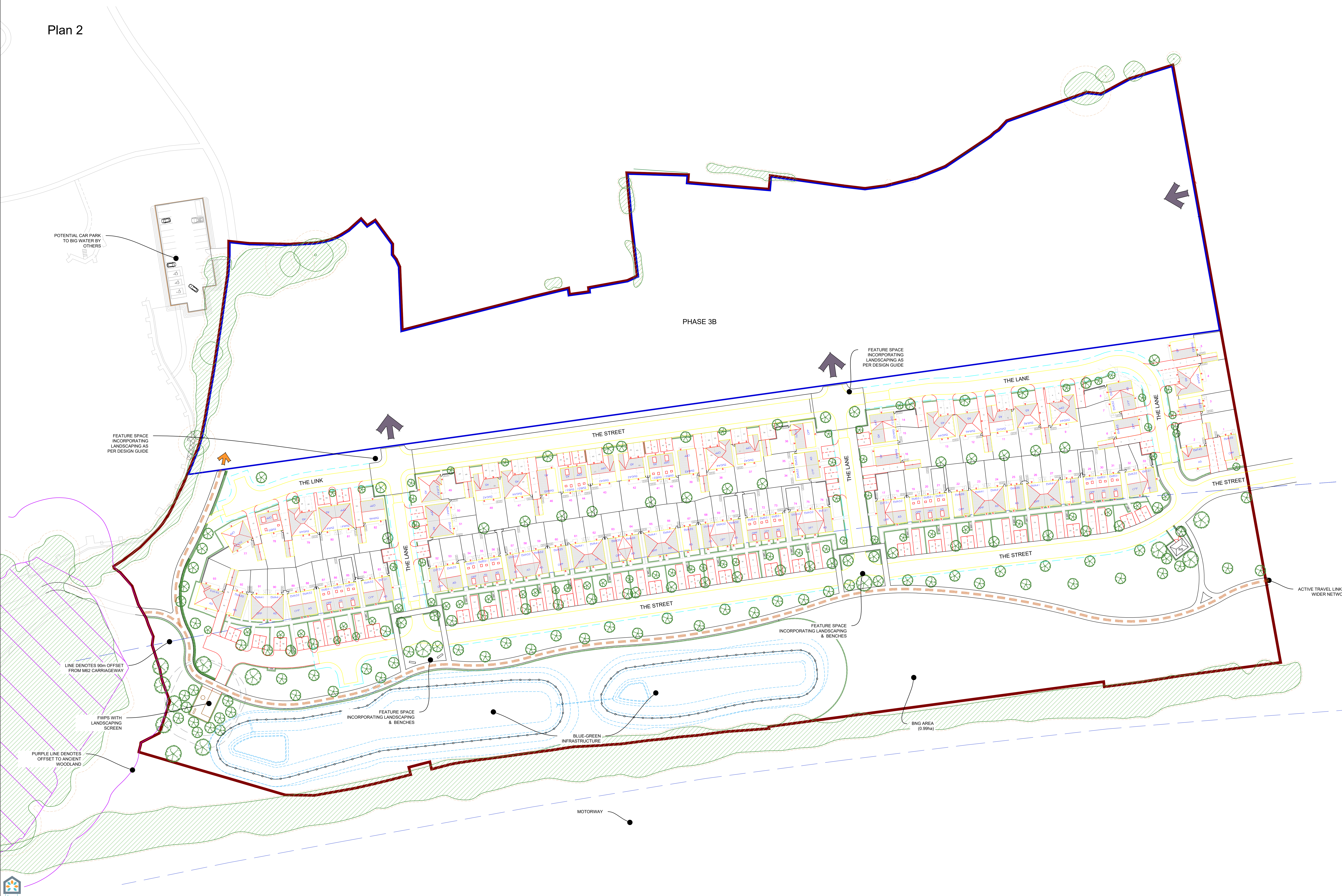


SITE LAYOUT LEGEND

- Site Boundary
- Boundary of outline application area (Phase 3B)
- Existing Trees Retained
- Root Protection Zones
- Existing Trees Removed
- Ancient Woodland & Buffer
- Indicative Tree Planting (refer to Landscape drawings for detail)
- Indicative new hedge planting (refer to Landscape drawings for detail)
- Parking Space With Number
- Indicative position for external bicycle storage provided where no garage is available
- Refuse storage area
- Multi-modal access positions for Phase 3 B (outline area)
- Active travel link position for Phase 3 B (outline area)

SCHEDULE OF ACCOMMODATION

HOUSETYPE	BEDROOMS	STOREY	Total Number
A12 BRAMBLEFORD (E/S)	3	2	14
A12 BRAMBLEFORD (M)	3	2	5
A12 TITFORD (S)	3	2	3
A15 TESSFORD (S)	3	2	8
T10 ANNISDALE (S)	3	2	24
B11 HARTFORD (E/S)	3	2.5	14
B11 HARTFORD (M)	3	2.5	5
A14 ANSFORD (S)	4	2	14
A14 COLFORD (S)	4	2	5
G14 CORNHAM (S)	4	2	5
A16 HARTFORD (S)	4	2	3
T10 ANNISDALE (S)	4	2	5
G14 KITHAM (S)	4	2	6
B11 HARTFORD	5	2.5	1
TOTAL			99

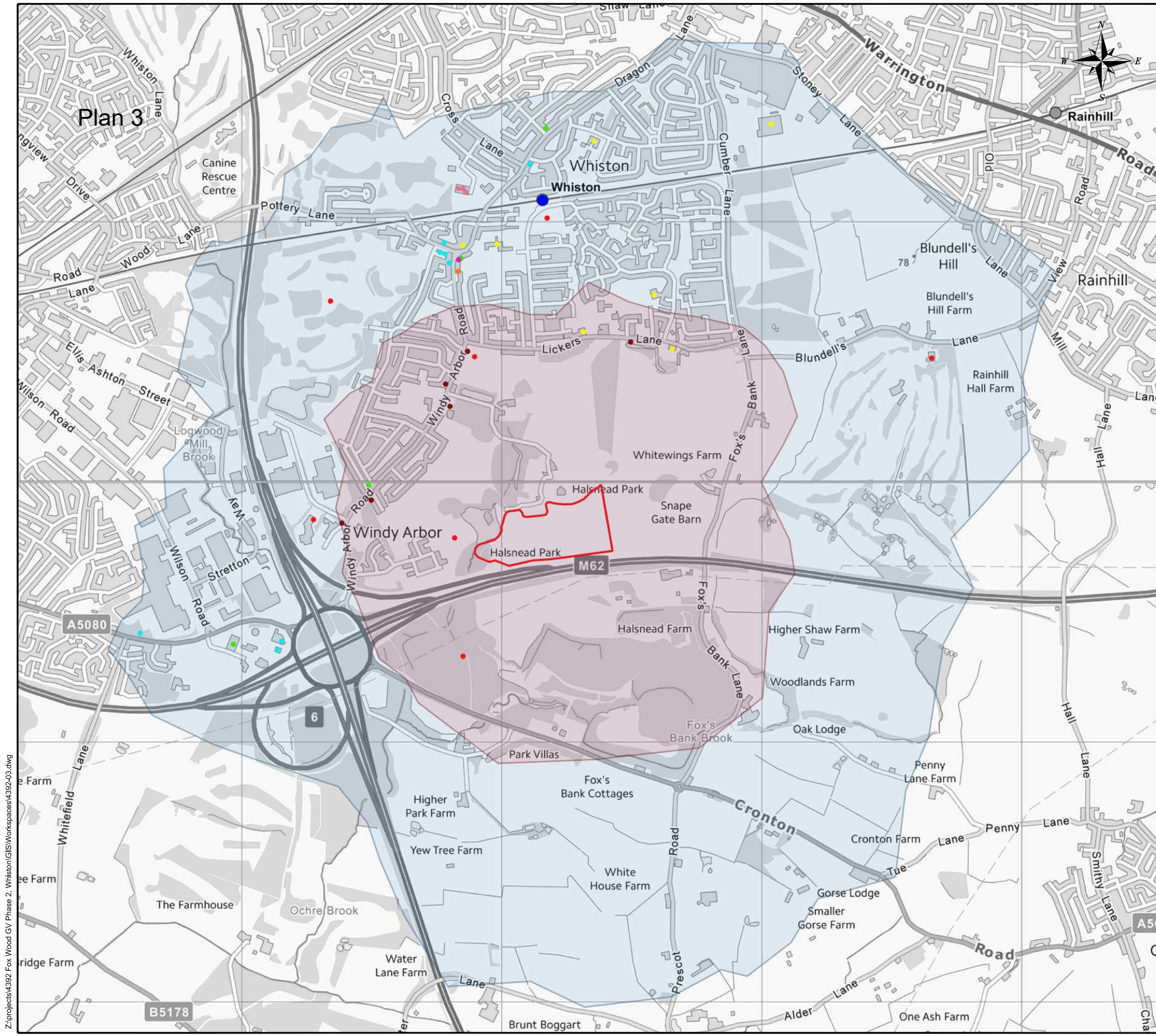


P1	INTERNAL ISSUE ONLY	21.11.25	GTD
Rev	Description	Date	Initial
Revisions			

Taylor Wimpey

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DRAWING TITLE			
Fox Wood Garden Village Phase 3			
Planning Layout			
DRAWING NUMBER			
1474	PL	01	P1



NOTES

- Phase 3 Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Railway Station
- Nearest Bus Stops
- Sport/Leisure
- Health/Medical
- Post Office
- Education
- Bank/ATM
- Cafe/Takeaway/Public House
- Retail

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: TAYLOR WIMPEY				
PROJECT: FOX WOOD GARDEN VILLAGE				
DRAWING TITLE: 800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES				
SCALES: NTS @ A3				
DRAWN:	RC	CHECKED:	LW	DATE: JAN 26
Eddisons 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning				
DRAWING NUMBER: 4392-03				REVISION: -

Z:\projects\4392 Fox Wood GV Phase 2, Whiston\GIS\Workspaces\4392-03.dwg

APPENDICES

APPENDIX 1

Bus Times and Frequencies

Service No.	Route	Monday - Friday			Saturday			Sunday	Weekday		Saturday		Sunday	
		<08:00	08:00-17:00	17:00>	<08:00	08:00-17:00	17:00>		Start	Stop	Start	Stop	Start	Stop
61	Huyton Bus Station to Halton Hospital	3 Services	60 mins	3 Services	3 Services	60 mins	3 Services	60 mins	05:45	19:36	05:46	19:37	09:03	19:06
	Halton Hospital to Huyton Bus Station	3 Services	60 mins	3 Services	3 Services	60 mins	3 Services	60 mins	05:42	19:38	05:37	19:38	09:27	19:23
	Liverpool Queens Square to Halton Hospital	1 Service	60 mins	3 Services	1 Service	60 mins	3 Services	60 mins	07:38	19:36	07:40	19:37	11:06	19:06
	Halton Hospital to Liverpool Queens Square	3 Services	60 mins	1 Service	3 Services	60 mins	1 Service	60 mins	05:42	17:41	05:37	17:39	09:27	17:28
C50	Huyton - Cronton - Halton College	1 Service	-	-	-	-	-	-	07:48	07:48	-	-	-	-
	Halton College - Cronton - Huyton	-	-	1 Service	-	-	-	-	17:27	17:27	-	-	-	-
239	Prescot to Broadgreen Hospital	1 Service	40 mins	1 Service	1 Service	40 mins	1 Service	-	07:15	17:20	07:15	17:20	-	-
	Broadgreen Hospital to Prescot	-	40 mins	1 Service	-	40 mins	1 Service	-	08:12	17:30	08:12	17:30	-	-
248	Huyton Bus Station - Prescot Bus Station	2 Services	1 Service	-	2 Services	1 Service	-	-	07:02	08:06	07:02	08:06	-	-
	Prescot Bus Station - Huyton Bus Station	3 Services	-	-	3 Services	-	-	-	06:25	07:28	06:25	07:28	-	-

APPENDIX 2

ATE Toolkit

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Land off Ogley Hay Road, Burntwood, Lichfield
Summary of proposal	The Proposed Development includes the delivery of up to 190 dwellings, associated infrastructure
ATE reference	
Local authority reference	
Local planning authority	Knowsley
Local highway authority	Knowsley
Completed by	
Date (DD/MM/YY)	24 February 2026
Application type	Hybrid planning permission
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Pass	Multimodal daily trips have been calculated for the 'Base' (Without Travel Plan) and 'Target' (with Travel Plan) scenarios, based upon peak hour and daily , multimodal trips applied to National Census Journey to Work data.	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ;
2. Active travel route audit	Pass	All routes have been assessed using the actual walking and wheeling distances and travel times. There are a number of facilities currently available, in close proximity to the development site location	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ;
3. Pedestrian access to local amenities	Pass	All foot and cycle route journeys have been assessed taking the foot/cycleway alignment and topography into account. Journey times have been based upon Google mobile phone data rather than journey time assumptions. A number of existing facilities are outside of the 800m catchment however, the development proposals include proposals shared foot/cycle links to better connect the site with the existing facilities.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ;

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Land off Ogley Hay Road, Burntwood, Lichfield		
Summary of proposal	The Proposed Development includes the delivery of up to 190 dwellings, associated infrastructure		
ATE reference			
Local authority reference			
Local planning authority	Knowsley		
Local highway authority	Knowsley		
4. Cycling accessibility	Pass	There are no existing cycle lanes provided within the undeveloped site. The development proposals include provision of shared foot/cycle ways between the development and surrounding cycle routes.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ;
5. Access to public transport	Pass	The application site is accessible by bus. Existing bus stops are located along Windy Arbor Road, approximately 800m from the centre of the site.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ;
6. Off-site transport infrastructure	Pass	The proposals include provision of shared foot/cycle routes and associated crossing points to connect the application site with Windy Arbor Road and surrounding development parcels of land.	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ;
7. Site permeability	Pass	Application includes proposals for foot/cycle permeability throughout the site. The Travel Plan will be used to identify further measures to improve accessibility.	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ;

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Land off Ogley Hay Road, Burntwood, Lichfield		
Summary of proposal	The Proposed Development includes the delivery of up to 190 dwellings, associated infrastructure		
ATE reference			
Local authority reference			
Local planning authority	Knowsley		
Local highway authority	Knowsley		
8. Placemaking	Pass	Application includes design measures to promote social interaction within the streetscene design, including landscape/park areas, street lighting and non-secluded areas within the site	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ;
9. Cycle parking and trip-end facilities	Pass	Application will provide cycle parking in accordance with Knowsley Council Parking standards. All streets will be lit and overlooked throughout the application site.	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ;
10. Travel planning	Pass	A Travel Plan Framework has been included within the application submission, which includes appropriate targets and promotion of active travel	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ;

APPENDIX 3

Knowsley Accessibility Assessment Form

Accessibility Assessment Form

Access on foot			Points	Score	Justification for Scoring
Location	<u>Residential Development</u> : Is the site within 800m of a district or local centre (see Accessibility Maps) OR <u>Non-residential development</u> : Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	0	Site is located 1200m of local centre as shown in Accessibility Map.
		No	0		
Internal layout	Does ‘circulation’ and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to crossroads or cycle routes?	Yes	1	1	Pedestrians and cyclists can circulate throughout the sites with safe and direct access as shown in Plans 2 and 3
		No	0		
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting	Yes	-1	1	Local housing is adjacent to the site access, with footways located along relatively flat ground. Streets are lit
		No	1		
	Total Score			2	
	Minimum score required			4	

Pedestrian routes will be provided to link each of the development sites with adjacent development sites within the Garden Village area and with Big Water and Halsnead Park.

Access by Cycle			Points	Score	Justification for Scoring
Location	Residential Development: Is the site within 1500m of a district or local centre (see Accessibility Maps) Or Non-residential development: Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	Site is located within 800m buffer area of local centre identified on Accessibility Map 4 - Town and District and Local Centres
		No	0		
Internal layout	Does 'circulation' and access inside the site reflect appropriate and direct cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes	1	1	Cycle priority measures will be provided within the site
		No	0		
External Access	Is the development within 400m of an existing or proposed designated cycle route and/ or proposes to create a link to a cycle route, or develop a route.	Yes	1	1	A cycle route will be created between the Phase 3 site and the existing 'Off-road cycle track' at Cronton Interchange with, cycle links will be provided between the Phase 2 and 3 sites.
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	Cycle parking provided for residents and visitors within dwellings, shower and changing facilities also provided within dwellings
		No	0		
	Total Score			4	
	Minimum score required			4	
Comments or action needed to correct any shortfall					

Access by Public Transport			Points	Score	Justification for Scoring
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?	Yes	2	0	Bus Stops are located 800-1100m fand Whiston station is 1800m from the development at present, but these distances will be reduced to approximately 550m and 1250m respectively following completion of the Garden Village
		No	0		
	Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and / or bus stop infrastructure.	Yes	0	1	Dropped kerbs present, footways are 2.0m wide and bus stop infrastructure provided
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	2	5x bus services and 2x train services per hour available
	Medium (two or three bus or tram services or trains an hour)		1		
	Low (less than two bus or tram services or trains an hour)		0		
Other	The proposal contributes to bus priority measures serving the site	Yes	1	0	There are no bus priority measures proposed
		No	0		
	The proposal contributes to bus stops, bus interchange, tram facilities or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	Yes	1	1	Census data indicates 9% of residents would use the bus
		No	0		
	The proposal contributes to an existing or new supported bus service	Yes	1	1	Census data indicates 9% of residents would use the bus
		No	0		
	Total Score			5	
	Minimum score required			5	
Comments or action needed to correct any shortfall					

Parking			Points	Score	Justification for Scoring	
Parking	The off-street parking provided is as advised in Section 4 for that development type	Yes	1	1	Parking provision meets maximum provision required by parking standards	
		No	0			
	The off street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development).	Yes	2	0	756 spaces will be provided of the 823 maximum spaces required, giving an 85% provision	
		No	0			
	For development in controlled parking zones:					
	Is the proposal for a car free development?	Yes	1			
		No	0			
	Does it supports the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)	Yes	1			
		No	0			
		Total Score			1	
		Minimum score required			1	
Comments or action needed to correct any shortfall.						

APPENDIX 4

Residents Travel Survey



- 1 Home Address/Postcode? []
- 2 How many cars does your household own? []

- 3 For each person in your household (over 17 years of age), please identify the main reason for the journeys they make during a typical week? (Monday-Friday)

Please tick ONE answer for each person in your household.

	Work	Education	Other	Not Applicable
Person 1 (you)	☐	☐	☐	☐
Person 2	☐	☐	☐	☐
Person 3	☐	☐	☐	☐
Person 4	☐	☐	☐	☐
Person 5	☐	☐	☐	☐
Person 6	☐	☐	☐	☐

- 4 For each person in your household, what is their usual mode of travel to make these journeys?

Please tick ONE mode for each person in your household.

	Car Driver (alone)	Car Driver (with family member)	Car Driver (with other)	Car Passenger
Person 1 (you)	☐	☐	☐	☐
Person 2	☐	☐	☐	☐
Person 3	☐	☐	☐	☐
Person 4	☐	☐	☐	☐
Person 5	☐	☐	☐	☐
Person 6	☐	☐	☐	☐

- 5 If you have indicated 'Car driver' in Q4, what are the main reasons for doing so?

- ☐ Car essential to job
☐ Give a lift to others in the area
☐ Health reasons
☐ More convenient than alternative
☐ Cost
☐ Reliability
☐ Comfort
☐ No alternatives available
☐ Other (please specify) _____

- 6 Which of the following changes would most encourage you to cycle for journeys in your local area? If you already cycle, which would you most like to see?

- ☐ Safer, better lit cycle paths
☐ Improved cycle paths to town centre or rail station
☐ Improved cycle parking at this development
☐ Arrangements to buy a bicycle at a discount
☐ Improved crossing facilities
☐ Improved cycle parking at local facilities
☐ More information on available cycle routes
☐ None of the above
☐ Other (please specify) _____

- 7 If applicable, please confirm your place of work/education postcode? _____

- 8 Which of the following changes would most encourage you to use public transport for your journeys in your local area?

If you already travel by public transport, which would you most like to see?

- ☐ More direct bus routes
☐ More frequent services
☐ Improved facilities (lighting and bus shelters)
☐ More convenient bus drop off points
☐ Better public transport information
☐ Better value fares
☐ Interest free loans for travel tickets/bus passes
☐ Personalised journey plan
☐ None of the above
☐ Other (please specify) _____

- 9 Which of the following changes would most encourage you to walk for journeys in your local area? If you already walk, which would you most like to see?

- ☐ Cleaner, better maintained footpaths
☐ Better lighting on footpaths
☐ More improved pedestrian crossing points
☐ Improved personal safety
☐ Slower speed limits
☐ More information on available walking routes
☐ None of the above
☐ Other (please specify) _____

- 10 Which of the following changes would most encourage you to car share? If you already car share, which would you most like to see?

- ☐ More help finding car share partners
☐ Free taxi home if let down by car driver
☐ More information regarding car sharing
☐ None of the above
☐ Other (please specify) _____





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