

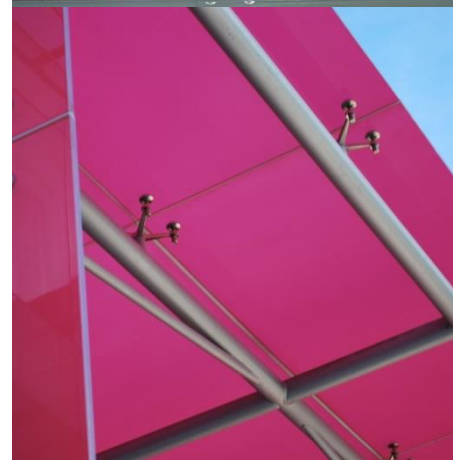
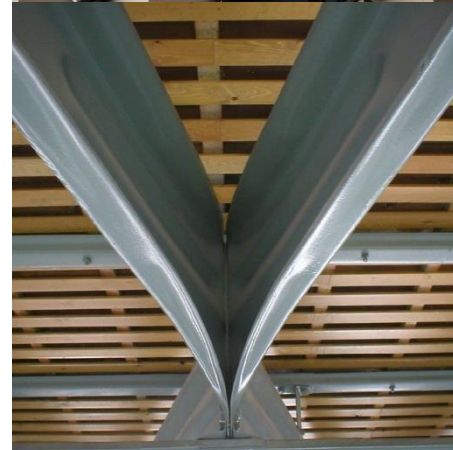
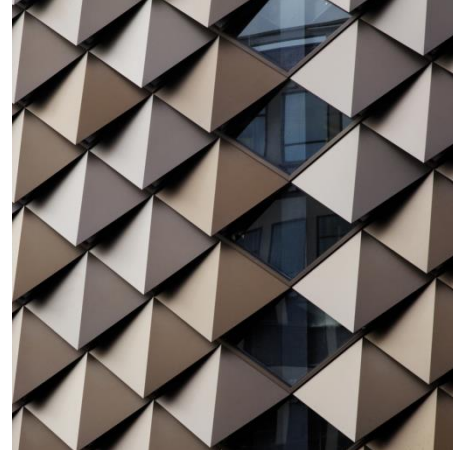
East Halewood, Redrow Grace Fields & The Finches Travel Plan

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Table of Contents

1.0	Introduction.....	1
1.1	Background and Planning History.....	1
1.2	Purpose of the Report	1
1.3	What is a Travel Plan?	3
1.4	Structure of the Report.....	3
2.0	Travel Plan Benefits	5
2.1	Introduction.....	5
2.2	Environmental Benefits	5
2.3	Health Benefits	5
2.4	Financial Benefits	7
2.5	Social Benefits.....	7
2.6	Mutual Benefits.....	7
2.7	Travel Plan Aims & Objectives.....	8
3.0	Existing Situation	9
3.1	Site Location.....	9
3.2	Local Highway Network.....	10
3.3	Consented Development.....	11
4.0	Accessibility by Sustainable Modes of Travel	13
4.1	Introduction.....	13
4.2	Pedestrian Accessibility	13
4.3	Cycle Accessibility.....	15
4.4	Public Transport Accessibility	18
4.5	Potential Future Third Party Proposals	24
4.6	Summary	25
5.0	Travel Plan Initiatives.....	26
5.1	Introduction.....	26
5.2	Appointment of Travel Plan Coordinator (TPC)	26
5.3	Production of Welcome Pack	27
5.4	Measures to Encourage Walking	27
5.5	Measures to Encourage Cycling	29
5.6	Measures to Encourage Public Transport Use	32
5.7	Measures to Encourage Car Sharing.....	33
5.8	Summary	34
6.0	Targets.....	35
6.1	Introduction.....	35
6.2	Data Collection	35
6.3	Data Analysis and Modal Split Targets	36
7.0	Monitoring and Review	38
7.1	Introduction.....	38
7.2	Responsibility and Management.....	38

7.3	Travel Plan Coordinator	39
7.4	Monitoring and Review	39
8.0	Conclusion	41
8.1	Action Plan	41

Figures

Figure 2.1	– The Impact of Travel Behaviour on Public Health	6
Figure 3.1	– Site Location in Relation to the Local Highway Network	9
Figure 4.1	– Pedestrian Catchment Plan (Grace Fields)	14
Figure 4.2	– Pedestrian Catchment Plan (The Finches)	15
Figure 4.3	– Cycle Catchment Plan (Grace Fields)	16
Figure 4.4	– Cycle Catchment Plan (The Finches)	17
Figure 4.5	– Local Cycle Network	18
Figure 4.6	– Public Transport Catchment Plan (Grace Fields)	19
Figure 4.7	– Public Transport Catchment Plan (The Finches)	20

Tables

Table 4.1	– CIHT Recommended Walking Distances	13
Table 4.2	– CIHT Maximum Suggested Walking Distances to Bus Stops	20
Table 4.3	– Bus Service Summary	23
Table 4.4	– Summary of Rail Services	24
Table 5.1	– Initiatives to Encourage Walking	28
Table 5.2	– Initiatives to Encourage Cycling	30
Table 5.3	– Initiatives to Encourage Public Transport Use	32
Table 5.4	– Initiatives to Encourage Car Sharing and Reduction of Car Usage	33
Table 6.1	– Method of Travel to Work	36
Table 6.2	– Modal Shift Targets	37
Table 8.1	– Action Plan	41

Plans

Plan 072917-CUR-00-XX-DR-TP-06102-P01 – (Accessibility) Indicative Walking Catchment (Grace Fields)

Plan 072917-CUR-00-XX-DR-TP-06111-P01 – (Accessibility) Indicative Walking Catchment (The Finches)

Plan 072917-CUR-00-XX-DR-TP-06103-P01 – (Accessibility) Indicative Cycle Catchment (Grace Fields)

Plan 072917-CUR-00-XX-DR-TP-06109-P01 – (Accessibility) Indicative Cycle Catchment (The Finches)

Plan 072917-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment (Grace Fields)

Plan 072917-CUR-00-XX-DR-TP-06010-P01 – (Accessibility) Indicative Public Transport Catchment (The Finches)

Appendices

Appendix A – Site Layout

Appendix B – Welcome Pack

Appendix C – Travel Survey

1.0 Introduction

1.1 Background and Planning History

- 1.1.1 Curtins has been appointed by Redrow Homes to provide traffic and transportation advice in relation to the construction of up to 730 residential units within Halewood, Knowsley which form part of the East of Halewood Sustainable Urban Extension (SUE).
- 1.1.2 The East of Halewood SUE has been allocated within the Knowsley Local Plan covering approximately 82 hectares. It is noted within the Local Plan that the comprehensive development for this land will be supported by Knowsley Metropolitan Borough Council (KMBC) for new residential development of up to 1,100 dwellings and public open space.
- 1.1.3 The Masterplan for the East of Halewood SUE was finalised in June 2020 (following submission of the planning applications) and sets out the guiding principles for the comprehensive development of the allocated site.
- 1.1.4 Whilst a cumulative approach has been adopted by the key stakeholders across the East of Halewood SUE, three separate planning applications were prepared and submitted as follows:
- App Ref: 19/00104/FUL (Miller Homes) was submitted in September 2019;
 - App Ref: 19/00521/HYB (Redrow Homes) was submitted in September 2019; and
 - App Ref: 20/00063/FUL (Bellway Homes) was submitted in February 2020.
- 1.1.5 To accompany the planning applications, Curtins prepared individual Transport Assessments and Framework Travel Plans that assessed the highways and transportation impact of the respective schemes on the local highway network, and also the cumulative traffic impact of the entire East of Halewood SUE to inform KMBC as the Local Highway Authority of the combined traffic impact of the allocated residential site.

1.2 Purpose of the Report

- 1.2.1 This report has been prepared specific to the Redrow Homes plots. The development was granted planning approval in September 2021 by KMBC (App Ref: 19/00521/HYB). The hybrid planning application comprised a full application for up to 344 dwellings and an outline planning application for up to 386 dwellings.
- 1.2.2 Condition 13 of the planning consent states the following:

“Prior to first occupation of the development details of a Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of how measures to promote and encourage alternative modes of transport to the single-occupancy car would be

communicated to new residents. For the avoidance of doubt, the Travel Plan shall include, but not be limited to, the following:

- a) Production and distribution of an information pack for residents detailing travel options and information on all modes of transport.*
- b) Information on existing transport policies, services and facilities, travel behaviour and attitudes.*
- c) Access for all modes of transport.*
- d) Advice on appropriate measures and actions to reduce car dependency and encourage sustainable travel.*

The requirements of the approved Travel Plan shall be implemented on initial occupation of each dwelling.”

- 1.2.3 There were also conditions relating to the outline permission only, such as Condition 30 which mandates the application for approval of reserved matters to be made before the expiration of seven years from the date of the initial planning permission, and Condition 39, which states:

“Prior to first occupation of the development approved as part of any subsequent reserved matters application, details of a Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of how measures to promote and encourage alternative modes of transport to the single-occupancy car would be communicated to new residents. For the avoidance of doubt, the Travel Plan shall include, but not be limited to, the following:

- a) Production and distribution of an information pack for residents detailing travel options and information on all modes of transport.*
- b) Information on existing transport policies, services and facilities, travel behaviour and attitudes.*
- c) Access for all modes of transport.*
- d) Advice on appropriate measures and actions to reduce car dependency and encourage sustainable travel.*

The requirements of the approved Travel Plan shall be implemented on initial occupation of each dwelling.”

- 1.2.4 Redrow Homes intend to submit a Reserved Matters application for approval in July 2022. As such, this Travel Plan has been prepared to discharge conditions 13 and 39 for the entire site. Both the consented and reserved matters site layouts are included in **Appendix A**.

- 1.2.5 Curtins previously prepared a Framework Travel Plan (FTP) (document reference: 072917/TP) in July 2019 to accompany the planning application, however it was noted that this was not submitted. As such, this Travel Plan has been prepared as an update to the 2019 FTP.

1.3 What is a Travel Plan?

- 1.3.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Levelling Up, Housing and Communities (DLUHC) (formerly the Ministry of Housing, Communities & Local Government (MHCLG)) as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

Source: *National Planning Policy Framework*, MHCLG, 2021.

- 1.3.2 In essence, a Travel Plan is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.
- 1.3.3 This document has been written with reference to the following guidance documents and policies:
- National Planning Policy Framework, DCLG, 2021;
 - *“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”*
 - National Planning Practice Guidance, DCLG, 2014; and
 - *“Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.”*
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.4.3 **Section 4** summarises the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** outlines various initiatives that will be considered to encourage a modal shift from single occupancy car travel and towards sustainable modes of travel for future residents.

- 1.4.5 **Section 6** provides example Travel Plan Targets, outlining the need to present SMART targets following the completion of the base Travel Surveys.
- 1.4.6 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses.
- 1.4.7 **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a Travel Plan can be categorised under the following main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful Travel Planning process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda.

2.2.2 The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"A net-zero greenhouse gas emissions (GHG) target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990."

Source: *Net Zero: The UK's contribution to stopping global warming*, Committee on Climate Change, 2019.

2.2.3 Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

"66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010."

Source: Health Survey for England, DoH, 2016.

- 2.3.2 In 2018, Public Health England published an edition of 'Health Matters' focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.
- 2.3.3 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

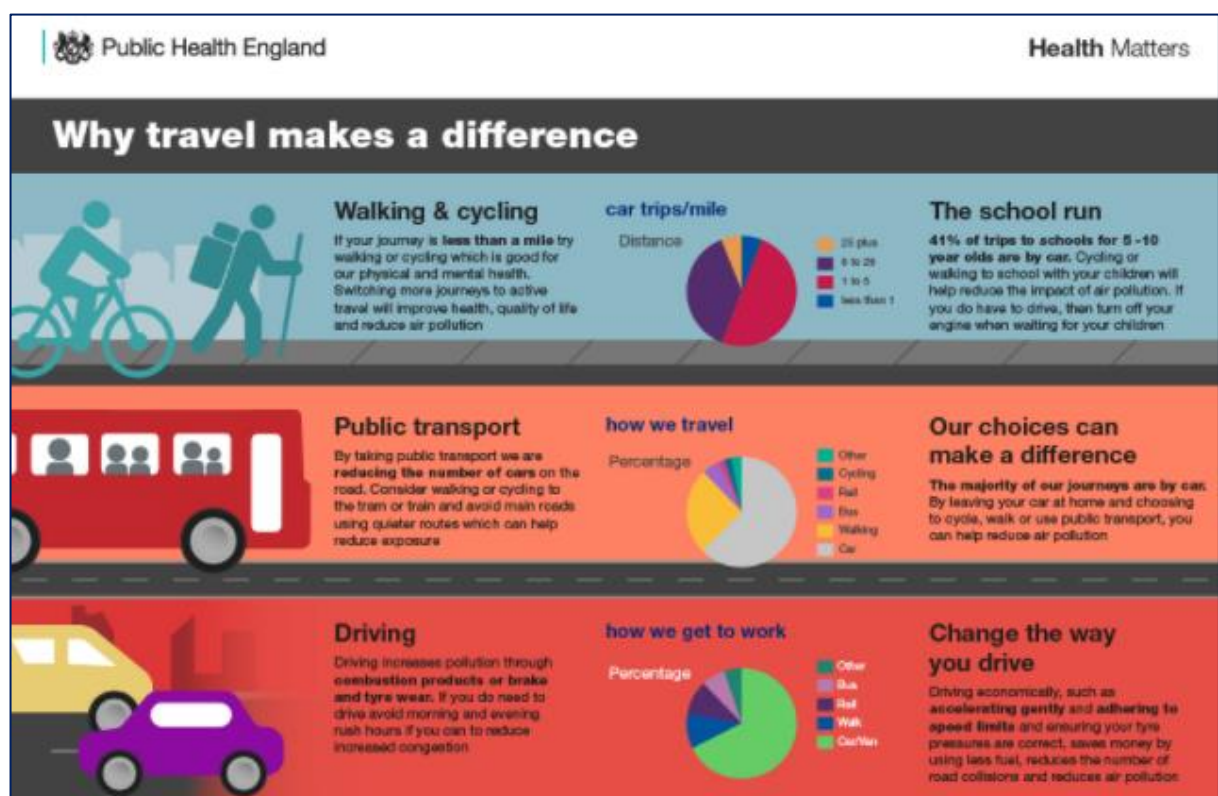


Figure 2.1 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.
In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a Travel Plan in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, Travel Plan measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective Travel Plan can help encourage residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

- 2.5.1 The use of sustainable transport, including car sharing, can also bring social benefits through the interaction with other people.

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Travel Plan will have a positive effect on residents. They must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.7 Travel Plan Aims & Objectives

2.7.1 Considering the above benefits and the end users, this Travel Plan aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.

The Travel Plan also aims to achieve the following benefits:

- A healthier and happier population;
- A reduction in financial wastage for future residents; and
- Increased accessibility to the site for residents and their visitors alike.

2.7.2 The aims of this Travel Plan will be supported with the following objectives:

- **Objective TP1** – To increase the level of walking to and from the site;
- **Objective TP2** – To increase the level of cycling to and from the site;
- **Objective TP3** – To increase the level of public transport use to and from the site;
- **Objective TP4** – To reduce reliance on single occupancy car travel; and
- **Objective TP5** – To raise awareness of the Travel Plan and the travel options available.

3.0 Existing Situation

3.1 Site Location

3.1.1 The Redrow sites are located within the eastern extents of Halewood in Knowsley, Merseyside. The northern site (Grace Fields) is bound by agricultural land to the north and east, by Greensbridge Lane to the west and by a separate consented development parcel (Plot 2 by Bellway Homes) to the south. The southern site (The Finches) is bound by the Liverpool to Manchester railway line and Lower Road to the north, a separate consented development parcel (Plot 4 by Bellway Homes) to the south, Finch Lane to the east, and residential properties which front Baileys Lane to the west.

3.1.2 **Figure 3.1** below shows the sites in relation to the local highway network:

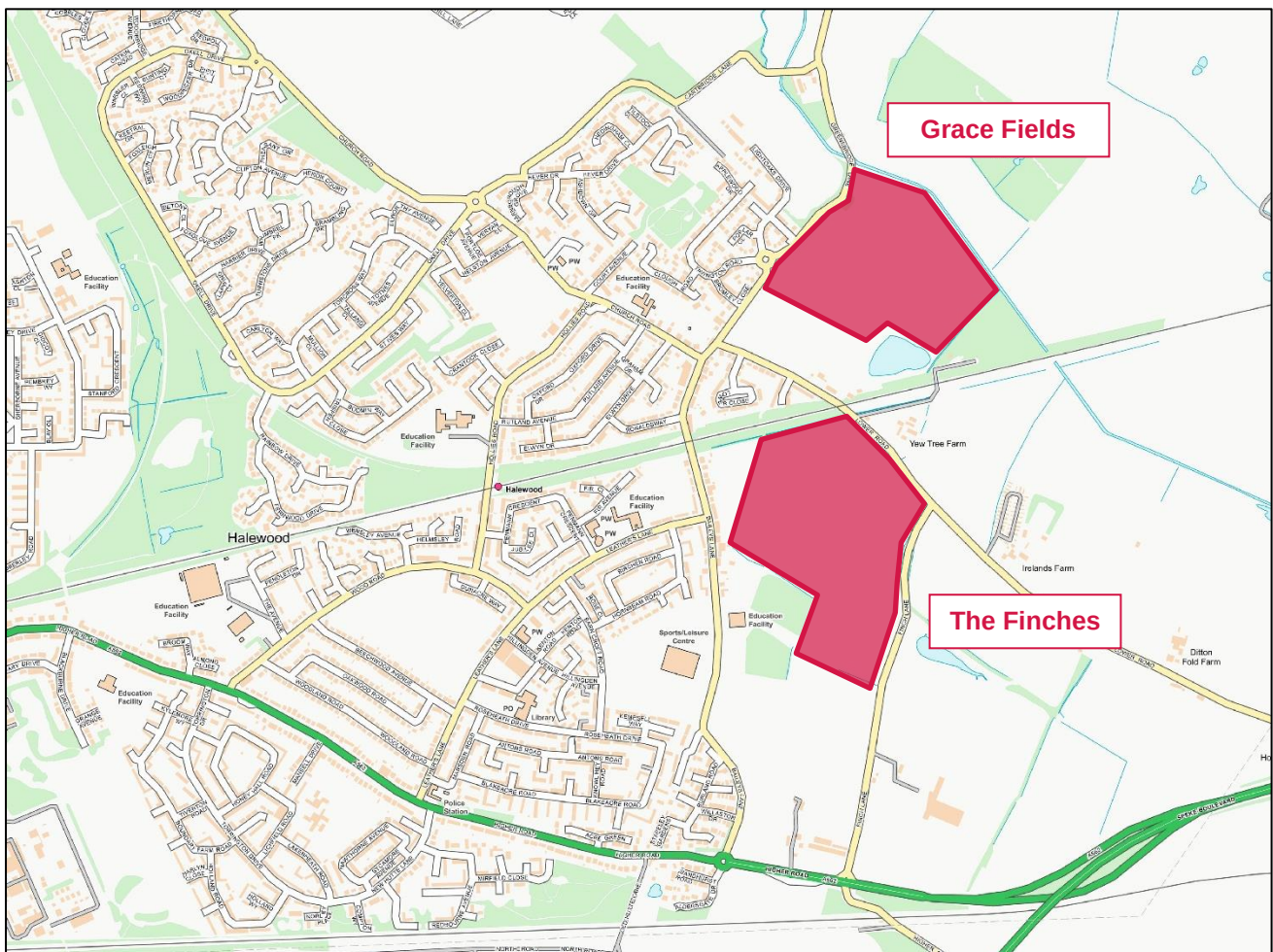


Figure 3.1 – Site Location in Relation to the Local Highway Network
(Source: OS Maps, 2018)

3.2 Local Highway Network

Baileys Lane

- 3.2.1 Baileys Lane is located to the south of Grace Fields and to the west of The Finches, and runs on a general north-south alignment between the roundabout junction with the A562 and Greensbridge Lane. In the vicinity of the sites, the road operates as a single carriageway (approximately 6m wide) and is subject to a 30mph speed limit, with painted 'SLOW' road markings and speed humps to encourage low vehicle speeds.
- 3.2.2 There is a footway present along at least one side of the carriageway for the entire length of Baileys Lane, predominately along the western side, which measures approximately 1.5m in width. The footways are well-maintained and are in good condition, and the footways are well-lit with street light columns at regular intervals.
- 3.2.3 There are bus stops located along Baileys Lane to the south of Grace Fields and to the west of The Finches. These buses host services between Halewood and Liverpool, and comprise a flag and pole arrangement with a notice board, along with painted road markings that indicate the location of the bus stop.

A562

- 3.2.4 The A562 is located further to the south of The Finches and runs from Sankey in Warrington to Liverpool City Centre, generally along an east / west alignment. The A562 also leads to the M62 and M57 motorways to the north of the sites.
- 3.2.5 In the vicinity of the sites, the A562 operates with two eastbound lanes and a single westbound lane. The road is subject to a 40mph speed limit.
- 3.2.6 There is a 1.0 – 1.4m footway on the northern side of the A562 which is well lit and separated from the carriageway by existing grass verge. At the roundabout junction with Baileys Lane, there are pedestrian crossing facilities such as dropped kerbs and tactile paving across each arm (except the A562 (W) approach).

Lower Road

- 3.2.7 Lower Road is located between Grace Fields and The Finches, and runs in an eastern direction from its priority junction with Baileys Lane to Higher Road / Halebank Road, passing Finch Lane en route. The carriageway has a single lane in each direction and is subject to the National Speed Limit.
- 3.2.8 For the majority of Lower Road, there is a footway present along one side of the road, predominately south of the carriageway, which is approximately 1.8m wide and lit at irregular intervals.

3.2.9 There is a bus stop to the north of The Finches which hosts a service to Speke from Huyton Quarry. There is a flag and pole arrangement, however the bus stop is partially obstructed by existing overgrown shrubbery on the northern side of the carriageway, and there are no road markings which indicate the location of the bus stop. Alternatively, there is a pair of bus stops to the south-east of The Finches, whereby there is a flag and pole and shelter at the northbound bus stop, however there is none of the above provided at the southbound bus stop.

3.2.10 As part of the Transport Assessment accompanying the planning application, it was proposed that the speed limit along the Lower Road to the east of the railway bridge is reduced to a constant 30mph to complement the change in character of the area, reflecting the increase in residential properties.

Greensbridge Lane

3.2.11 Greensbridge Lane runs north from its junction with Lower Road towards the B5178 Netherley Road. Greensbridge Lane operates with a single lane in each direction, with the exception of a small section of carriageway across Netherley Brook Bridge, where the road narrows and requires a signal controlled one-way direction of traffic to flow over the bridge at a given time.

3.2.12 With the exception of Netherley Brook Bridge, Greensbridge Lane is generally 6m wide with a footway provided along the western side of the carriageway, which is well lit. Greensbridge Lane is subject to a variable speed limit of between 30mph – 40mph speed limit in proximity of Grace Fields.

3.2.13 As part of the Transport Assessment accompanying the planning application, it was proposed that the speed limit along the Greensbridge Lane is reduced to a constant 30mph to complement the change in character of the area, reflecting the increase in residential properties.

Finch Lane

3.2.14 Finch Lane runs along the east of The Finches, and has an approximate carriageway width of 5m. There is no footway or street lighting present within the northern extents of Finch Lane. However, there is a footway with dropped kerbs, tactile paving, and street lighting present to the south of the site in the vicinity of the Everton Football Club training facility at Finch Farm.

3.2.15 Finch Lane operates as a single carriageway road and is subject to the national speed limit. The junction between Finch Farm and the A562 forms a 'left-in and left-out' arrangement, with no right turn available.

3.3 Consented Development

3.3.1 Due to the size and scale of the development, there will be three new highway connections from the existing highway network (one for Grace Fields, and 2 for The Finches). There will also be links within the site connecting Grace Fields and The Finches to the neighbouring Plots 2 and 4 by Bellway Homes.

- 3.3.2 The vehicular for Grace Fields will be in the form of a priority junction off Greensbridge Lane, to the north of the existing roundabout with Lightoaks Drive and Tavington Road. This access would comprise a 5.5m wide carriageway, 2m footway on the northern extent, and a 3m shared cycleway / footway on the southern side of the road.
- 3.3.3 The vehicular access for The Finches comprises two priority junctions on the southern side of Lower Road. These access points are designed to form a primary and secondary route throughout the wider East Halewood SUE and form a pedestrian / cycle link from Finch Woods to Lower Road.
- 3.3.4 On this basis, the carriageway of the primary route (eastern access junction) would be widened to 6.8m to allow for a potential bus route, with 3m grass verges separating a 2m wide footway on one side of the carriageway and a 3m wide shared cycleway / footway on the other side. Whereas the secondary route (western access junction) has been designed to facilitate a 6m wide carriageway and 2m wide footways along both sides.
- 3.3.5 Additionally, pedestrian and cycle access would also be provided at a number of locations around the perimeter of the wider East Halewood SUE. The footway along Lower Road would be widened to enhance future residents' connectivity to bus services, with Grace Fields and The Finches connecting to the neighbouring Plots 2 and 4 by Bellway Homes, where there is a new pedestrian and cycle link between Plot 2 and Lower Road, complete with tactile paving and dropped kerbs.
- 3.3.6 Car parking is provided for each dwelling in the form of driveways or garages, whereas residents store any bicycles within the curtilage of each dwelling (or within the garages, if applicable).

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the Redrow development plots is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

4.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Figure 4.1** below and **Plan 072917-CUR-00-XX-DR-TP-06102** to the rear of the report, and **Figure 4.2** below and **Plan 072917-CUR-00-XX-DR-TP-06111** to the rear of the report show distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting and school trips for Grace Fields and The Finches respectively; which are considered a good approximation for the majority of trips associated with the development.

Grace Fields

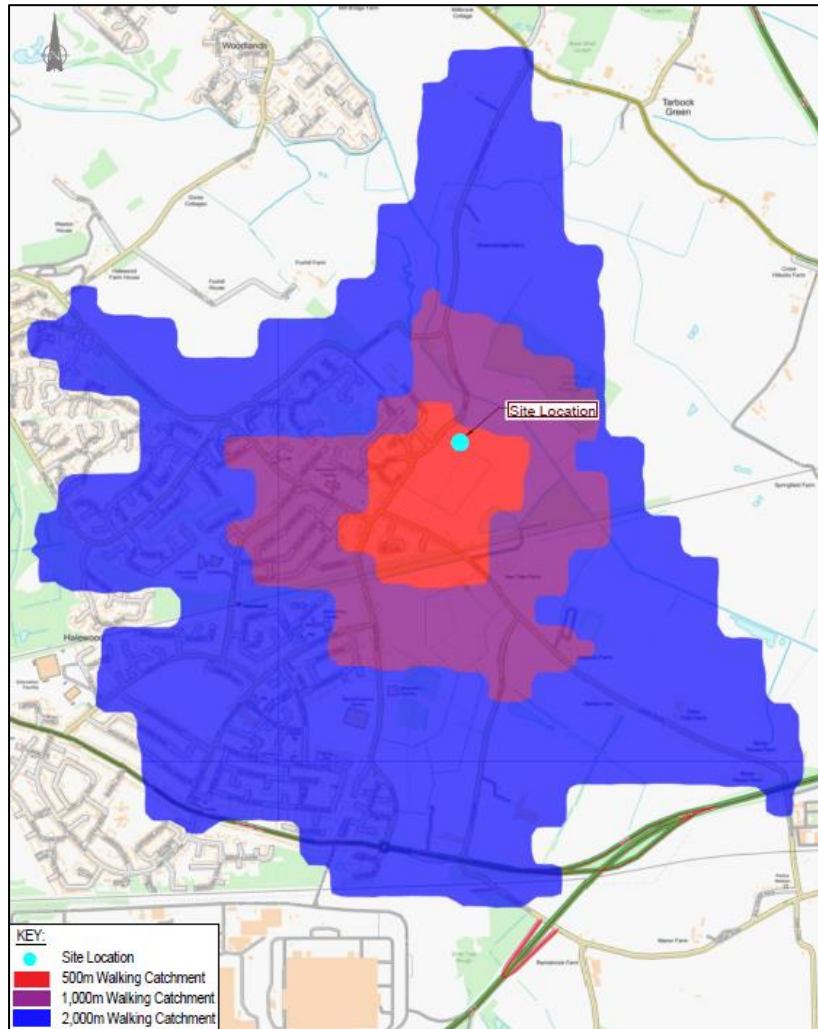


Figure 4.1 – Pedestrian Catchment Plan (Grace Fields)

- 4.2.4 Within 500m of Grace Fields there is a garage and the southbound bus stop along Lower Road. Further afield but within a 1,000m walking distance, there are further amenities such as a café, convenience stores, florist, salon, Halewood C of E Primary School, a bowling club, public house, a chemist, Halewood Town Council Community Centre, a children's playground, and a number of additional bus stops offering a multitude of services which are detailed in **Section 4.4** below. There are also further residential areas available within the wider catchment.
- 4.2.5 Existing pedestrian infrastructure includes wide, well-lit footways and a controlled pedestrian crossing facility with pedestrian call buttons, complete with dropped kerbs and tactile paving, to the south of the Baileys Lane / Church Road priority junction.
- 4.2.6 Within a 2,000m walking distance of the site, a country club, Halewood rail station, Halewood Academy, Leathers Lane shopping centre, a petrol station, a gymnasium and places of worship are all accessible. Halewood Triangle Park, which is a popular local walking / cycling route, also falls within this catchment.

- 4.2.7 The predominant shopping area is the Halewood shopping centre and this is considered a walkable distance to and from the site for some pedestrians. The likely shopping periods are considered to fall outside of the assessed peak periods and the shopping related movements would be lower than the 'commuter' related traffic in the assessed periods within the consented Transport Assessment.

The Finches

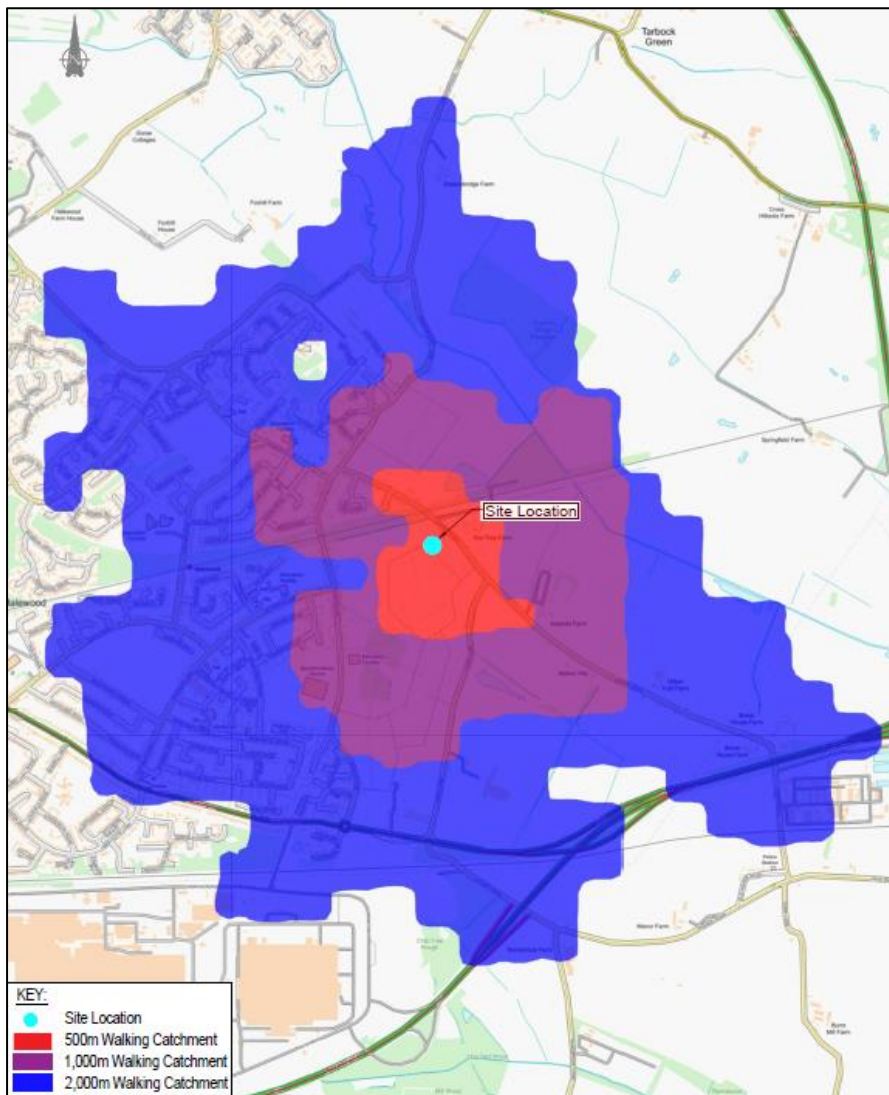


Figure 4.2 – Pedestrian Catchment Plan (The Finches)

- 4.2.8 The Finches is within an accessible walk distance of all the aforementioned facilities.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.3** below and **Plan 072917-CUR-00-XX-DR-TP-06103** to the rear of the report, and **Figure 4.4** below and **Plan 072917-CUR-00-XX-DR-TP-06109** to the rear of the report present an 8km cycle catchment for the site. This distance equates to a journey time of around 40 minutes, while cycling at a speed of 12 kmph.

- 4.3.2 The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"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 (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.3 Following discussions with Highway Officers at KMBC, it was agreed that this is an acceptable maximum cycling distance that some commuters would consider cycling. There are numerous facilities and amenities that fall within this catchment including Halewood village shopping centre which is around 2km west of the site.

Grace Fields

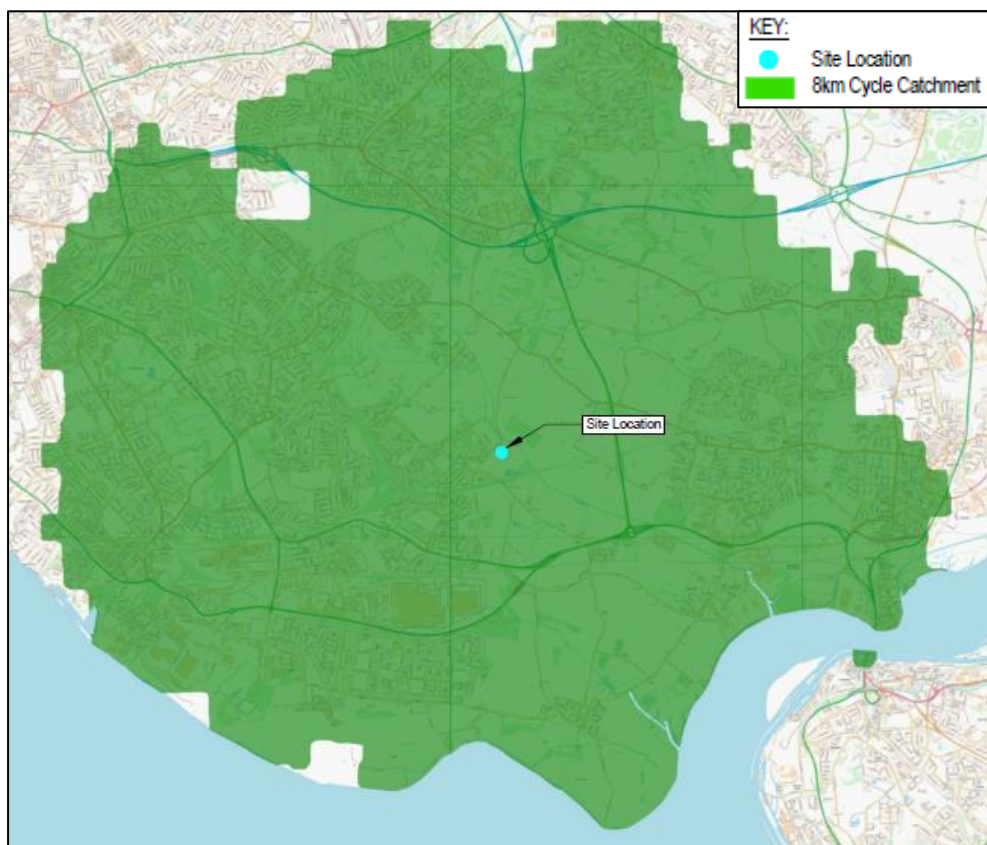


Figure 4.3 – Cycle Catchment Plan (Grace Fields)

- 4.3.4 Within an 8km cycling distance from Grace Fields lies the south and east of Liverpool, Widnes, Huyton, as well as other areas of Knowsley and Halton. These areas include Hunts Cross and Liverpool South Parkway Station, Liverpool John Lennon Airport, Whiston, Broadgreen, Garston, Allerton, Runcorn, Woolton, and Belle Vale.
- 4.3.5 There are a number of cycle routes around the site within 8km which provide cycle-only parts of a commuting route. Route 62 on the National Cycle Network is located to the west of Halewood and is within an 8km cycling distance of the site. Route 62 extends to Southport, forming part of the West

Pennine Trail. There are a number of traffic free routes surrounding the site including along Speke Boulevard from the Jaguar Factory to the job centre at Garston. The path along Speke Boulevard also directly connects to Route 62 via Renaissance Way through Hunts Cross further to the north, providing a connection from the site to Woolton or Gateacre.

The Finches

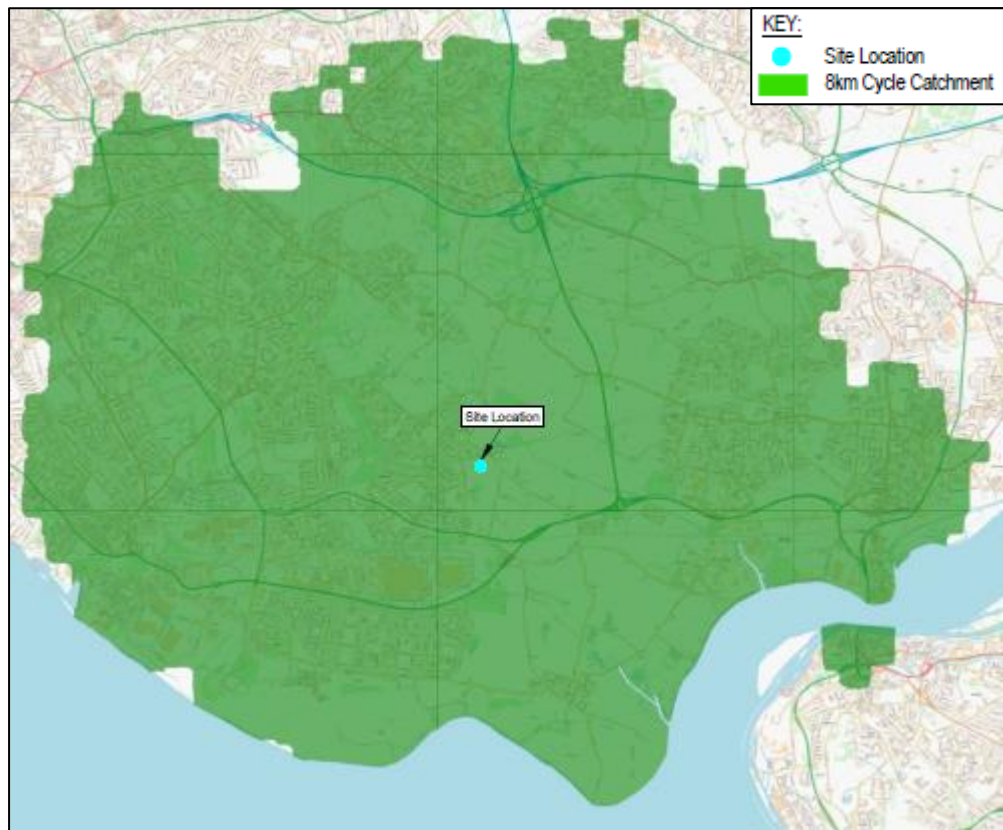


Figure 4.4 – Cycle Catchment Plan (The Finches)

- 4.3.6 The catchment extends to most of the same areas apart from the northern areas of Huyton. The catchment however extends further west towards Aigburth as well as further east and south including more of Widnes and Runcorn. The southern extent of Route 56 towards Liverpool's Pier Head is accessible within this catchment.

4.3.7 Whilst there are no formal cycle lanes in the vicinity of the site, it is considered that the local roads within Halewood are suitable for cycling due to their low speed limits. The local cycle network within the vicinity of the site is reproduced in **Figure 4.5** below:

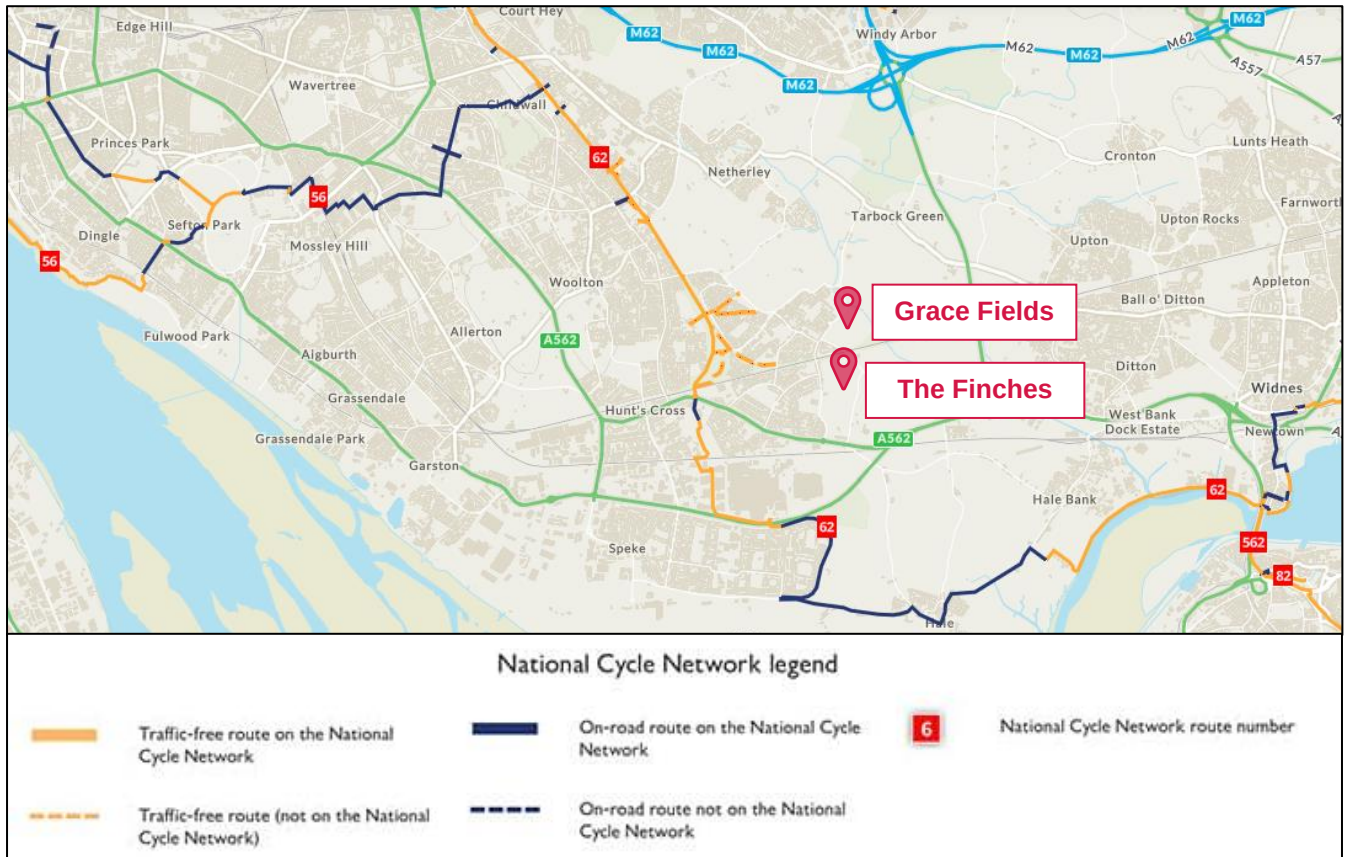


Figure 4.5 – Local Cycle Network
(Source: Sustrans and Ordnance Survey, 2022)

4.3.8 The site is therefore ideally placed to take advantage of the cycle connections around Halewood and within Merseyside. In summary, it is considered that cycling is a realistic mode of travel for residents of the site, both for short-distance convenience trips and for longer-distance trips for a range of journey purposes.

4.4 Public Transport Accessibility

4.4.1 **Figure 4.6** below and **Plan 072917-CUR-00-XX-DR-TP-06005** to the rear of the report, and **Figure 4.7** below and **Plan 072917-CUR-00-XX-DR-TP-06010** to the rear of the report demonstrate those areas accessible via public transport within 15, 30 and 45-minutes journey from the site, these include:

- **15 minutes** – Halewood, Tarbock Green;
- **30 minutes** – Hough Green, Speke, Hunt's Cross, Garston, Woolton, Belle Vale; and
- **45 minutes** – Liverpool John Lennon Airport, Allerton, Aigburth, Wavertree, Edge Hill, Ropewalks, Huyton, Widnes, Runcorn.

Grace Fields

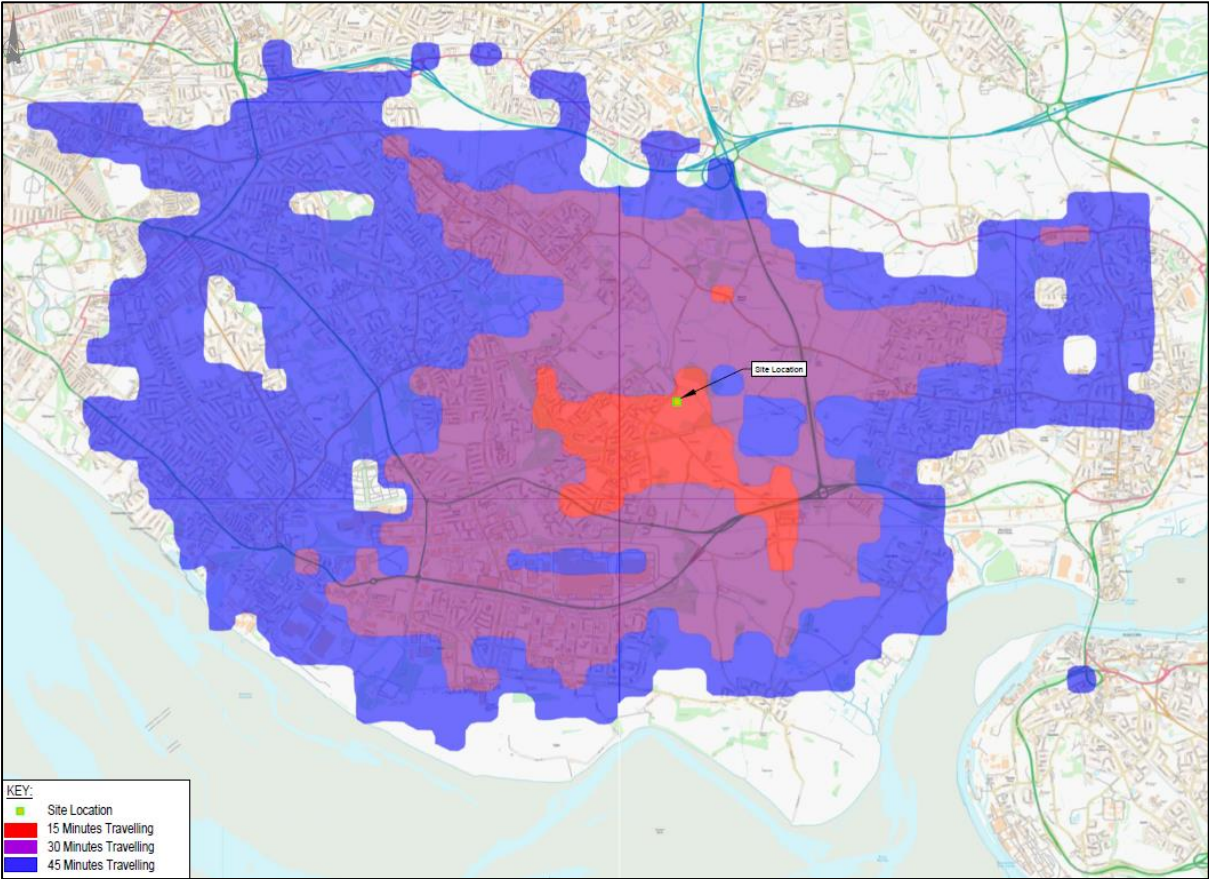
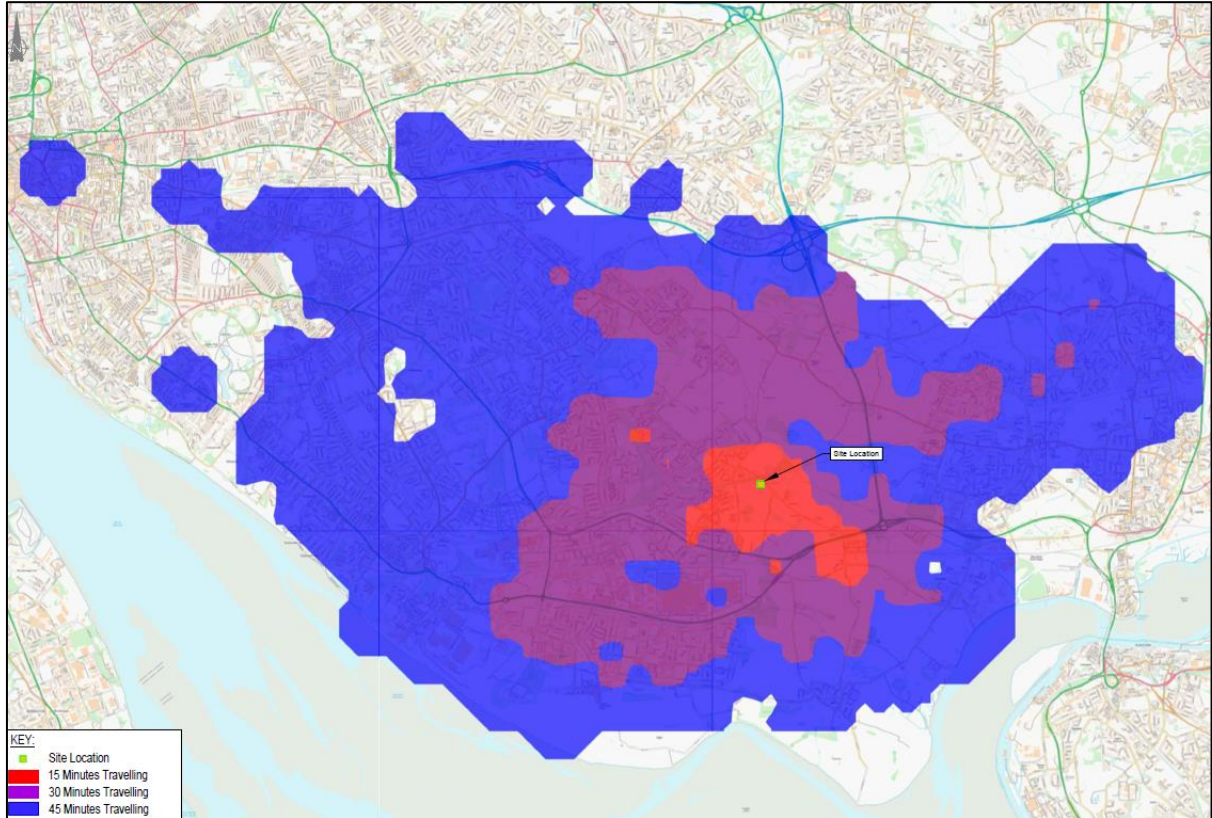


Figure 4.6 – Public Transport Catchment Plan (Grace Fields)

The Finches**Figure 4.7 – Public Transport Catchment Plan (The Finches)**

4.4.2 Accessibility by bus and rail are considered in further detail within the subsections below.

Bus Accessibility

4.4.3 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.4 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

- 4.4.5 The nearest bus stops to the development plots are located approximately 400-500m south of Grace Fields (along Lower Road, Church Road, and Baileys Lane) and c. 900m west of The Finches (along Leather's Lane, noting that The Finches is not permeable to Baileys Lane from the west, and pedestrians would have to access Leather's Lane via the PRoW between Baileys Lane and Finch Lane).
- 4.4.6 It is considered that the nearest bus stops to The Finches is slightly outside of the maximum distance; however, it is likely that future residents may be willing to travel the additional distance. **Table 4.3** sets out the services available from these stops:

Bus No	Route	Bus Times		
		Weekdays	Saturday	Sunday
From Lower Road, opposite Rawlinson Crescent (Eastbound (EB) only):				
3A	Huyton Industrial Estate – Halewood / Liverpool John Lennon Airport	05:02, then hourly until 18:02, 18:56, 20:12, 21:12	08:02, then hourly until 18:02	No Service
From Church Road, opposite Elwyn Drive (Westbound (WB) only):				
3A	Halewood / Liverpool John Lennon Airport – Huyton Industrial Estate	04:58, then hourly until 15:58, 16:53, 17:58, 18:51, 19:51, 20:51	07:58, then hourly until 17:58	No Service
79	Halewood Shopping Centre – Liverpool ONE Bus Station	04:57, then every 20 mins until 06:32, then every 8-10 mins until 19:02, then every 30 mins until 23:02	05:04, then every 20 mins until 06:44, then every 10-15 mins until 20:02, then every 30 mins until 23:02	05:58, then every 20 mins until 20:02, then every 30 mins until 23:02
188	Belle Vale – Liverpool South Parkway Circular	08:20, then hourly until 14:20, then every 30 mins until 19:08, then hourly until 23:08	08:18, then hourly until 23:08	08:20, then hourly until 23:08
838	Hunts Cross – Liverpool Freeport	06:42	No Service	No Service
From Baileys Lane, south of junction with Church Road (Northbound (NB) and Southbound (SB)):				
79	Halewood Shopping Centre – Liverpool ONE Bus Station	04:57, then every 20 mins until 06:32, then every 8-10 mins until 19:02, then every 30 mins until 23:02	05:04, then every 20 mins until 06:44, then every 10-15 mins until 20:02, then every 30 mins until 23:02	05:57, then every 20 mins until 20:02, then every 30 mins until 23:02
	Liverpool ONE Bus Station – Halewood Shopping Centre	06:21, then every 30 mins until 07:21, then every 8-10 mins until 20:19, then every 30 mins until 00:49	06:35, then every 20 mins until 08:28, then every 10-20 mins until 20:19, then every 30 mins until 00:49	07:34, then every 20 mins until 20:14, then every 30 mins until 00:49
166 (SB only)	Belle Vale – Liverpool South Parkway Circular	07:24, then hourly until 13:24, 14:29, 15:49, 17:09, 18:28, then hourly until 23:28	07:24, then hourly until 17:24, 18:28, then hourly until 23:28	09:27, then hourly until 23:28

Bus No	Route	Bus Times		
		Weekdays	Saturday	Sunday
188 (NB only)	Belle Vale – Liverpool South Parkway Circular	08:20, then hourly until 14:20, then every 30 mins until 19:08, then hourly until 23:08	08:18, then hourly until 23:08	08:20, then hourly until 23:08
838 (NB only)	Hunts Cross – Liverpool Freeport	06:42	No Service	No Service
C44	Wavertree – Widnes via Netherley, Hough Green, Cronton	08:20	No Service	No Service
	Widnes – Wavertree via Cronton, Hough Green, Netherley	17:07	No Service	No Service
C44A	Belle Vale – Widnes via Hough Green, Halewood	08:20	No Service	No Service
	Widnes – Belle Vale via Halewood, Hough Green	17:07	No Service	No Service
From Leather's Lane, south of junction with Baileys Lane (Northbound (NB) and Westbound (WB)):				
79	Halewood Shopping Centre – Liverpool ONE Bus Station	04:57, then every 20 mins until 06:32, then every 8-10 mins until 19:02, then every 30 mins until 23:02	05:04, then every 20 mins until 06:44, then every 10-15 mins until 20:02, then every 30 mins until 23:02	05:57, then every 20 mins until 20:02, then every 30 mins until 23:02
	Liverpool ONE Bus Station – Halewood Shopping Centre	06:21, then every 30 mins until 07:21, then every 8-10 mins until 20:19, then every 30 mins until 00:49	06:35, then every 20 mins until 08:28, then every 10-20 mins until 20:19, then every 30 mins until 00:49	07:34, then every 20 mins until 20:14, then every 30 mins until 00:49
166 (SB only)	Belle Vale – Liverpool South Parkway Circular	07:25, then hourly until 13:25, 14:30, 15:50, 17:10, 18:28, then hourly until 23:28	07:25, then hourly until 17:25, 18:28, then hourly until 23:28	09:28, then hourly until 23:28
188 (NB only)	Belle Vale – Liverpool South Parkway Circular	08:19, then hourly until 14:19, then every 30 mins until 19:08, then hourly until 23:08	08:17, then hourly until 23:08	08:19, then hourly until 23:08
838 (NB only)	Hunts Cross – Liverpool Freeport	06:41	No Service	No Service
C44	Wavertree – Widnes via Netherley, Hough Green, Cronton	08:19	No Service	No Service

Bus No	Route	Bus Times		
		Weekdays	Saturday	Sunday
	Widnes – Wavertree via Cronton, Hough Green, Netherley	17:07	No Service	No Service
C44A	Belle Vale – Widnes via Hough Green, Halewood	08:19	No Service	No Service
	Widnes – Belle Vale via Halewood, Hough Green	17:07	No Service	No Service

Table 4.3 – Bus Service Summary

4.4.7 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found at the following websites: <https://www.merseytravel.gov.uk/timetables/#bus> (Merseytravel's official directory) and <https://www.warringtonsownbuses.co.uk/services> (the Warrington's Own Buses website, for services C44 and C44A).

4.4.8 The above services call at Halewood Bus Station located within the main Halewood Shopping District off Leathers Lane. The Bus Station is located between 1,600m and 1,700m to the south-west of the Grace Fields and The Fields site accesses respectively, and hosts similar bus services to those in **Table 4.3** (i.e. services 3A and 79).

Community Transport

4.4.9 For residents who may have difficulty accessing regular public transport, there are several alternative schemes such as:

- **Merseylink Bus Scheme** – Merseytravel's dial-a-ride service for people with mobility problems or difficulties, for travel anywhere in Merseyside; and
- **The Motability Scheme** – a national charity where a disabled person can use their higher rate component of Disability Living Allowance or their War Pensioners' Mobility Supplement to lease or buy a car or powered wheelchair or scooter.

4.4.10 The above information confirms that the sites are accessible by bus and that trips to and from the site by residents could be undertaken by this mode of transport.

4.4.11 As part of the wider SUE Masterplan, a future bus route may be redirected through the site once the residential developments have been constructed, enhancing the existing bus accessibility for local residents.

Rail Accessibility

- 4.4.12 The Chartered Institution of Highways and Transportation (CIHT) document, 'Planning for Public Transport in Developments' notes that visitors travelling to a site by rail will typically be prepared to walk further to the site than visitors travelling by bus, with a preferred distance of 800m.
- 4.4.13 The nearest train station is Halewood c. 1.3km to the west of the sites, which is approximately a 18-20-minute walk from both Grace Fields and The Finches. The surrounding footpath network could be used as a multi-modal route for either cyclists or pedestrians to access the station.
- 4.4.14 A summary of rail services from both stations are outlined in **Table 4.4**:

Service	Train Times	
	Weekdays and Saturdays	Sundays
Liverpool to Manchester Piccadilly via Warrington Central Calling at: Liverpool Lime Street, Edge Hill, Mossley Hill, West Allerton, Liverpool South Parkway, Hunt's Cross, Halewood, Hough Green, Widnes, Sankey for Penketh, Warrington West, Warrington Central, Padgate, Birchwood, Glazebrook, Irlam, Flixton, Chassen Road, Urmston, Humphrey Park, Trafford Park, Deansgate, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	To MCR: Hourly from 06:11 – 17:16, every 30 mins from 17:39 – 19:16, hourly from 20:17 – 22:16, 23:59 To LIV: 06:14, 07:15, 07:28, 07:58, hourly from 08:36 – 17:35, 18:09, 19:04, hourly from 19:37 – 00:23	To MCR: Hourly from 08:46 – 22:47 To LIV: Hourly from 08:30 – 23:29

Table 4.4 – Summary of Rail Services

- 4.4.15 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: northernrailway.co.uk/travel/timetables.
- 4.4.16 The trains that service Halewood regularly run 7 days of the week and allow future residents to change to larger cities across Merseyside and the North West. It is considered that these services would provide a viable alternative to private car use for longer journeys.

4.5 Potential Future Third Party Proposals

- 4.5.1 Due to the size and the strategic location of the development, there are a number of local and regional proposals that could increase public transport usage at the Halewood SUE development. Below sets out some of the proposed developments that could occur and benefit the future residents of the Halewood development.

New Tarbock Exchange or Halewood South Rail Station

- 4.5.2 As part of proposed electrification and capacity enhancements there is a proposed extension to the Merseyrail network which includes a potential new rail station either as an interchange towards Tarbock

or a station to the south of Halewood. Both stations would be located near to the development, however the Halewood South station would likely be located south of the East Halewood SUE Area.

- 4.5.3 The stations would enhance the public transport options for the application site and likely alter the movements of some residents to utilise the facilities.

Extension of Merseyrail to Speke, Liverpool John Lennon Airport and Runcorn

- 4.5.4 The extension of the Merseyrail network towards Speke, John Lennon Airport and to Runcorn would offer benefits to the wider Halewood SUE development. There is potential that this route could tie into the proposed Halewood south development. Regardless, stations within Speke and near the Airport could be attractive for commuters heading towards Liverpool city centre as part of a multi-modal journey.

4.6 Summary

- 4.6.1 In summary, it is considered that the site is well located to benefit from existing pedestrian, cycle and public transport infrastructure in accordance with the key policies. The existing infrastructure provides access to a wide variety of key facilities and destinations both in Halewood and further afield. This existing infrastructure will be further enhanced by the widening of the footway and reduction of speed limits on Lower Road to improve pedestrian amenity, and also additional access points across the perimeter of other sides within the East Halewood SUE.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Taking into account the location of the site, and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 5.1.2 This section of the Travel Plan sets out the initiatives for the site. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.

Timescales

- 5.1.3 The following terms have been used to provide an indication of timescales for each element of the action plan:
- Immediate – to be actioned upon adoption of the Full Travel Plan;
 - Short Term – to be completed within 1 year;
 - Medium Term – to be completed within 1 – 3 years;
 - Long Term – to be completed over more than 3 years; and
 - Ongoing – an ongoing element which spans the life of the Travel Plan.

5.2 Appointment of Travel Plan Coordinator (TPC)

This measure is in direct relation to:

“Objective TP5 – To raise awareness of the Travel Plan and the travel options available”.

This measure has been implemented.

- 5.2.1 Curtins has been appointed as the TPC for the development, working in conjunction with Redrow Homes. The contact details of the TPC will be provided to all residents via and are replicated below:

Curtins
Travel Plan Coordinator
Grace Fields and The Finches
manchester@curtins.com

- 5.2.2 The TPC is responsible for ensuring that the various elements of the Travel Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 7** of this report.

5.3 Production of Welcome Pack

This measure is in direct relation to:

“Objective TP5 – To raise awareness of the Travel Plan and the travel options available”.

This measure has been implemented and will be updated annually.

5.3.1 The distribution of a comprehensive Welcome Pack can be an effective initiative in informing residents of the travel options available and influencing travel patterns. All residents will receive a link to an online version of the Welcome Pack as a convenient web-based resource. Residents will also be given the option to download a Portable Document Format (PDF) version of the Welcome Pack to save or print out if necessary. This is provided in **Appendix B** to the rear of the report.

5.3.2 A Welcome Pack can be important in influencing travel patterns, and the contents of the Welcome Pack includes the following:

- Introduction to the Travel Plan concept detailing objectives and aspirations;
- Links to additional literature on the health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
- Details of the Active Travel website by MerseyTravel: <https://www.merseytravel.gov.uk/active-travel/> which offers walking and cycling information, along with any active travel schemes and future investment;
- Details of journey planning websites and tools (i.e. <https://jp.merseytravel.gov.uk/> and traveline.info);
- Maps showing local walking / cycling routes and places of interest;
- Information on local cycle shops;
- Links to up-to-date public transport services, i.e. public transport operator websites with timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

5.3.3 The Welcome Pack will be distributed to residents occupying the site by Redrow Homes' Sales and Marketing Team.

5.3.4 The information contained with the Welcome Pack will be updated annually by the TPC.

5.4 Measures to Encourage Walking

5.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

5.4.2 It has been demonstrated throughout **Section 4** of this Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The development also provides improved pedestrian connectivity between the site and the surrounding streets in the form of the shared footpath / cycle path links. The following measures in **Table 5.1** have been provided in order to encourage residents to walk:

Objective	Initiative	Description	Timescale
Objective TP1 – To increase the level of walking to and from the site.	Raise awareness	Raise awareness of the health benefits of walking.	Ongoing via Welcome Pack.
	Increased permeability	Provide direct walking routes to off-site facilities, bus stops, and key routes outside the site.	To be delivered during construction.
Objective TP4 – To reduce reliance on single occupancy car travel.	Increased visibility and amenity	Provide adequate lighting and landscaping to create pleasant pedestrian environments.	To be delivered during construction.
	Walking resources	Promote MerseyTravel and Living Streets' websites with walking maps and tips, and 'RouteYou' website links to those who are unsure of how to start.	Ongoing via Welcome Pack.

Table 5.1 – Initiatives to Encourage Walking

Raise Awareness

5.4.3 Promoting the health and environmental benefits of walking such as reduced stress, increased physical health, reduced CO₂ levels, and reduced petrol costs, could be beneficial in encouraging residents to consider opportunities for walking.

5.4.4 National events for children such as 'Walk to School Week' [livingstreets.org.uk/products-and-services/projects/walk-to-school-week](https://www.livingstreets.org.uk/products-and-services/projects/walk-to-school-week), and for adults such as 'National Walking Month' <https://www.livingstreets.org.uk/get-involved/campaign-with-us/national-walking-month>, both organised by Living Streets, are linked in the Welcome Pack (website and PDF) for children, parents, and all adults keen on getting involved.

5.4.5 The information contained with the Welcome Pack will be updated annually by the TPC, and any new campaigns and events will be added as and when appropriate.

Increase Permeability

5.4.6 Pedestrian and cycle access would be provided at a number of locations around the perimeter of the wider East Halewood SUE. The footway along Lower Road would be widened to enhance future residents' connectivity to bus services, and Grace Fields/The Finches would connect to the neighbouring Plots 2 and 4 by Bellway Homes, where there is a new pedestrian and cycle link between Plot 2 and Lower Road, complete with tactile paving and dropped kerbs.

Increase Visibility and Amenity

- 5.4.7 Low levels, or perceived low levels, of security can be a major influence on the attractiveness of walking in an area. All walking routes are as short and direct as possible, with good lighting and active frontages designed throughout the site. This will help reduce any uncomfortable feelings and encourage more to commute on foot.

Walking Resources

- 5.4.8 Information has been provided within the Welcome Pack (website and PDF) on the local pedestrian routes, including public footpaths. These include:
- The Knowsley Metropolitan Borough Council website at <https://highways.knowsley.gov.uk/> with a map on public rights of way;
 - The Knowsley Metropolitan Borough Council website at <https://www.knowsley.gov.uk/things-to-do/parks-and-green-spaces/green-space-ranger-activities.aspx> which provides resources on a variety of fun activities and events suitable for the whole family, for example regular walking sessions;
 - The <https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner> website for journey planning on foot;
 - Local ramblers associations;
 - The MerseyTravel website at <https://www.merseytravel.gov.uk/active-travel/walking/> which provides resources on walking tips;
 - The Living Streets website at <https://www.livingstreets.org.uk/get-involved/walking-from-home> with useful information on encouraging more people to travel on foot; and
 - The Fitforme website at: <https://www.fitforme.info/activities/walking/> as a starting point for those who are unsure if walking is suitable for them.
- 5.4.9 The information contained within the Welcome Pack will be updated annually by the TPC, and any changes to the above resources will be amended as and when appropriate.

5.5 Measures to Encourage Cycling

- 5.5.1 It has been demonstrated throughout **Section 4** of this Travel Plan that there is an existing good level of cycle infrastructure in the surrounding area. It is considered that cycling is a realistic mode of travel for residents wanting to access areas of Merseyside and beyond, and also for residents that want to travel further afield for commuting and leisure-based trips.
- 5.5.2 The following initiatives in **Table 5.2** have been provided in order to encourage residents to cycle:

Objective	Initiative	Description	Timescale
Objective TP2 – To increase the level of cycling to and from the site.	Raise awareness	Raise awareness of the health benefits of cycling.	Ongoing via Welcome Pack.
	Increased permeability	Provide direct cycling routes to facilities and key routes outside the site.	To be delivered during construction.
	Increased visibility and amenity	Provide adequate lighting and landscaping to create pleasant cycle environments.	To be delivered during construction.
Objective TP4 – To reduce reliance on single occupancy car travel.	Cycling resources	Promote the Merseytravel Cycle Maps, BikeRight! free cycle training and maintenance classes, local cycle initiatives, and Sustrans or Cyclestreet website links to those who are unsure of where to start.	Ongoing via Welcome Pack.
	Bicycle User Group (BUG)	Encourage residents to set up a BUG, with local cycle clubs/forums invited to take part, if there is sufficient interest.	Short to Medium-Term.

Table 5.2 – Initiatives to Encourage Cycling

Raise Awareness

- 5.5.3 Promoting the health and environmental benefits of cycling such as reduced stress, increased physical health, reduced CO₂ levels, and reduced petrol costs, could be beneficial in encouraging residents to consider opportunities for cycling.
- 5.5.4 National events such as 'National Bike Week' organised by Cycling UK: www.cyclinguk.org/bikeweek, and 'Bike to School Week' organised by Sustrans: www.sustrans.org.uk/our-blog/projects/uk-wide/schools/bike-to-school-week, are linked in the Welcome Pack (website and PDF) for children, parents, and all adults keen on getting involved.
- 5.5.5 The information contained with the Welcome Pack will be updated annually by the TPC, and any new campaigns and events will be added as and when appropriate.

Increase Permeability

- 5.5.6 Pedestrian and cycle access would be provided at a number of locations around the perimeter of the wider East Halewood SUE. The footway along Lower Road would be widened to enhance future residents' connectivity to bus services, and Grace Fields/The Finches would connect to the neighbouring Plots 2 and 4 by Bellway Homes, where there is a new pedestrian and cycle link between Plot 2 and Lower Road, complete with tactile paving and dropped kerbs.

Increase Visibility and Amenity

- 5.5.7 Low levels, or perceived low levels, of security can influence the attractiveness of cycling in an area. All cycling routes are as short and direct as possible, with good lighting and active frontages designed throughout the site. This will help reduce any uncomfortable feelings and encourage more to commute by bike.

Cycling Resources

- 5.5.8 Information has been provided within the Welcome Pack (website and PDF) on helpful links to those wishing to learn how to travel by bike. These include:

- The Merseytravel and Trans Pennine Trail websites at: <https://www.merseytravel.gov.uk/active-travel/cycling/> and <https://www.transpenninetrail.org.uk/cyclists/map-for-cyclists/> which provides cycle maps and useful tips and guidance, such as:
 - The Sustrans website www.sustrans.org.uk which provides maps, campaigns, events, policy, information on Cycle to Work schemes, and advice on safe cycling and parking;
 - The BikeRight! website at <https://www.bikeright.co.uk/sponsors/liverpool/>, featuring free adult cycle training, child learn to ride and Bikeability sessions, and bicycle maintenance classes / bicycle mechanic training;
 - A directory to find local cycle shops at: <https://www.thecyclingexperts.co.uk/find-a-shop/?searchterms=&location=Halewood&Search=1;>
 - Cycling Projects, <https://cycling.org.uk/locations/halewood-wheels-for-all-knowsley>, a national UK charity which promotes inclusive cycling through a range of successful community engagement programmes that give people the opportunity to cycle on a regular basis;
 - Merseyside Cycling Campaign, <https://www.merseycycle.org.uk/>, a committee of volunteers who deal with Merseyside wide cycling issues and campaign policy; and
 - The Cycling UK Merseyside Club, <https://www.cyclingukmerseyside.com/>, a local group of Cycling UK, which offers an environmentally friendly and enjoyable way of keeping fit, making friends and exploring some of the country lanes, villages, cafes and pubs in Merseyside and surrounding area;
- The www.cyclestreets.net website for journey planning by bike; and
- The MerseyCycle website at <https://www.merseycycle.co.uk/> which offer reconditioned bikes at low costs, that can be purchased for work or leisure.

- 5.5.9 The information contained within the Welcome Pack will be updated annually by the TPC, and any changes to the above resources will be amended as and when appropriate.

BUG

- 5.5.10 A Bicycle User Group (BUG) could be set up by a local residents group. This could help to encourage an informal “cycle buddy” scheme, and serve as a forum for cyclists to discuss and raise any cycle-related issues via informal events such as ‘cyclist coffee mornings’. A ‘bike doctor’ could also be invited to BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs).
- 5.5.11 The TPC would gauge the interest of residents in forming such a group through a question in future travel surveys.

5.6 Measures to Encourage Public Transport Use

- 5.6.1 It is considered that promoting initiatives to encourage public transport use could help offset journeys that would otherwise be made by private car. This is particularly significant as it has been demonstrated throughout **Section 4** of this Travel Plan that the site is accessible by public transport, and that there are further opportunities for wider public transport travel across surrounding areas of Merseyside.
- 5.6.2 The following measures in **Table 5.3** have been provided in order to encourage residents to travel by public transport:

Objective	Initiative	Description	Timescale
Objective TP3 – To increase the level of public transport use to and from the site.	Increased permeability	Provide direct walking routes to bus stops outside the site.	To be delivered during construction.
Objective TP4 – To reduce reliance on single occupancy car travel.	Public transport service details	Provide the details of bus services included in the site audit section of this Travel Plan to all residents.	Ongoing via Welcome Pack.

Table 5.3 – Initiatives to Encourage Public Transport Use***Increased Permeability***

- 5.6.3 Pedestrian and cycle access would be provided at a number of locations around the perimeter of the wider East Halewood SUE. The footway along Lower Road would be widened to enhance future residents’ connectivity to bus services, and Grace Fields / The Finches would connect to the neighbouring Plots 2 and 4 by Bellway Homes, where there is a new pedestrian and cycle link between Plot 2 and Lower Road, complete with tactile paving and dropped kerbs.
- 5.6.4 As part of the wider East Halewood SUE, the vehicular access for The Finches comprises two priority junctions on the southern side of Lower Road. These access points are designed to form a primary and secondary route throughout the wider East Halewood SUE and form a pedestrian / cycle link from Finch Woods to Lower Road.

- 5.6.5 On this basis, the carriageway of the primary route (eastern access junction) would be widened to 6.8m to allow for a potential bus route in the future.

Public Transport Service Details

- 5.6.6 Information has been provided within the Welcome Pack (website and PDF) on further links to sources of advice and information on public transport, such as:

- The Merseytravel website at <https://www.merseytravel.gov.uk/> which provides resources on:
 - Up-to-date bus timetables and local bus ticket prices;
 - A personalised journey planner;
 - Local area maps;
 - Information on how to apply for a concessionary travel pass (for both disabled people and older people);
 - Accessible community transport for people who cannot use regular public transport for a variety of reasons; and
- The Traveline Journey Planning tool. Residents can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline.info; and
- The Trainline website at: <https://www.thetrainline.com/> as a one-stop shop for all rail-related information such as timetables and tickets.

- 5.6.7 The information contained with the Welcome Pack will be updated annually by the TPC, and any changes to the above resources will be amended as and when appropriate.

5.7 Measures to Encourage Car Sharing

- 5.7.1 There is the potential to increase the rates of car sharing and an overall reduction in car usage amongst residents. This would help reduce the impact of single occupancy vehicle trips on the local area and potentially save money.

- 5.7.2 **Table 5.4** summarises the car share initiatives that have been implemented:

Objective	Initiative	Description	Timescale
Objective TP4 – To reduce reliance on single occupancy car travel.	Promote car sharing	Promote car sharing informally amongst the residents.	Ongoing.
Objective TP5 – To raise awareness of the Travel Plan and the travel options available.	Liftshare database	Promoting a free to join car share network such as Liftshare.	Ongoing via Welcome Pack.

Table 5.4 – Initiatives to Encourage Car Sharing and Reduction of Car Usage

Promote Car Sharing

- 5.7.3 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. To aid the coordination of car sharing, it is suggested that people willing to car share should submit their name to a local residents group. People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'.

Liftshare Database

- 5.7.4 Liftshare (<https://liftshare.com/uk>) is a public website where prospective car sharers can search for matches on their own by adding their journey to their matching database, where the website will filter their search and to find another member to car share with. The platform comprises a messaging platform to arrange with their potential car share partner on how and when they will meet.
- 5.7.5 This website is linked in the Welcome Pack (website and PDF) for prospective car sharers keen on getting involved. It is considered that car sharing would be an attractive facility for residents who do not own a car but require occasional use.

5.8 Summary

- 5.8.1 In summary, this section has outlined a variety of measures to foster sustainable travel patterns at the site. These measures have been designed specifically in relation to the site's location and end use, with walking, cycling and public transport considered key modes of transport to access education, retail, and employment destinations.

6.0 Targets

6.1 Introduction

- 6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Data Collection

- 6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 6.2.2 In order to understand travel habits, a sample survey will be undertaken when 50-60 dwellings have been occupied, or within 24 months following occupation, whichever is soonest. **Appendix C** contains an example survey questionnaire that would be distributed in order to understand resident travel habits. These surveys would extract the following key information:
- Place(s) of work;
 - Usual mode of travel and reason for modal choice;
 - Any barriers to travelling by sustainable modes; and
 - Initiatives that could encourage more sustainable modes of travel.
- 6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 6.2.4 Questions will be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents will be sent this link in the early stages of operation to access an internet-based survey.
- 6.2.5 The information obtained will be used to undertake a modal split analysis, and any comments raised in the open-ended questions will be reviewed. Residents would then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures, where appropriate. A 3-year monitoring schedule is proposed: the initial monitoring survey in year 1, and two follow-up surveys in years 2 and 3.
- 6.2.6 Notwithstanding, it is possible to understand existing travel patterns using the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'. The middle super output areas (MSOA) of Knowsley 017, 018, 019 and 020 where the site is located

has been used as the place of residence. The mode of travel to work data extracted from the output areas is summarised in **Table 6.1**:

Method of Travel to Work	Total	%
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	47	0%
Train	599	6%
Bus, minibus, or coach	973	10%
Taxi	120	1%
Motorcycle, scooter or moped	45	0%
Driving a car or van	6,854	67%
Passenger in a car or van	703	7%
Bicycle	205	2%
On foot	620	6%
Other method of travel to work	31	0%
Total	10,197	100%

Table 6.1 – Method of Travel to Work

6.2.7 **Table 6.1** shows that the mode share for car drivers in the area is c. 67%, followed by 16% of residents using public transport, 7% car sharing, 6% walking, 2% cycling, and 1% using taxis.

6.3 Data Analysis and Modal Split Targets

6.3.1 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to residents. They should be ‘**SMART**’ Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.

6.3.2 The following phrases have been used to give a general indication of timescales for the ‘**SMART**’ targets following the adoption of the Travel Plan:

- Short-Term Target – within 1 year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

6.3.3 The following **Table 6.2** summarises the current modal split (based on the 2011 Census data) and preliminary targets:

Travel Mode	2011 Census Modal Split	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	67%	- 1.0 %	- 2.0 %	- 2.0 %	- 5.0 %
By Car, Lift Sharing	7%	+/- 0 %	+ 0.25 %	+ 0.25 %	+ 0.5 %
Walk	6%	+ 0.5 %	+ 0.5 %	+ 0.5 %	+ 1.5 %
Cycle	2%	+ 0.5 %	+ 0.5 %	+ 0.5 %	+ 1.5 %
Public Transport	16%	+ 0.5 %	+ 0.5 %	+ 0.5 %	+ 1.5 %
Other	2%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %

Table 6.2 – Modal Shift Targets

- 6.3.4 As can be seen from the targets, they aim to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, such as by active travel (walking and cycling) and public transport. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.
- 6.3.5 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which will be arranged when 50-60 dwellings have been occupied, or within 24 months following occupation, whichever is soonest. New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits, and shape effective initiatives.
- 6.3.6 The targets are considered to be realistic when considering the Travel Plan initiatives as detailed throughout **Section 5** of this Travel Plan.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the Travel Plan.

7.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer / occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

7.1.3 It is clear from the above that a Travel Plan document should be considered as the starting point of the process. The implementation of a Travel Plan is an ongoing requirement and will require support and leadership in achieving its objectives.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the TP will lie with Redrow Homes. This will involve the distribution of travel surveys and Welcome Packs.

7.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

7.2.3 At this point, the day-to-day responsibility will shift from Redrow Homes to the appropriately appointed TPC.

7.3 Travel Plan Coordinator

7.3.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). Curtins will undertake the TPC role, working in conjunction with Redrow Homes, for a maximum three-year period, after which the responsibility would pass to a local residents' group. The contact details of the TPC will be provided to all residents and submitted to KMBC, and are replicated below:

Curtins
Travel Plan Coordinator
Grace Fields and The Finches
manchester@curtins.com

7.3.2 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the Travel Plan;
- Explaining its purpose and opportunities on offer;
- Promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. KMBC); and
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.

7.3.3 One of the main actions of the TPC will be to organise and oversee the annual travel survey that will be used to review and update the Travel Plan accordingly.

7.3.4 The TPC role will be supported by Redrow Homes to ensure the smooth implementation of the Travel Plan. In particular, Redrow Homes will have direct engagement with residents via the Sales and Marketing Team to promote the Travel Plan and initiatives and the annual travel survey.

7.4 Monitoring and Review

7.4.1 The TPC will arrange for annual travel surveys for a maximum period of 3 years. The results and analysis of the surveys will be sent to KMBC within three months from the collection of the survey results.

7.4.2 As highlighted within the targets, there will be an overall aim to reduce the number of residents travelling to and from the site in a vehicle in favour of more sustainable travel modes. This includes increasing the proportion who walk, cycle, or use public transport.

- 7.4.3 The results of each survey will be used to review progress against target modal splits, where the TPC will calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.
- 7.4.4 Future year surveys need not be as detailed as the surveys in the first few years, but as a minimum, future surveys should include a question concerning mode of travel to allow the indication of progress against modal shift targets. Any changes to the Travel Plan, in particular the targets, will be made in agreement with KMBC.
- 7.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce an annual review report. The reports would include a comparison of achievements against targets and any remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming monitoring period. This would also ensure that the Travel Plan reflects current opportunities and local circumstances.

8.0 Conclusion

8.1 Action Plan

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Planning process:

Action	Target Date	Responsibility
Implementation of Site Infrastructure	During construction phase.	Redrow Homes
Implement Travel Plan Initiatives	To be started once TPC is appointed, ongoing throughout development lifespan.	TPC
Distribute Travel Plan Marketing Material (i.e. Welcome Pack)	First occupation of the development.	TPC
Undertake Initial Travel Surveys and Decide Modal Split Targets	When 50-60 dwellings have been occupied, or within 24 months following occupation, whichever is soonest.	TPC
Undertake Follow-Up Travel Surveys and Present Monitoring Report	Annually for at least three years following the agreement of targets with KMBC.	TPC

Table 8.1 – Action Plan

Plans

Plan 072917-CUR-00-XX-DR-TP-06102-P01 – (Accessibility) Indicative Walking Catchment (Grace Fields)

Plan 072917-CUR-00-XX-DR-TP-06111-P01 – (Accessibility) Indicative Walking Catchment (The Finches)

Plan 072917-CUR-00-XX-DR-TP-06103-P01 – (Accessibility) Indicative Cycle Catchment (Grace Fields)

Plan 072917-CUR-00-XX-DR-TP-06109-P01 – (Accessibility) Indicative Cycle Catchment (The Finches)

Plan 072917-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment (Grace Fields)

Plan 072917-CUR-00-XX-DR-TP-06010-P01 – (Accessibility) Indicative Public Transport Catchment (The Finches)

Drg No:

B072917_CUR_00_XX_DR_TP_06102

Rev:

P01

Project: PLOT 1, REDROW

Drg Title: INDICATIVE PEDESTRIAN CATCHMENT PLAN

Drawn: TL

Checked: KY

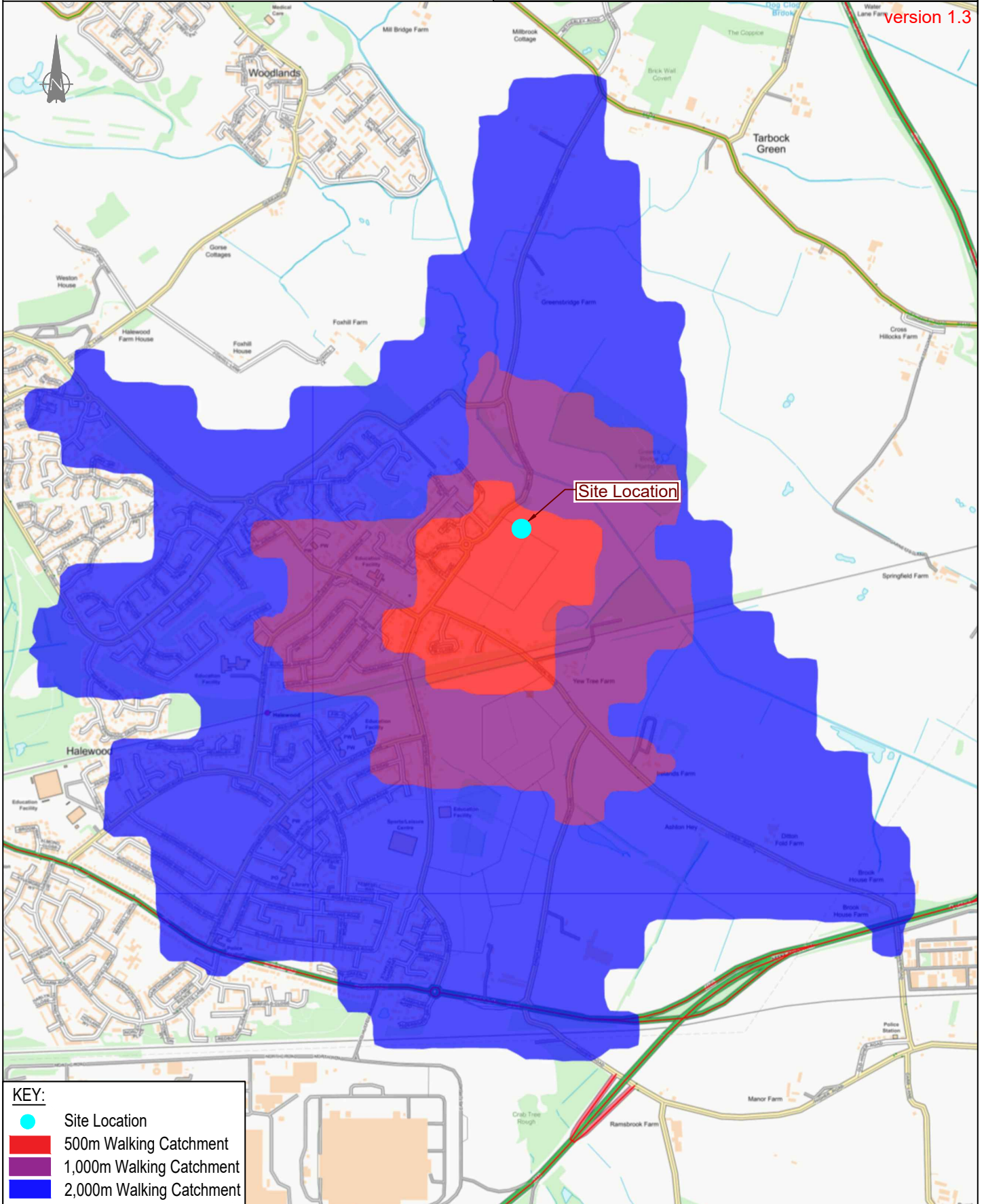
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Drg No:

B072917_CUR_00_XX_DR_TP_06111

Rev:

P01

Project: PLOT 3, REDROW, HALEWOOD

Drg Title: INDICATIVE PEDESTRIAN CATCHMENT PLAN

Drawn: TL

Checked: KY

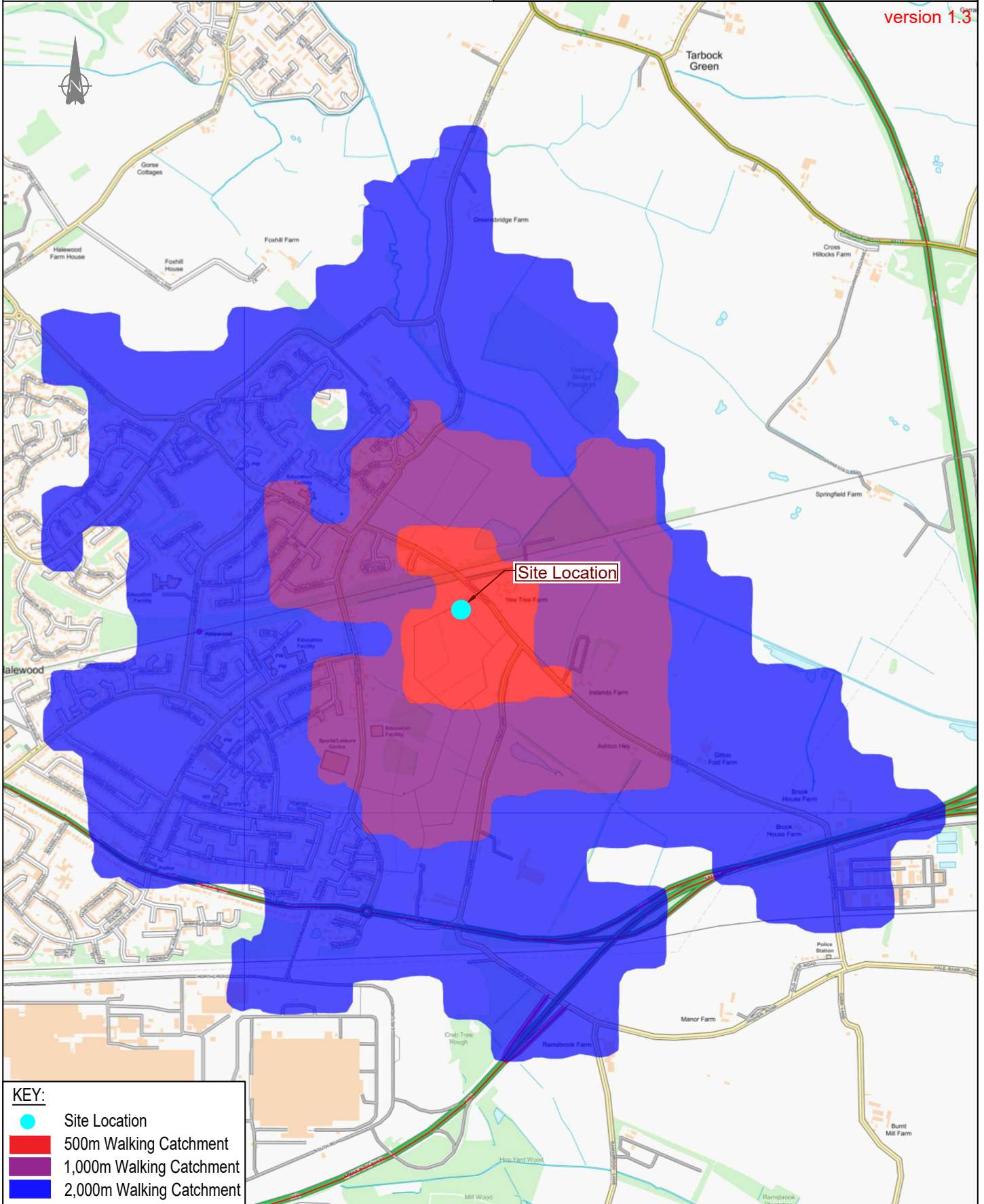
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Drg No:
B072917_CUR_00_XX_DR_TP_06103

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P01

Project: PLOT 1, REDROW, HALEWOOD

Drg Title: 8KM CYCLE CATCHMENT PLAN

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Rev:
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Project: PLOT 3, REDROW, HALEWOOD

Drg Title: 8KM CYCLE CATCHMENT PLAN

Drawn: TL

Checked: KY

Scale: NTS



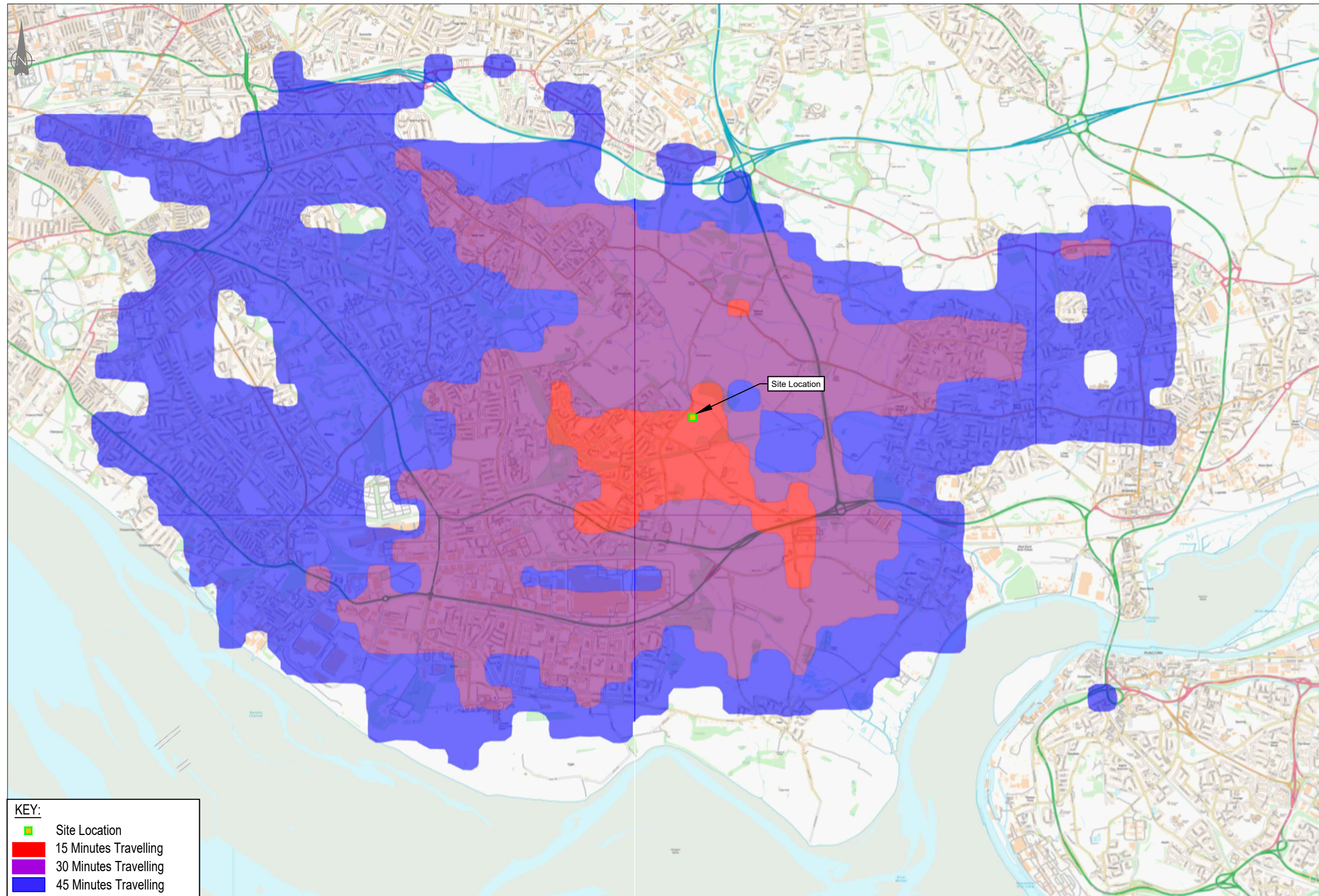
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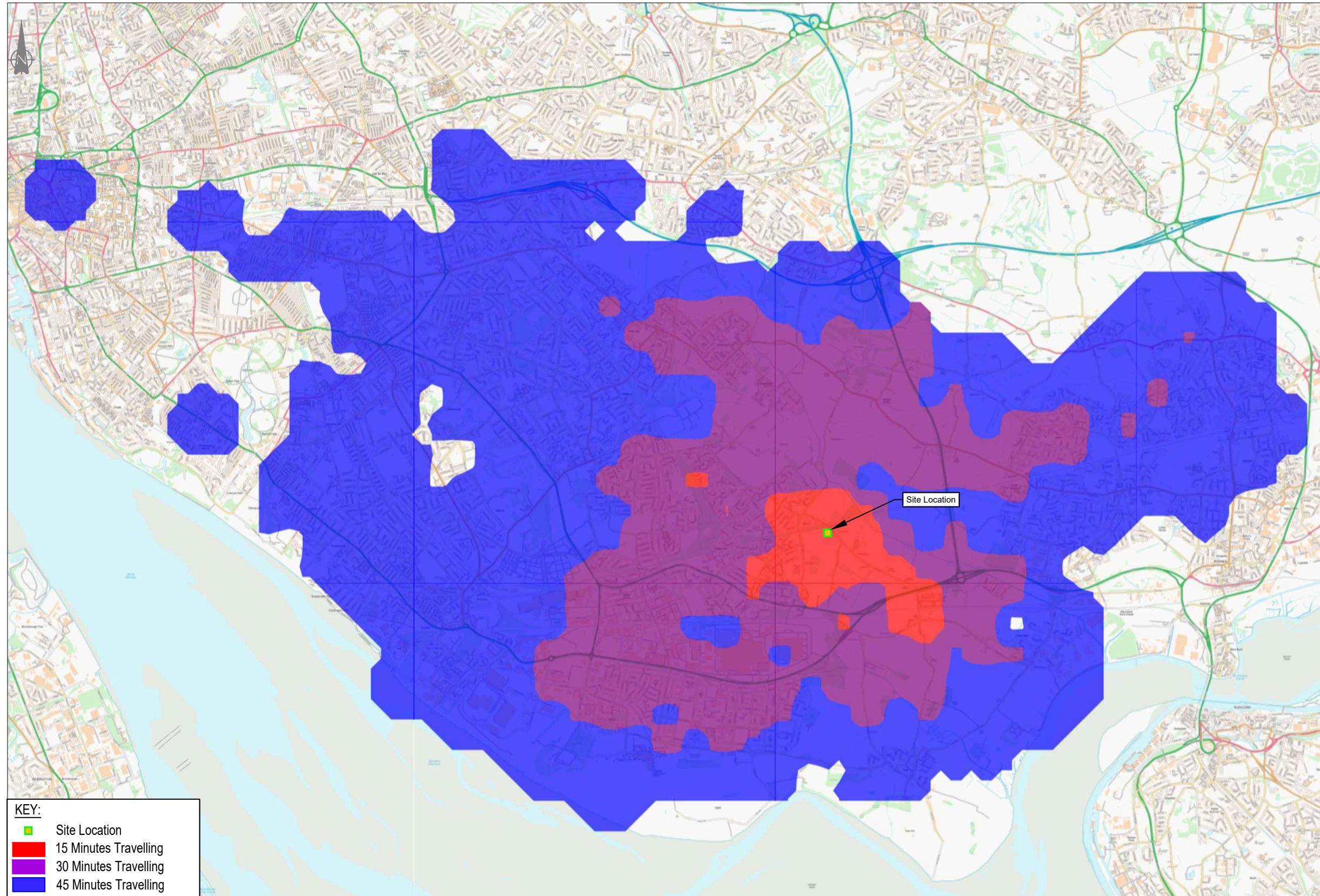
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version 1.3



The figure is a map of a coastal urban area, likely Liverpool, showing an 8km cycle catchment area. The catchment area is shaded in solid green and has an irregular, jagged boundary. A red dot, representing the 'Site Location', is placed within the green area and is pointed to by a black arrow and a label 'Site Location'. The map includes a north arrow in the top right corner. A key in the bottom left corner identifies the red dot as 'Site Location' and the green area as '8km Cycle Catchment'. The background map shows streets, green spaces, and the coastline with the sea to the south and west.





Appendix A – Site Layout

INDICATIVE PARAMETER PLAN - MASTERPLAN
HALEWOOD

- Residential Area
- Landscaped Area

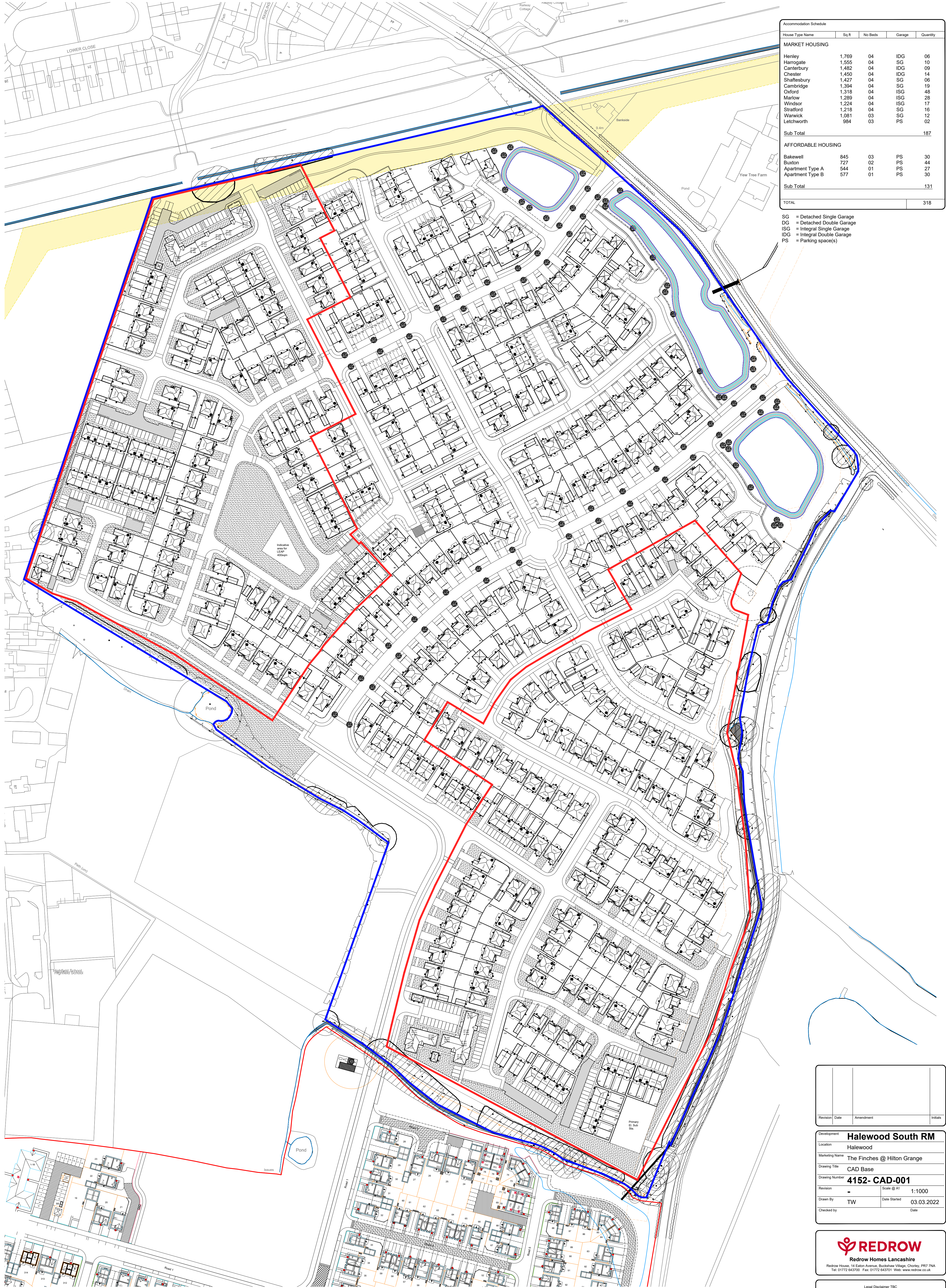


Development	HALEWOOD		
Location			
Marketing Name			
Drawing Title	Masterplan		
Drawing Number	PP003		
Revision	B	Scale @ A2	NTS
Drawn By	CR	Date Started	25.08.2020
Checked By		Date	

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HOMES

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Halewood South



Accommodation Schedule				
House Type Name	Sq. ft	No Beds	Garage	Quantity
MARKET HOUSING				
Henley	1,769	04	IDG	06
Harrogate	1,555	04	SG	10
Canterbury	1,482	04	IDG	09
Chester	1,450	04	IDG	14
Shaftesbury	1,427	04	SG	06
Cambridge	1,394	04	SG	19
Oxford	1,318	04	ISG	48
Marlow	1,289	04	ISG	28
Windsor	1,224	04	ISG	17
Stratford	1,218	04	SG	16
Warwick	1,081	03	SG	12
Letchworth	984	03	PS	02
Sub Total				187
AFFORDABLE HOUSING				
Bakewell	945	03	PS	30
Buxton	727	02	PS	44
Apartment Type A	544	01	PS	27
Apartment Type B	577	01	PS	30
Sub Total				131
TOTAL				318

SG = Detached Single Garage
DG = Detached Double Garage
ISG = Integral Single Garage
IDG = Integral Double Garage
PS = Parking space(s)

Revision	Date	Amendment	Initials
Development Halewood South RM			
Location Halewood			
Marketing Name The Finches @ Hilton Grange			
Drawing Title CAD Base			
Drawing Number 4152- CAD-001			
Revision	Scale @ A1		1:1000
Drawn By	TW	Date Started	03.03.2022
Checked by		Date	

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Appendix B – Welcome Pack

East Halewood, Redrow Grace Fields & The Finches Welcome Pack

Last Updated: 21 June 2022

What is a Welcome Pack?

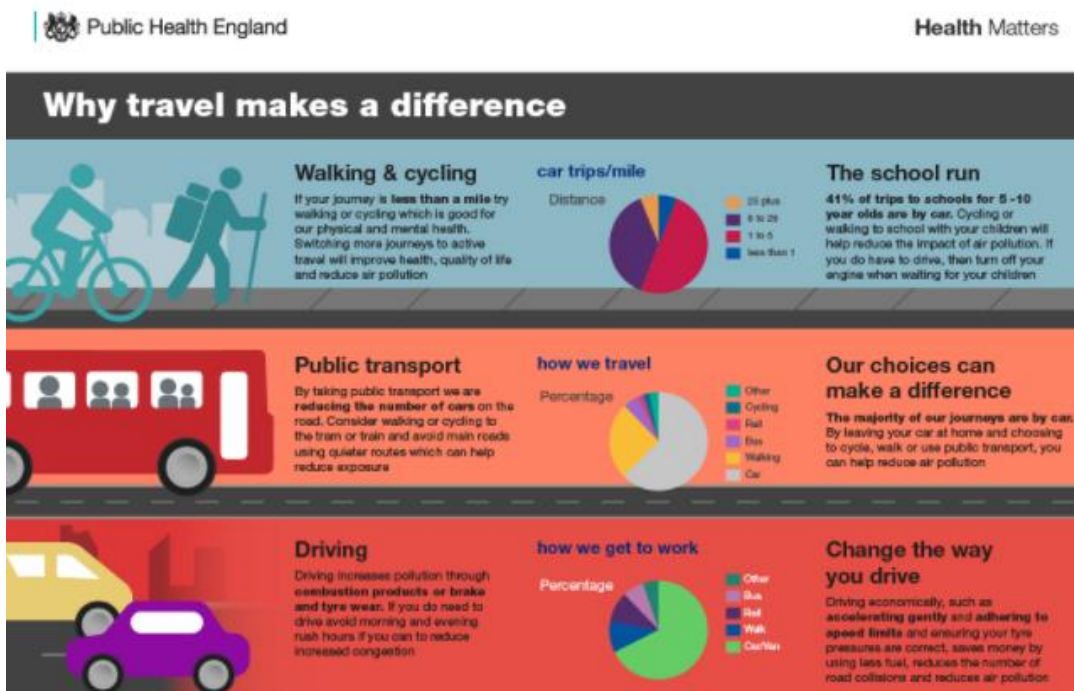
A Welcome Pack is a tailor-made booklet aimed at promoting the benefits of sustainable transport in support of the objective to secure a modal shift from the private car and increase the use of sustainable modes of travel, including walking and cycling and public transport. The objectives of this booklet are:

- To increase the level of walking to and from the site;
- To increase the level of cycling to and from the site;
- To increase the level of public transport use to and from the site;
- To reduce reliance on single occupancy car travel; and
- To raise awareness of the Travel Plan and the travel options available.

Benefits of Sustainable Travel

Health Benefits

A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the local area. Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. This emphasises the importance of active travel in healthy lifestyles. Further examples of the impact of travel behaviour on public health is shown in the figure below:



(Source: Health Matters: Air Pollution, Public Health England, 2018)

Benefits of Sustainable Travel (continued)

Environmental Benefits

Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport (DfT) show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda as follows:

"A net-zero greenhouse gas emissions (GHG) target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990."

(Source: Net Zero: The UK's contribution to stopping global warming, Committee on Climate Change, 2019)

Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development makes on the environment.

Financial Benefits

Residents and visitors can also benefit financially by selecting travel options that are more cost-effective than car travel and through the incentives offered in the Welcome Pack. The use of sustainable modes could even remove the need for a person's car (or second car), thereby removing the capital and ongoing costs of car ownership.

Social Benefits

The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people.

"Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities."

(Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009)

Overall, sustainable modes of travel can contribute to an improved quality of life with a healthier and happier pollution, reduction in financial wastage, and increased accessibility for residents and visitors alike. The surrounding community would also benefit from reduced congestion, improved journey times, and the negative effects of less sustainable forms of travel such as driving on your own.



Residential Travel Plan Coordinator

Organisation:

Curtins

Contact Details:

manchester@curtins.com

The Residential Travel Plan Coordinator (TPC) is appointed by Redrow Homes, with appropriate skills and budgetary provision and resources to explain the purpose of the Welcome Pack and the opportunities on offer and implement sustainable travel initiatives. Residents are encouraged to contact the TPC for transport-related queries or suggestions.

Resources for Sustainable Travel

A summary of resources is provided below. If you are unsure about any of the resources and how they can benefit you, please speak to the TPC.

Resource	Description
Walking	- Knowsley Metropolitan Borough Council's Public Rights of Way website; - Knowsley's Green Space Rangers family-friendly regular walking activities; 'Walk to School Week' campaign by Living Streets; 'RouteYou' website (personalised route planning); - Local ramblers associations (i.e. Merseyside Young Walkers and Merseyside HF Ramblers); and - MerseyTravel, Living Streets, and Fitforme websites with walking tips.
Cycling	- Cycle Map from the Merseytravel and Trans Pennine Trail websites; - Sustrans or Cyclestreet website links (personalised route planning); - Local initiatives such as BikeRight! (cycle training and maintenance classes), 'National Bike Week' campaign by Cycling UK, Cycling Projects (inclusive cycling), Merseyside Cycling Campaign, and the Cycling UK Merseyside club; - Directory of local cycle shops and reconditioned bikes for sale; and - If there is sufficient interest, residents are encouraged to set up a Bicycle User Group, with local cycle clubs invited to take part.
Public Transport	- Merseytravel's website with public transport timetable information, personalised journey planning, local area maps, ticket and price information; - Community transport options for those unable to use regular public transport; and - The Traveline and Trainline website for personalised journey planning.
Car Sharing	Free-to-join car share schemes such as Liftshare.
Electric Vehicles	ZapMap provides a map of charge point locations, costs, and availability.
School Travel	- Merseytravel and Living Streets' websites which raise awareness on the benefits of active school runs and free toolkits on how to get started; - Knowsley Metropolitan Borough Council's free school bus passes, providing free home to school transport for children of compulsory school age who meet the qualifying criteria; and - Knowsley's Road Safety Around Schools Strategy which reinforces Knowsley's Road Safety Educational Programme.

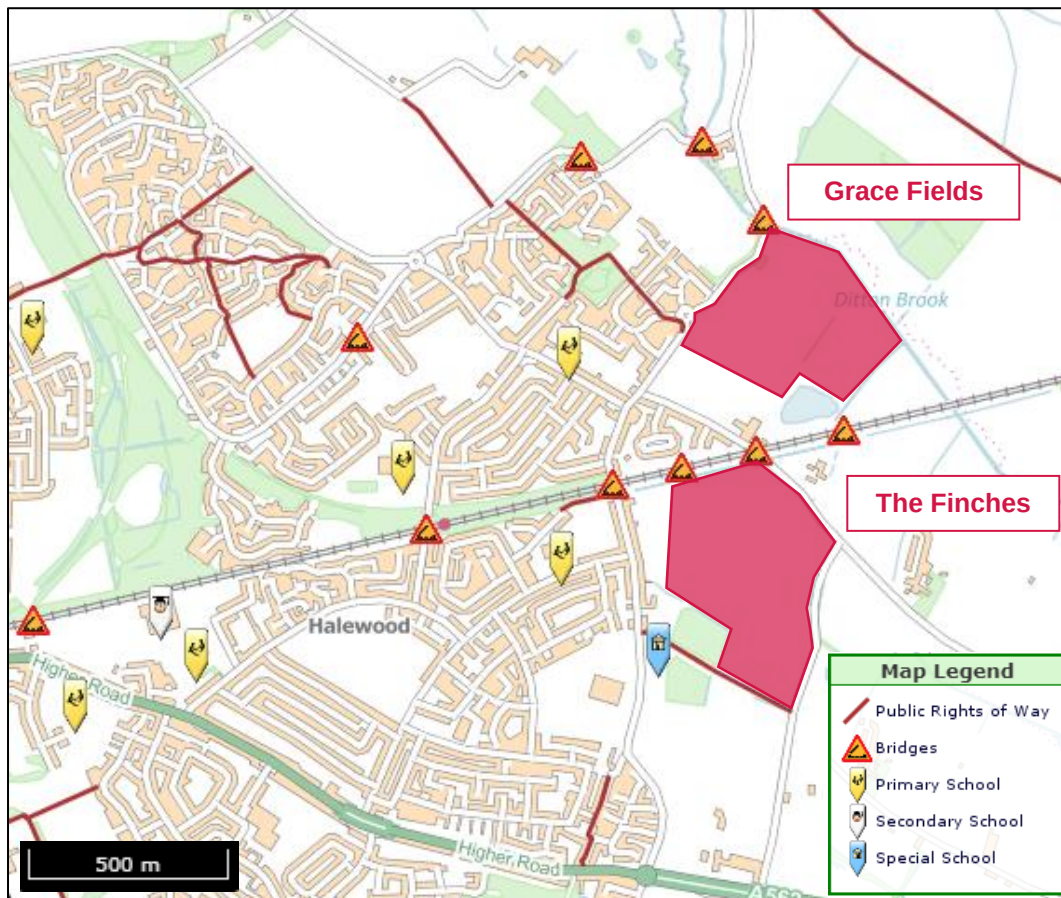


Walking

An increase in people walking can contribute towards a healthier population and reduce the impact of vehicles on the local area. It can also have benefits in saving money for those who choose to walk. The following resources are available to residents and visitors wishing to walk to and from the site:

Public Rights of Way in Knowsley (<https://highways.knowsley.gov.uk/>)

Knowsley Metropolitan Borough Council's website features Public Rights of Ways (PROWs), which show rights to roam that are accessible to walkers. The figure below shows the PROWs available in Knowsley for use by residents:



(Source: Knowsley Metropolitan Borough Council, 2022)

Knowsley's Green Space Rangers Activities (<https://www.knowsley.gov.uk/things-to-do/parks-and-green-spaces/green-space-ranger-activities.aspx>)



Knowsley's Green Space Rangers and parks' 'Friends' groups organise a variety of fun activities and events suitable for the whole family. For example, at Halewood Park, Okell Drive (L26 7XB), there are regular activities such as:

- Walking for Beginners (Halewood Walking Club) – c. 1 mile (45 minutes), Mondays 10:00 – 11:00, call 0151 488 6151 for more information; and
- Intermediate – 3-4 miles (c. 2 hours). Tuesdays 13:00 – 15:00.



Walking (continued)

RouteYou (<https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner>)



RouteYou is an online tool and mobile application for walkers, where users can input their start and end location to obtain a suitable walking route, with considerations for the shortest path / nicest paths.

Merseyside Young Walkers (<http://www.fillyaboos.org.uk/>)

Merseyside Young Walkers is part of The Ramblers, Merseyside & West Cheshire Area, and is a friendly and sociable group based in Liverpool with planned walks and socials with over 250 members in and around Merseyside. The group is aimed at people in their 20's and 30's.

The walks take members through North Wales, Lake District, Peak District, Yorkshire, Lancashire, Cheshire and surrounding counties in and around Merseyside. Activities also include going further afield for planned weekends away which include walks and social activities throughout.

Merseyside HF Ramblers (<https://merseysidehframblers.org.uk/>)



Merseyside HF Ramblers is also a walking group with a programme of walks to suit all ages, levels, and abilities,

available each weekend. Members are invited to try some of their walks (all of which are led by experienced guides) and find their own level.

Saturday walks are more of a 'ramble around the locality' and walkers normally share transport. Sunday walks take place in the Lake District, North Wales, the Peak District and the Yorkshire Dales to name just a few, and there is usually a coach arranged to pick-up and drop-off members at convenient locations.



Walking (continued)

MerseyTravel (<https://www.merseytravel.gov.uk/active-travel/walking/>)



Merseytravel

Merseytravel is the Executive body that provides professional, strategic and operational transport advice to the Liverpool City Region Combined

Authority. The website includes information on the benefits of walking, ideas to keep active, content by other local residents for inspiration, as well as quick and simple walking tips.

Walk to School Week (<https://www.livingstreets.org.uk/products-and-services/projects/walk-to-school-week>)



Walk to School Week is an annual project organised by Living Streets, a UK charity for everyday walking. Each pupil will be challenged to travel sustainably (walk, scoot, cycle or Park and Stride) to school every day for one week using our fun and interactive wallchart and stickers to log their journeys. The event is mainly coordinated by schools; however the website comprises resources that parents / guardians can download and discuss with

schoolchildren.

The Living Streets website on a whole also has more information on the benefits of walking and other campaigns to encourage more people to travel to work on foot.

Fitforme (<https://www.fitforme.info/activities/walking/>)



Fitforme is an initiative supported by Liverpool City Council and the NHS, and is a useful resource for those who are unsure if walking is suitable for them. The website encourages walking by promoting its benefits to

one's lifestyle, tips on how to start with walking, and activities / challenges (i.e. 10k step challenge) to help people stay motivated.



Cycling

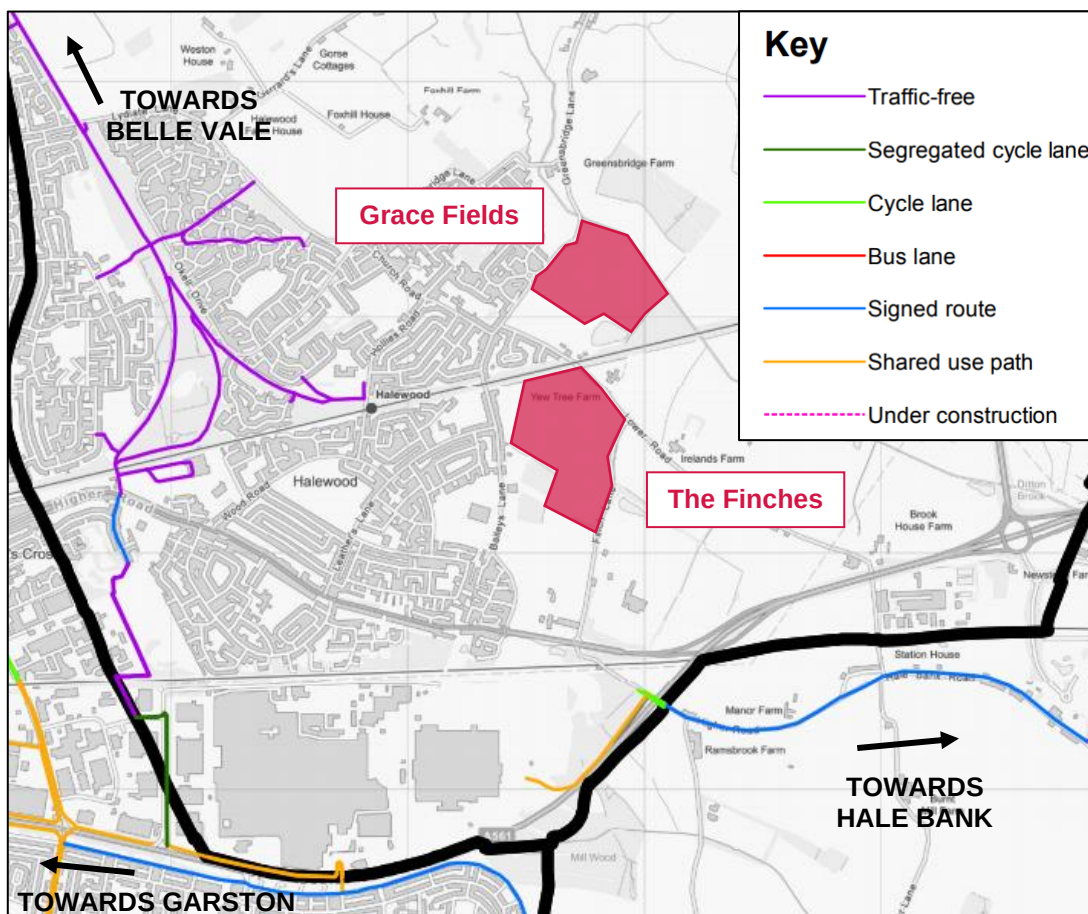
According to Cycling UK, a national charity supporting cyclists and promoting bicycle use, cycling is an excellent form of exercise. It helps people meet recommended physical activity guidelines, improves their physical and mental health and their well-being, while reducing the risk of premature death and ill-health. Cycling fits into daily routines better than many other forms of exercise because it doubles up as transport to work, school or the shops.

The following resources are available to residents and visitors wishing to cycle to and from the site:

Cycle Maps (<https://www.merseytravel.gov.uk/active-travel/cycling/> and <https://www.transpenninetrail.org.uk/cyclists/map-for-cyclists/>)

The Merseytravel website comprises cycle maps for Knowsley and all other Merseyside districts (i.e. Halton, Liverpool, Sefton, St Helens, and Wirral). The Trans Pennine Trail website also includes further detail about the route and its access points.

The Merseytravel website also includes information on the benefits of cycling, ideas to keep active, content by other local residents for inspiration, and quick and simple cycling tips. The cycle network in the immediate vicinity of the site is as follows:



(Source: Merseytravel, 2021)

Parking for standard bicycles is also available in Halewood at Halewood Leisure Centre and Halewood Library.



Cycling (continued)

Sustrans (<https://www.sustrans.org.uk/>)



Sustrans is a national charity who are custodians of the National Cycle Network, a UK-wide network of traffic-free paths for everyone, connecting cities, towns and countryside, loved by the communities they serve. The Sustrans website comprises a map of the National Cycle Network and details about each route, along with tips on how to get active. These are available in the form of blog posts.

Those interested can also sign up to a newsletter to hear about Sustrans' latest news, views, events, campaigns, policy, impact, and other activities.

Additionally, the Merseytravel website directs cyclists to Sustrans for further information on the Cycle to Work scheme (where cyclists can save money on a new work bike and spread the cost of the bike over monthly tax-free instalments through their employer) and advice on how to make sure their bikes are parked safely and securely.

BikeRight! (<https://www.bikeright.co.uk/sponsors/liverpool/>)



BikeRight! delivers free adult cycle training at a level suited to each individual's needs (basic for beginners, urban, and advanced), and have options for a family to book onto a course together. These free courses are funded by Liverpool City Region, Merseyside Road Safety Partnership and Bikeability.

BikeRight! also offer child learn to ride and Bikeability (<https://bikeability.org.uk/>) sessions, along with bicycle mechanic training and bicycle maintenance classes.

Local Cycle Shops (<https://www.thecyclingexperts.co.uk/find-a-shop/?searchterms=&location=Halewood&Search=1>)



Merseytravel's website also directs cyclists to The Cycling Experts' website to locate bicycle shops / repairers that are closest to the development. At the time of writing, the closest bicycle shop is 'Used Bicycles UK', located off James Road, behind the Coffee House Pub at Woolton (c. 4km to the north-west of the development).



Cycling (continued)

National Bike Week (<https://www.cyclinguk.org/bikeweek>)



National Bike Week, delivered by Cycling UK, is an annual celebration to showcase cycling and enjoy the simple pleasure of riding a bike. Cycling UK aims to help address air pollution, obesity, poor mental health, and traffic congestion by making it easier for more people to cycle.

National Bike Week is celebrated across the country and includes a series of events such as 7 Days of Cycling, beginners or family rides, road rides, off-road rides, female-friendly rides, and repair / servicing events. The Cycling UK website also comprises advice for beginner cyclists, tips on how to choose the ride bike or make an existing bike more comfortable, bike maintenance guides, road safety and positioning for cyclists, and other technical advice.

Cycling Projects (<https://cycling.org.uk/locations/halewood-wheels-for-all-knowsley> and <https://cycling.org.uk/pedal-away/>)



Making cycling
accessible to all.

Cycling Projects is a national UK charity which promotes inclusive cycling through a range of successful community engagement programmes that give people the opportunity to cycle on a regular basis;

through help, support and guidance. This is all achieved through its two nationally acclaimed initiatives Wheels for All and Pedal Away.

There are regular Wheels for All sessions based at the Halewood Park Visitor Centre on Okell Drive. These sessions are run by volunteers and allow cyclists to explore scenic woodland trails including parts of the Trans Pennine Trail.

There are additional family and individual Pedal Away sessions throughout mostly traffic-free routes in Knowsley, which are open to all members of the community regardless of ability and experience. Bikes and helmets can be borrowed for a small donation (£1). Rides usually last between 1-2 hours and will feature a café stop during or at the end of the ride. Destinations are announced before the ride so cyclists know where the ride is heading to.

CycleStreets (<https://www.cyclestreets.net/>)

CycleStreets is a UK-wide personalised journey planning website which lets cyclists plan their journey by inputting their start and end point. It is a community-driven website guided by feedback obtained from cyclists who plan routes and add photos to improve continually.



Cycling (continued)

Merseyside Cycling Campaign (<https://www.merseycycle.org.uk/>)



Merseyside Cycling Campaign was set up in 1985 to campaign for better and safer space for cycling. Membership is free and is open to anyone – cyclist or not – who supports their aims and objectives for safer cycling, traffic calming and a better, healthier environment. The campaign does rely on donations of time and money and there is additional information on the website on how to get involved.

Members benefit from regular meetings and quarterly newsletters on the progress of the campaign, social bike rides, encouragement to cycle, updates on consultations affecting cycling in their local area, and other forms of involvement.

Cycling UK Merseyside (<https://www.cyclingukmerseyside.com/>)



Cycling UK Merseyside is a local group of Cycling UK, the national cycling charity. Cyclists need not be a member of Cycling UK to join the club, which is open to everyone with an interest in cycling. Cycling with Cycling UK Merseyside offers an environmentally friendly and enjoyable way of keeping fit, making friends and exploring some of the country lanes, villages, cafes and pubs in Merseyside and surrounding area.

MerseyCycle (<https://www.merseycycle.co.uk/>)



Based in Court Hey Park in Belle Vale, MerseyCycle offer reconditioned bikes at low costs, that can be purchased for work or leisure. Bicycles are recovered from various sources including waste recycling centres, and donations from industry and the general public.

MerseyCycle has sales of refurbished bikes throughout the year, and also host instruction courses for bike maintenance and safety (when possible).

Bicycle User Group (BUG)

If there is sufficient interest, residents are encouraged to set up a Bicycle User Group, with local cycle clubs invited to take part. This would be organised by a Residents' Association and could help in keeping cycling social, such as identifying cycle buddies who travel to the same place regularly for work or for leisure purposes.

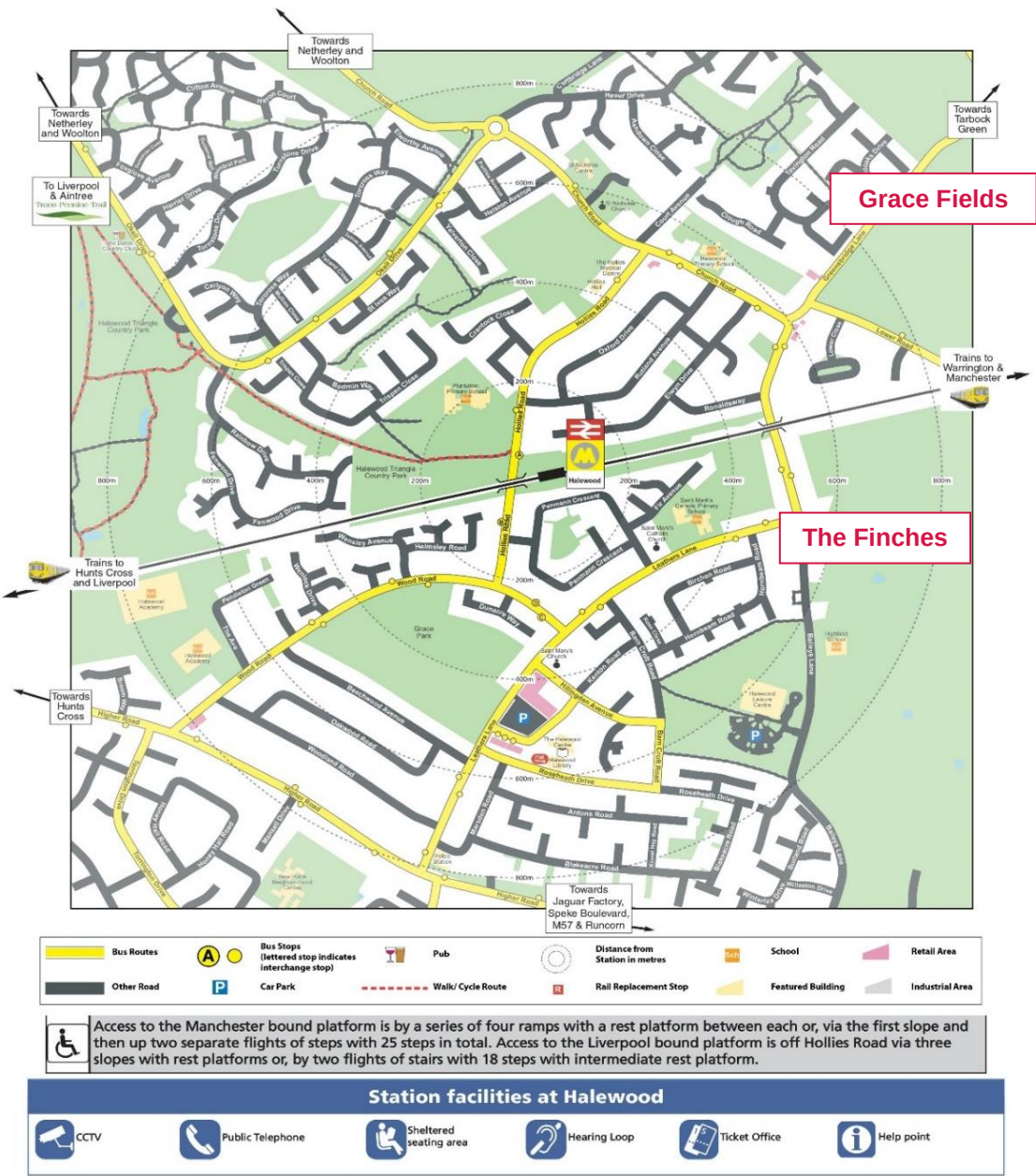


Public Transport

Public transport plays an important role in reducing congestion in urban areas, reduces pressure on car parking, and benefits health and wellbeing by including walking and cycling as part of door-to-door journeys. The following resources are available to residents and visitors wishing to use public transport to and from the site:

Public Transport Stops (Bus and Rail) in the Vicinity of the Site

The nearest bus stops to the developments are located approximately 400-500m south of Grace Fields (along Lower Road, Church Road, and Baileys Lane) and c. 900m west of The Finches (along Leather's Lane, noting that The Finches is not permeable to Baileys Lane from the west, and pedestrians would have to access Leather's Lane via the PRow between Baileys Lane and Finch Lane). Halewood rail station is located c. 1.3km to the west of the sites, which is approximately a 18-20-minute walk from both Grace Fields and The Finches. These are shown in the figure below:



(Source: Merseytravel, 2020)

Public Transport (continued)

Public Transport Timetable Information

(Bus services except C44/C44A: <https://www.merseytravel.gov.uk/timetables/#bus>;

Bus services C44/C44A: <https://www.warringtonsownbuses.co.uk/services>; and

Rail service: northernrailway.co.uk/travel/timetables)

There is a flag and pole arrangement along the Church Road and Lower Road bus stops, however at the Lower Road bus stop, this is partially obstructed by existing overgrown shrubbery on the northern side of the carriageway, and there are no road markings which indicate the location of the bus stop. Alternatively, there is a pair of bus stops to the south-east of The Finches, where there is a flag and pole and shelter at the northbound bus stop, however none of the above is provided at the southbound bus stop.

The bus stops along Baileys Lane and Leather's Lane comprise a flag and pole arrangement with a notice board, along with added painted road markings that indicate the location of the bus stop at Baileys Lane, and a shelter with seating at Leather's Lane.

Up-to-date bus and rail times can be found at the above websites.

Merseytravel

(Journey Planner: <https://jp.merseytravel.gov.uk/>;

Local Area Maps: <https://www.merseytravel.gov.uk/customer-information/rail-to-bus-interchange-information/>;

Tickets and Pricing: <https://www.merseytravel.gov.uk/tickets-and-pricing/>;

Disability Concessions: <https://www.merseytravel.gov.uk/tickets-and-pricing/people-with-disabilities/>; and

Community Transport:

<https://www.merseytravel.gov.uk/bus/accessibility/merseylink/>)



Merseytravel

The Merseytravel website is a helpful directory for a variety of information with regard to public transport. These include journey planners to guide commuters on every step of their journey, local area maps for those travelling in and around Halewood and Merseyside, and ticketing information and ticket finders to allow commuters to find which ticket best suits their travel needs.

Merseytravel offers free travel (via a Merseytravel National Travel Pass) on all buses, trains and Mersey Ferries river crossings for anyone with certain disabilities who lives in Merseyside. Alternatively, the Merseylink bus service is Merseytravel's free dial-a-ride service for people with mobility problems or difficulties, who cannot use ordinary public transport some or all of the time. These include door-to-door services by trained drivers often used to take people shopping, to visit friends and relatives, to places of worship, to health centres, to visit someone in hospital and so on.



Public Transport (continued)

Traveline (<https://www.traveline.info/>)



Traveline is a partnership of transport companies, local authorities and passenger groups which have come together to deliver personalised routes and options from door to door across Great Britain. The website also offers live running information and timetables.

Trainline (<https://www.thetrainline.com/>)



Trainline is a one-stop shop for train and coach travel for users to buy tickets and obtain real-time travel information on the go. Available as a website and a mobile application, Trainline helps users save on rail tickets by highlighting the cheapest prices, notify users when advance tickets become available, and have a built-in journey planner to plan and book trips in advance. The website also comprises train timetables.



Car Sharing

Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could result in an overall reduction in car usage amongst residents. Car sharing would be an attractive facility for residents who do not own a car but require occasional use, or for residents who have a spare space in their car during their regular commuting journeys and would be eager to share and split fuel / parking charges.

The following resources are available to residents and visitors wishing to car share to and from the site:

Liftshare (<https://liftshare.com/uk>)



Liftshare is a public website where prospective car sharers can search for matches on their own by adding their journey to their matching database, where the website will filter their search and to find another member to car share with. The platform comprises a messaging platform to arrange with their potential car share partner on how and when they will meet.

Informal Car Sharing Group

If there is sufficient interest, residents are encouraged to submit their names to the Residents' Association, where residents could then be matched with those undertaking similar journeys on a more informal basis.



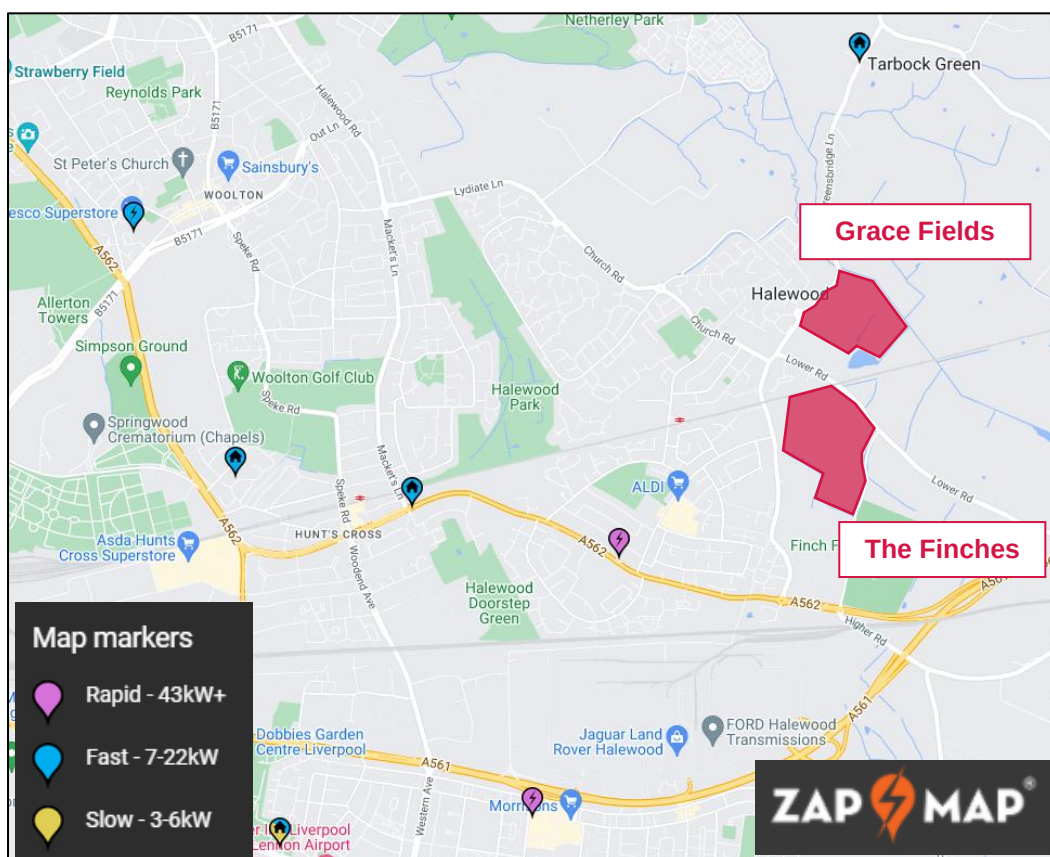
Electric Vehicles

In general, electric vehicles contribute significantly less carbon emissions into the atmosphere than conventionally fuelled vehicles over their life cycle. Electric vehicles have zero tailpipe emissions and will play an important part in improving local air quality. It is envisaged that electric vehicles are a good option for residents should they still require to rely on the private car, but wish to reduce their carbon footprint.

The following resources are available to residents and visitors wishing to drive an electric vehicle to and from the site:

ZapMap (<https://www.zap-map.com/live/>)

ZapMap provides users with a map of live charging points across the UK. Users are also able to use a route planner to plan longer electric journeys and share comments and updates with each other. Additionally, the website contains a series of blog posts on more information on charging, comparing tariffs, guides to insuring electric vehicles, and other tips. A map of electric vehicle charge points in the vicinity of the site is as follows:



(Source: ZapMap and Google Maps, 2022)

The map also includes a number of charging points on the 'Zap-Home' network, which comprises home charge points of users that have decided to share them with other EV drivers under their own conditions. Access times and charging costs are set by the owner, with some owners choosing to offer charging for free, and others charging a small fee.



School Travel

According to Public Health England, 41% of trips to schools for 5–10-year-olds are by car. Additionally, according to Merseytravel, the average primary school is 1.6 miles, but up to a quarter of car traffic during morning rush hour is on the school run.

The following resources are available to residents and visitors regularly travelling to and from the site and school:

MerseyTravel (<https://www.merseytravel.gov.uk/active-travel/school-run/>)



Merseytravel

The Merseytravel website includes information on the benefits of an active school run, quick and simple tips, and also redirects parents to the Sustrans website which comprise additional resources such as a free family guide to cycling, walking and scooting to school.

Living Streets Family Walk to School Kit (<https://www.livingstreets.org.uk/get-involved/family-walk-to-school-kit>)



The Living Streets website aims to encourage more people to travel on foot, and comprises a free guides with step-by-step tips for stress-free walks and safer streets.

The toolkit comprises reasons on why walking to school is beneficial, tips on how to get started, ideas on doing so consistently, and alternatives such as a 'Park and Stride' to reduce the impact of car travel in the event

that car travel is necessary (i.e. families who live far away from school).

Free School Bus Pass (<https://www.knowsley.gov.uk/residents/education-and-schools/apply-for-free-school-bus-pass>)



Children attending a Knowsley school they may be entitled to a free school bus pass if the statutory walking distance from their school is more than two miles away (aged under 8) or three miles (aged 8 and over). The above website sets out the criteria for qualifying for free school transport,

and also resources to assist children with special educational needs or disabilities with travel between home and school.



School Travel (continued)

Knowsley's Road Safety Around Schools Strategy
(<https://councillors.knowsley.gov.uk/documents/s55181/appendix%20a%20-%20draft%20road%20safety%20strategy%202018-19.pdf>)



Developed by Knowsley Better Together (a partnership between the Council residents, businesses, partners, and the voluntary sector), Knowsley's Road Safety Around Schools Strategy provides a holistic approach to road safety and reinforces Knowsley's Road Safety Educational Programme.

The strategy outlines the collaborative responsibilities of parents and carers, schools, and the Council in delivering safe outcomes for Knowsley's children. These actions include:

- Parents and carers to...
 - Consider the most sustainable way of travelling to and from school;
 - Raise awareness of road safety at home; and
 - Work with schools and other parents / carers to explore sustainable travel opportunities (i.e. walking bus schemes).
- Schools to...
 - Raise awareness of Road Safety Around Schools strategy with pupils and parents;
 - Work with their neighbours (i.e. churches, businesses) to explore park and stride schemes; and
 - Explore new ways to maximise their estate and physical assets to facilitate road safety around their school.
- The Council and its partners to...
 - Continue to offer programme of road safety education to all schools;
 - Develop online materials for schools, families, young people and other stakeholders; and
 - Continue to review highway safety concerns and invest in highway safety improvements as appropriate.



Appendix C – Travel Survey

East Halewood

Grace Fields & The Finches

Resident Travel Survey

Introduction

Curtins is assisting Redrow in implementing a Travel Plan at Grace Fields & The Finches in East Halewood. A Travel Plan is a strategy and package of measures that aim to promote sustainable travel, including walking, cycling, public transport use, and car sharing. A Framework Travel Plan has been prepared for the development to ensure that the site is accessible to residents and visitors. This will help to deliver health, environmental, and financial benefits for all those who live at and visit the development.

Please complete this short anonymous travel survey to help inform the Travel Plan. It should take up to 5 minutes to complete. The information provided will be treated as confidential and processed in accordance with the Data Protection Act 2018.

Section A: Information about You

1. How many cars / vans are there in your household?

- | | |
|----------------------------|-----------------------------|
| ☐ None | ☐ Three |
| ☐ One | ☐ Four+ |
| ☐ Two | |

2. How do you typically travel to work? If you use multiple modes of transport, please pick the longest leg (in time) of your journey.

- | | |
|--|--|
| ☐ Car – as driver, single occupant | ☐ Train/Tram |
| ☐ Car – as driver, with passenger(s) | ☐ Taxi |
| ☐ Car – as passenger | ☐ Motorbike/Scooter |
| ☐ On foot | ☐ I work from home |
| ☐ Bicycle | ☐ Other – please specify |
| ☐ Bus | |

East Halewood

Grace Fields & The Finches

Resident Travel Survey

3. Approximately how far do you travel to work?

- | | |
|---|-------------------------------------|
| ☐ Up to 1 mile | ☐ 6 – 10 miles |
| ☐ 1 – 2 miles | ☐ 11 – 20 miles |
| ☐ 3 – 5 miles | ☐ Over 20 miles |
| ☐ N/A, I work from home | |

4. If your typical mode of travel (your answer to Question 2) was unavailable, what alternative would you choose?

- | | |
|--|--|
| ☐ Car – as driver, single occupant | ☐ Train/Tram |
| ☐ Car – as driver, with passenger(s) | ☐ Taxi |
| ☐ Car – as passenger | ☐ Motorbike/Scooter |
| ☐ On foot | ☐ Work from home |
| ☐ Bicycle | ☐ Other – please specify |
| ☐ Bus | |

5. If your typical mode of travel (your answer to Question 2) was by car, why?
Please tick no more than three:

- | | |
|--|---|
| ☐ I did not travel by car | ☐ To carry equipment |
| ☐ I give other people a lift | ☐ Disability or health reasons |
| ☐ For safety and security | ☐ Personal commitment / childcare |
| ☐ Bad weather | ☐ Work commitment |
| ☐ Inadequate public transport | ☐ Car essential to job |
| ☐ To save time | ☐ Convenience |
| ☐ To save money | ☐ Only option |
| ☐ Other – please specify | |

East Halewood

Grace Fields & The Finches

Resident Travel Survey

6. Please select the importance of the following initiatives in encouraging you to travel by sustainable modes (walking, cycling, public transport, or car sharing):

	<u>Would not</u> encourage me to travel more sustainably	<u>Might</u> encourage me to travel more sustainably	<u>Would</u> encourage me to travel more sustainably
Better walking and cycle route information	☐	☐	☐
Additional or improved cycle parking on-site	☐	☐	☐
Improved cycle lanes and infrastructure	☐	☐	☐
Improved footpaths and crossings	☐	☐	☐
Better public transport information	☐	☐	☐
Better quality public transport waiting facilities	☐	☐	☐
More frequent public transport services	☐	☐	☐
Better security on public transport	☐	☐	☐
Cheaper public transport fares	☐	☐	☐
Car sharing incentives	☐	☐	☐

East Halewood

Grace Fields & The Finches

Resident Travel Survey

7. Is there anything else that would encourage you to travel by sustainable modes (walking, cycling, public transport, or car sharing)?

.....

.....

.....

8. Are there any particular barriers which make it difficult for you to use more sustainable transport options? If so, what are they?

.....

.....

.....

9. Do you have any other comments about your travel patterns?

.....

.....

.....

Thank you for completing the survey.

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