



Travel Plan

Land to the North of
Cronton Road, Cronton

Client: Bellway Homes Ltd (North West)



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APPENDICES AVAILABLE IN TRANSPORT ASSESSMENT

1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Travel Plan (TP) has been prepared to accompany a planning application for a proposed residential development comprising up to 120 units on land to the north of Cronton Road on the western edge of Cronton.
- 1.1.2 Knowsley Metropolitan Borough Council (KMBC) is both the Local Planning Authority (LPA) and Local Highway Authority (LHA).
- 1.1.3 This report should not be seen as a definitive document but as the first stage of the TP process, which will continue and evolve over time with input from the developer and KMBC. This TP represents a commitment by the applicant to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted to residents.
- 1.1.4 This document has been prepared alongside a Transport Assessment (TA) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TA Appendices are referenced in this document.
- 1.1.5 This document has been prepared in accordance with the Government's *Planning Practice Guidance: Transport evidence bases in plan making and decision taking* (2015) and *Travel Plans, Transport Assessments and Statements* (2014).
- 1.1.6 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.7 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.2.1 Following this introduction, the remainder of this report is structured as follows:
- Section 2 describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
 - Section 3 describes the existing situation in terms of the site and local highway network;
 - Section 4 details the development proposal including the access strategy;
 - Section 5 details access to the site by sustainable modes of travel which includes walking, cycling and public transport;
 - Section 6 forecasts the likely trip generation of the site and discusses initial targets;

- Section 7 describes the measures that could be employed to encourage travel by sustainable modes; and
- Section 8 discusses the management of the TP and describes how it will be monitored and reviewed.

2 TRAVEL PLAN POLICY, GUIDANCE & OBJECTIVES

2.1 Introduction

- 2.1.1 In recent years, national and local transport policy in relation to new developments has moved away from focusing on physical highway improvements to accommodate vehicular traffic towards measures aimed at encouraging the use of more sustainable modes, particularly walking, cycling and public transport. One of the key tools to achieving this is by the adoption of TPs. This section details the TP policies and objectives that are relevant to this development.

2.2 National Planning Policy Framework

- 2.2.1 The current *National Planning Policy Framework* (NPPF) was published in December 2024, with slight amendments on 7th February 2025, and sets out the Government's current planning policies. At the heart of NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.
- 2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

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

- 2.2.3 The document offers guidance for planning policies including:
- supporting appropriate mixes of land uses;
 - minimising the number and length of journeys;
 - actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
 - providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.2.6 Paragraph 117 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7 Paragraph 118 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed and monitored.'*

2.2.8 In the context of PRoW connections and enhancement, point a) of paragraph 125 acknowledges improved public access to the countryside as being a benefit that should be encouraged.

2.2.9 Section 8 of NPPF, *Promoting healthy and safe communities*, closely aligns with several of the principles of Travel Plans.

2.2.10 Paragraph 96 calls for developments to:

'...achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'

2.2.11 Paragraph 103 highlights the importance of access to open spaces as well as opportunities for sport and physical activity in the context of the health and well-being of communities. Paragraph 105 continues to include the importance of access to and the enhancement of public rights of way.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout *Planning Practice Guidance*, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the guidance provide significant amounts of detail on the information types and sources that are appropriate for helping LPAs to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Manual for Streets

2.4.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.4.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).

2.4.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.4.4 In September 2010 a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.5 Liverpool City Region Spatial Planning Statement of Common Ground

2.5.1 The Liverpool City Region Spatial Planning Statement of Common Ground (SoCG) was adopted in 2019 and sets out a coordinated strategic approach between Halton, Knowsley, Liverpool, St Helens, Sefton, West Lancashire and Wirral, together with the Liverpool City Region Combined Authority. The document establishes a shared framework for managing cross-boundary spatial planning matters, including strategic transport issues relevant to development.

2.6 Liverpool City Region 4th Local Transport Plan: Developing a Vision for Local Transport to 2040

2.6.1 The *Local Transport Plan 4* (LTP4) is due to be adopted by the Liverpool City Region Combined Authority in 2025/2026 and will provide the statutory framework for transport strategy and investment across Merseyside.

2.6.2 At the time of writing, the public consultation draft (October 2024) is the most recent version available. The draft LTP4 sets out the following vision:

‘Clean, safe and accessible transport for moving people and goods.’

2.6.3 To achieve its vision, the consultation version of the LTP4 sets out the following five goals:

- Goal 1 - Support good, clean job growth and opportunity for all;
- Goal 2 - Achieve net-zero carbon and an improved environment;
- Goal 3 - Improve health and quality of life;
- Goal 4 - Transport that’s well maintained and tough; and
- Goal 5 - Plan and respond to uncertainty and change and be innovative.

2.6.4 A move away from car dependency and towards active travel and public transport is a key theme of LTP4. The draft plan emphasises the importance of reallocating street space away from general traffic, the introduction and expansion of bus priority measures, and the delivery of safe walking, wheeling and cycling routes.

2.6.5 Policy G3-2 requires transport and traffic schemes to *“be designed around the needs of the movement hierarchy”* emphasising the need to reduce the speed, volume, and dominance of motor traffic.

2.6.6 The LTP4 also identifies the importance of relevant supporting documents, including the LCR Local Cycling and Walking Infrastructure Plan (LCWIP), Road Safety Strategy and Rights of Way Improvement Plan.

2.7 Knowsley Local Plan Core Strategy

2.7.1 The Knowsley *Local Plan Core Strategy* (LPCS) was adopted in January 2016 and sets out the vision, objectives and policies which will guide development within the Borough up to 2028.

2.7.2 The LPCS identifies a series of Strategic Objectives relevant to transport and residential development, including:

- **Strategic Objective 2 - Well-Balanced Housing Market;** and
- **Strategic Objective 6 - Sustainable Transport,** which includes supporting sustainable movement, reducing car dependency and improving accessibility by walking, cycling and public transport.

2.7.3 In addition, the LPCS sets out a list of Policies, with Policy CS7 dedicated to ‘Transport Networks’, which focuses on the *‘Overall Transport Strategy’*, *‘Location, Design and Management of New Development’*, and well as *‘Strategic Transport Schemes and Programmes’* within the Borough.

2.7.4 The policy seeks to support ‘*a sustainable and integrated transport system*’ and requires development to be located and designed so that people can access destinations ‘*by a choice of walking, cycling and public transport*’.

2.7.5 Supporting text to Policy CS7 confirms that the plan aims to promote a pattern of development that ‘*minimises the need to travel*’ and reduces reliance on private car use. The text also confirms that accessibility will be assessed using the Minimum Accessibility Standards Assessment (MASA) framework set out in the Ensuring a Choice of Travel SPD.

2.8 Knowsley Unitary Development Plan

2.8.1 The Knowsley Unitary Development Plan (UDP) was adopted in June 2006 and sets out ‘*the Council’s strategy for the physical development of the Borough*’ including where development should and should not occur.

2.8.2 The UDP sets out a list of Strategic Objectives, with those of relevance to this report as follows:

- **Strategic Objective 2** - To provide a better choice of housing in terms of tenure, type and market sector which will meet the needs and aspirations of the community;
- **Strategic Objective 8** - To locate major new development where it is accessible by a choice of walking, cycling and public transport, thereby minimising the need to travel by car; and
- **Strategic Objective 19** - To ensure that the design of new development provides a good level of accessibility to the whole community (including the less mobile) making appropriate and safe provision for vehicle parking, walking, cycling and public transport.

2.8.3 Chapter 8 of the UDP is dedicated to ‘Transport’ and presents a list of Core Policies, which those of relevance to this report as follows:

- **Policy T1 - An integrated transport system;**
- **Policy T6 - Ensuring choice of travel to serve new development**, which states that the Council aims ‘*to ensure that there is a good choice of mode of travel for all development proposals, with an emphasis on walking, cycling and public transport*’;
- **Policy T7 - New development and walking and cycling routes**, which requires developments to incorporate high-quality, direct and safe walking and cycling routes that link to the wider network; and
- **Policy T8 - Transport Assessments**, which requires Transport Assessments and Travel Plans for major developments or where significant traffic impacts may occur.

2.8.4 The above policies collectively require development to:

- enable travel by walking, cycling and public transport;
- ensure inclusive and accessible design;
- provide appropriate supporting assessments (TA, TS, TP); and

- contribute to improved local infrastructure where necessary.

2.9 Ensuring a Choice of Travel SPD

2.9.1 The *Ensuring a Choice of Travel* SPD was produced jointly with the Merseyside local authorities and Merseytravel to provide consistent guidance for developers on access, sustainable travel and parking expectations for new development across the sub-region.

2.9.2 The SPD states:

‘The Council has published this guidance as a Supplementary Planning Document (SPD) to show how development can satisfy the requirements of accessibility policies contained within Knowsley’s Development Plan. It will assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles.’

2.9.3 The main objective of the SPD is also clearly stated as:

‘to ensure a good choice of travel modes to all new development’.

2.9.4 Among the transport requirements set out in the SPD is the Minimum Accessibility Standards Assessment (MASA) scoring system, which assesses accessibility according to land use type, size, location and provision of supporting facilities.

2.10 Summary

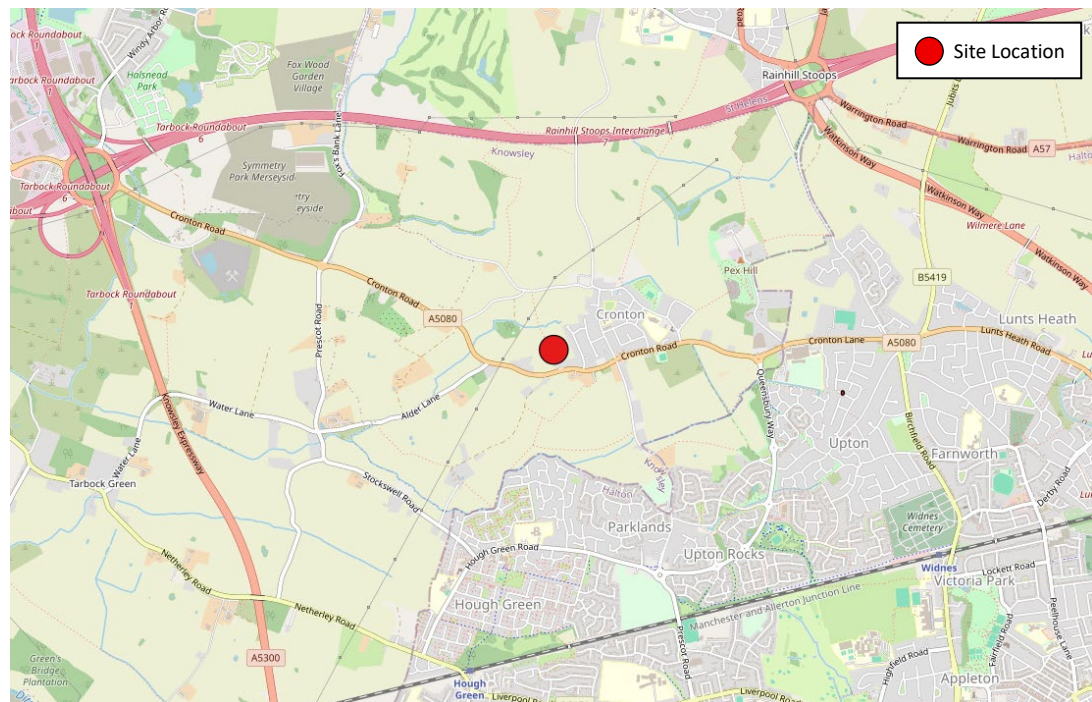
2.10.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies, and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The site is located on land to the north of Cronton Road on the western edge of Cronton, within the Borough of Knowsley. Cronton is a village positioned between Widnes and Huyton, lying close to the boundary between Knowsley and Halton. The site lies approximately 5km north of the centre of Widnes, 11km west of Warrington, 4km south of Rainhill and 17km the east of Liverpool city centre.
- 3.1.2 The site is irregular in shape and is currently undeveloped, arable land. The site is bordered by Cronton Road to south, with an established residential development to the east. The northern and western boundaries are formed by existing hedgerow and trees, beyond which lies open countryside.
- 3.1.3 The location of the site in context of the local highway network is illustrated in Image 3.1.

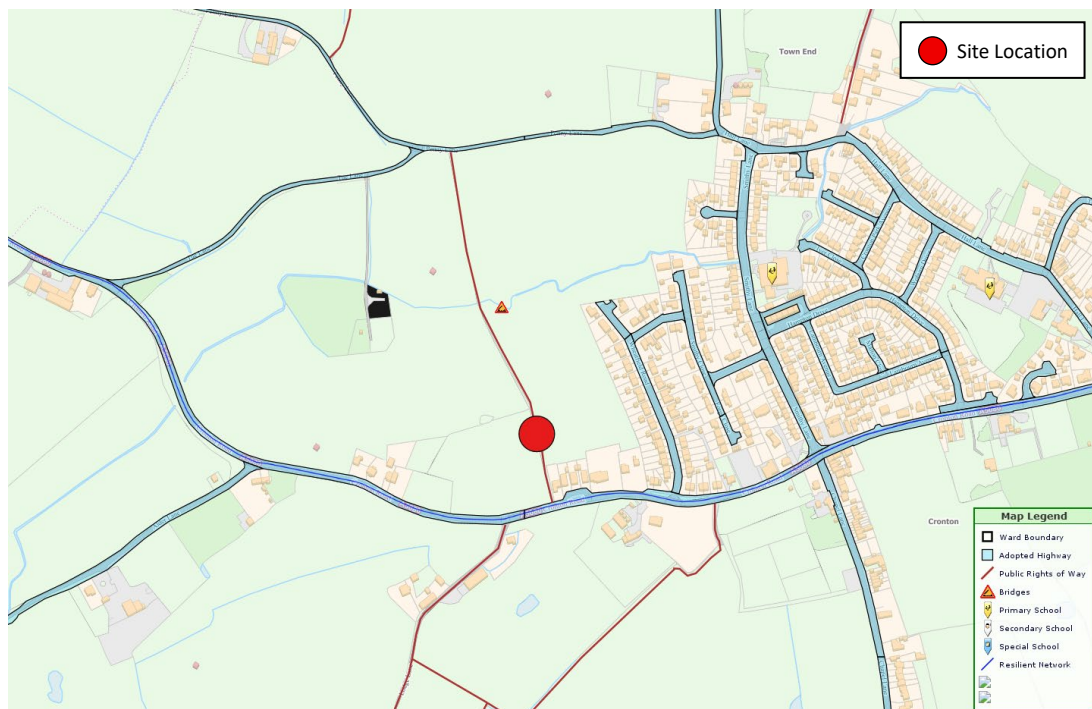
Image 3.1: Site Location Plan



Source: ©OpenStreetMap contributors

3.2 Public Rights of Way

- 3.2.1 The red lines on Image 3.2 below illustrate the Public Rights of Way (PRoW) in the vicinity of the site, with the image obtained from KMBC's 'Highways Information' mapping portal.

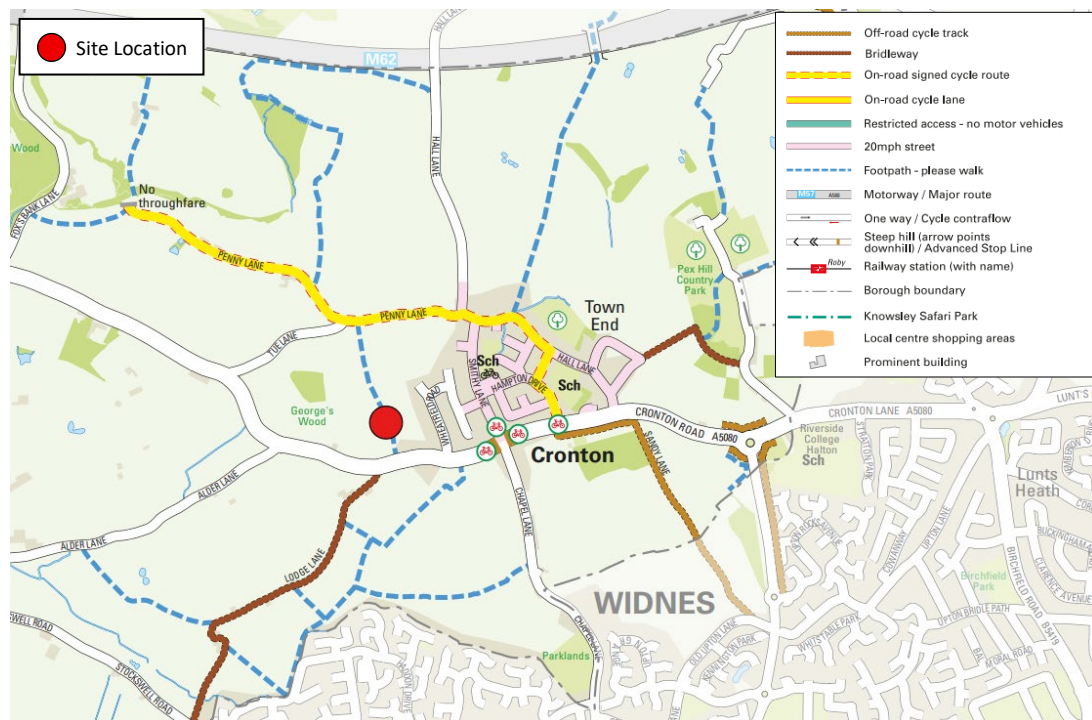
Image 3.2: Local Public Right of Way Network

Source: <https://highways.knowsley.gov.uk/>

- 3.2.2 Image 3.2 illustrates that Public Footpath CR/5/1 runs broadly north–south across the site. The route begins to the west of the existing dwellings on Cronton Road, passes through the site, and continues northwards along the western boundary before emerging onto Penny Lane. In the vicinity of the site, bridleway CR/17/1 is located on Lodge Lane, to the south of Cronton Road and opposite the site.

3.3 Local Cycle Infrastructure

- 3.3.1 Image 3.3 below shows the cycle routes and infrastructure in close proximity to the site, extracted from 'Knowsley's Cycling Map'.

Image 3.3: Cycling Provision

Source: <https://merseysideroadsafety.org/wp-content/uploads/2022/03/Knowsley.pdf>

- 3.3.2 An examination of the above illustrates that Cronton is predominantly made up of 20mph streets, with the generally low vehicle speeds conducive to cycling. An off-road cycle track is provided on the southern side of Cronton Road, extending from the toucan crossing located adjacent Kenley Avenue, to Sandy Lane to the east of the village. Sandy Lane offers a traffic-free route on the approach to northern Widnes. North of Cronton Road, the toucan crossing connects to an on-road cycle route that continues northwards through Cronton along Penny Lane.
- 3.3.3 As mentioned previously, a bridleway is located opposite the site. The bridleway is of good quality surfacing and provides a connection to Hough Green, however there is an unmade section in the middle, between Lodge Lane and the track to the south.

3.4 Local Highway Network

Cronton Road (A5080)

- 3.4.1 Cronton Road (A5080) is a single carriageway route linking Cronton with the Lunts Heath area of Widnes and the A557 Watkinson Way to the west, and Junction 6 of the M62, locally known as 'Tarbock Island', to the east. The site is therefore well situated for enabling access to the wider Strategic Road Network.
- 3.4.2 Along the site frontage, Cronton Road is approximately 7.5m wide with footways of around 1.0m in width on both sides of the carriageway. As the road approaches Cronton village, several dwellings

have direct access off Cronton Road and an established housing estate can be accessed via Wheatfield Road.

- 3.4.3 The existing footway to the east of the site and up to Wheatfield Road is narrow in places, measuring approximately 0.7m by the wall along the frontage of the No.337 Cronton Road (the adjacent property), and 0.9m adjacent the row of trees which border No.361.
- 3.4.4 The road benefits from street lighting between the Cronton Road/Chapel Lane/Smithy Lane signalised crossroad junction and the site.
- 3.4.5 Cronton Road is subject to a 40mph speed limit, reducing to 30mph towards the eastern end of the site's frontage. The change in speed limit is demarked by speed limit signage on yellow reflective backing, speed roundel road markings on high friction surfacing and dragons teeth.

Wheatfield Road/ Houghton Croft/ Smithy Close

- 3.4.6 Wheatfield Road, Houghton Croft and Smithy Close form the residential streets immediately east of the site. Within this estate, carriageway widths typically range between 5.0m and 5.5m, with footways generally provided on both sides at widths of around 1.8m to 2.0m, together with street lighting. A short section of Smithy Close, on the north-south link between Wheatfield Road and Smithy Lane, contains noticeably constrained footways on both sides, where the widths reduce to approximately 0.9m for a short distance due to boundary treatments and the proximity of adjacent frontages.
- 3.4.7 A dog walking field is located to the north of Houghton Croft, which provides an informal pedestrian connection to the north-eastern corner of the site.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

- 4.1.1 Bellway is seeking outline planning permission for the construction of up to 120 dwellings on land to the north of Cronton Road, on the western edge of Cronton. All matters are reserved except for means of vehicular access.
- 4.1.2 An 'Illustrative Masterplan' has been produced by Astle Planning and Design Ltd (APD) and forms part of the supporting documentation for the planning application. It is not included within this document as it has the potential to be revised up to the point of submission and therefore to avoid conflicting and superseded layouts being submitted within the various planning documents, it is omitted from this report.
- 4.1.3 The layout is indicative only but shows that the site is to be accessed by a new simple priority-controlled junction located on the northern side of Cronton Road. Also shown is an additional pedestrian link at the north-eastern corner of the site leading onto the existing dog walking field. A cul-de-sac arm will be provided to the smaller south-western section of the site, while an internal loop road has been illustrated to cover the largest part of the site in the north-eastern section. An area of informal public open space (POS) is proposed towards the northern boundary of the site, accessible from the dog walking field at the north-eastern corner.

4.2 Access Strategy

Vehicular Access

- 4.2.1 The site will be served by a simple priority-controlled junction on the northern side of Cronton Road, positioned towards the eastern end of the site frontage. The proposed access is illustrated in Drawing P25012-001B in Appendix E of the TA.
- 4.2.2 The proposed access will comprise a 5.5m wide carriageway, 2.0m wide footways and 10.0m radii. Whilst it is noted that the LHA advised 10.0m radii may be excessive given the existing and proposed speed limits in this location, the 10.0m radii have been proposed to aid the swept paths of larger vehicles at the access given the A-road classification of Cronton Road. The Cronton Road/Wheatfield Road junction has similar junction geometry and a review of CrashMap suggests that no collisions have occurred at the junction since 2016, suggesting the junction operates safely with the same geometric parameters.
- 4.2.3 The existing footway along the site frontage will be widened to 2.0m for the full extent, except for a short section towards the south-western boundary to ensure the existing trees in that location can be retained. All other trees and hedgerow along the existing site frontage will need to be removed to ensure the delivery of the proposed access and associated visibility splays. Any loss will be mitigated

through new planting within the site. Dropped kerbs and tactile paving will be provided on both sides of the access road along the Cronton Road desire line.

- 4.2.4 It has been demonstrated that visibility splays of 2.4m x 120m can be achieved from the proposed site access. These splays are in accordance with the Design Manual for Roads and Bridges (DMRB) for roads subject to a 40mph speed limit. It should be noted that the proposed access is located within the 30mph section of Cronton Road and not the 40mph section where the speed survey was originally undertaken. Furthermore, applying the highest recorded 85th percentile speed of 40.4mph (Table 3.1) to the MfS Stopping Sight Distance (SSD) calculation would require a 106m long visibility splay including the bonnet length, therefore the 2.4m x 120m visibility splays shown illustrate that a considerable level of visibility is achievable beyond what is required.
- 4.2.5 Whilst a safe level of visibility can be achieved based on recorded 85th percentile speeds, the applicant is willing to fund a Traffic Regulation Order (TRO) to extend the existing 30mph speed limit to the west of the site. Appropriate speed limit terminal signage and gateway features could also be provided such as speed limit signage on yellow reflective backing, high friction surfacing with speed limit roundels, and dragons teeth road markings, all of which are present at the existing change in speed location.

Pedestrian and Cycle Access

- 4.2.6 Pedestrians and cyclists will be able to utilise the main vehicular access from Cronton Road which will be supplemented by a separate 2.0m wide pedestrian footway up to the north-eastern boundary of the site, providing pedestrian access to the existing dog walking field north of Houghton Croft.
- 4.2.7 The existing PRow that runs through the site will be retained broadly along its current alignment, surfaced appropriately, and integrated into the site masterplan.
- 4.2.8 The extension of the speed limit change to the west of the site, and the extended residential environment, will help to lower speeds on the approach into Cronton, which in turn will help create an environment more conducive to cycling, improving bicycle access to the existing facilities further east in the village.

Potential Off-site Improvements

- 4.2.9 The applicant is willing to contribute towards a package of pedestrian and connectivity improvements in the area, which will be subject to further discussions with the LHA and detailed design. It should be noted that the suggested off-site improvement schemes are illustrative only at this stage but represent the applicant's commitment to improving the sustainability to and from the site. These improvements are detailed in the following paragraphs. That said, the applicant is willing to engage through the application process with KMBC to formulate a final package of works to be approved.

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- 4.2.10 In recognition of the substandard footways to the east of the site on Cronton Road and Smithy Close, several indicative off-site footway improvements are proposed to enhance pedestrian connectivity. These improvements are illustrative only at this stage and subject to further discussions with KMBC.
- 4.2.11 Drawing P25012-004-02A in Appendix F of the TA illustrates how the northern footway east of the site, between the proposed site and Wheatfield Road, can be widened to 2.0m wide where achievable, with a minimum width of 1.5m where pinch points are unavoidable such as boundary walls. To facilitate the widening of the northern footway, the carriageway could be realigned slightly into the southern verge while maintaining a consistent 6.5m carriageway width. The existing 1.0m southern footway would be retained using the existing adopted verge. As part of these works, new edge-of-carriageway lining and drainage adjustments would be required, along with the provision of dropped kerbs and tactile paving across the existing lay-by access east of the site.
- 4.2.12 Another pinch point was identified further to the east of the Wheatfield junction, adjacent to a hedge bordering No.397 Cronton Road. At this location, the footway narrows to less than 1.0m in width. Initially, cutting back the existing hedge should be explored to determine whether this would allow the footway to be widened. If this is not feasible, or does not result in a meaningful improvement, the applicant is willing to widen the footway. Drawing P25012-007A in Appendix F of the TA illustrates how this could be achieved by realigning the northern kerb line to provide a 1.5m wide footway clear of the hedge, while maintaining a 6.8m wide carriageway.
- 4.2.13 As mentioned previously, there is a short section of Smithy Close where the existing footways measure approximately 0.9m wide. Given the narrow width of the adopted highway, widening both footways would be difficult without making the carriageway narrower than what the Building Regulations for fire tender access would require. Drawing P25012-005A in Appendix F of the TA therefore shows a wider footway on the eastern side of the road only, with a priority controlled arrangement giving priority to northbound vehicles. Whilst a formal give-way arrangement with signage and lining has been shown on the drawing, the chicane could be unmarked with residents encouraged to show courtesy to each other, as per similar features in other new-build estates. A pedestrian crossing point could be provided north of the arrangement to ensure pedestrians use the wider footway on the eastern side of the carriageway.
- 4.2.14 To further support accessibility and sustainable travel, the applicant is willing to contribute towards improvements to the nearest bus stops located west of the site on Cronton Road. Potential upgrades include raised kerb waiting areas, bus stop road markings and a dropped-kerb pedestrian crossing. It is noted, however, that available highway land appears insufficient to accommodate bus shelters.
- 4.2.15 The Lodge Lane bridleway is located opposite the proposed footway on Cronton Road. Whilst a formal crossing in this location may feel somewhat out of place, dropped kerbs and tactile paving could be provided should KMBC consider it necessary. Nevertheless, it is reasonable to expect pedestrians or
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cyclists accessing the bridleway, including the unmade section further south, to be able to negotiate the existing kerb without difficulty.

- 4.2.16 To improve the bridleway for cyclists, the applicant is also willing to provide funding towards PRoW enhancements. The section of the bridleway between Lodge Lane and the farm track to the south, towards Stockswell Road, is currently unmade and runs alongside a field. Resurfacing this section would improve the route's quality, usability and attractiveness for cyclists. Given the bridleway lies outside land within the applicant's control, any improvements would be delivered via a financial contribution and would be subject to discussions with KMBC and the relevant landowners.

Access for Commercial Vehicles

- 4.2.17 To demonstrate that the proposed vehicular access point will be safe and suitable for larger vehicles, but without overdesigning, a swept path analysis has been undertaken for a typical non-commercial refuse collection vehicle, which is the largest vehicle expected to regularly access the site. The swept path analysis for the refuse collection vehicle has been illustrated in Drawing P25012-003B in Appendix E of the TA, which demonstrates that the vehicle can safely access and egress from/to Cronton Road without significantly crossing the opposite lane of the main arm.
- 4.2.18 Comments provided by KMBC Highways during the pre-application consultation process stated that the vehicle swept paths presented at that time were acceptable.

4.3 Internal Layout

- 4.3.1 In accordance with MfS, the design speed of the access road will be 20mph. While the internal layout will be subject to a separate reserved matters application, it is expected that the layout will be based on MfS design guidance meaning that the layout will focus on the needs of pedestrians, cyclists, and public transport users, create a sense of place and community, create permeable streets offering good quality connections and recognise the needs of people of all ages and abilities. All of these should be achieved without over-designing.

4.4 Car Parking Provision

- 4.4.1 As the final housing mix is not known and subject to future submissions, calculations relating to detailed parking provision have not been undertaken. An eventual reserved matters application will specify sufficient parking, both in terms of numbers and dimensions, to comply with the relevant standards at the time of submission.
- 4.4.2 At the time of writing, Appendix A of KMBC's *Ensuring a Choice of Travel SPD* includes the latest vehicle and cycle parking standards for developments in the borough. For 'other areas' - which applies to the application site, the relevant standards are as follows:

- 1 bed dwellings - 1 parking space;

- 2-3 bed dwellings - 2 parking spaces; and
- 4+ bed dwellings - 3 parking spaces.

4.5 Electric Vehicle Charging

- 4.5.1 The future reserved matters application will provide an appropriate level of electric vehicle charging facilities within the site, compliant with the Building Regulations Approved Document S *Infrastructure for the charging of electric vehicles*.

4.6 Summary

- 4.6.1 As described in this section, the development proposals will conform to national and local policy guidance.
- 4.6.2 The development will be accessed from Cronton Road via a simple priority-controlled junction. The access will be positioned towards the eastern end of the site frontage and will comprise a 5.5m wide carriageway, 2.0m wide footways and 10.0m radii. Whilst MfS normally promotes smaller radii, operational safety for refuse vehicles and occasional deliveries on an A-road justifies the geometry. The main access will be supplemented by a separate pedestrian connection to the dog walking field at the north-eastern corner of the site.
- 4.6.3 It has been demonstrated that the most onerous visibility splays required for a 40mph speed limit can be delivered from the access. The applicant is, however, also willing to fund the extension of the existing 30mph speed limit west of the site frontage if KMBC feel it appropriate to do so.
- 4.6.4 The existing footway located along the site frontage will be widened to 2.0m where the extent of adopted highway allows, and dropped kerbs with tactile paving will be provided on both sides of the access road along the Cronton Road desire line.
- 4.6.5 Several off-site improvement schemes have been investigated to encourage accessibility via walking, cycling and public transport. Whilst the proposals are illustrative only at this stage, they represent the applicant's commitment to improving the sustainability to and from the site. All the suggested off-site improvements will be subject to further discussions with the LHA, land ownership, and detailed design.
- 4.6.6 Potential improvements include:
- Widening of the northern footway along Cronton Road between the proposed site access and Wheatfield Road (ref: P25012-004-02A);
 - Widening of the Cronton Road northern footway adjacent no.397 Cronton Road (ref: P25012-007A);
 - Widening of the Smithy Close footway on the eastern side of the road, with a priority controlled arrangement (ref: P25012-005A);

- Upgrades to the closest bus stops located west of the site on Cronton Road. Potential improvements could include a raised kerb waiting area, bus stop road markings, and a dropped kerb pedestrian crossing.
- Potential dropped kerb crossing over Cronton Road; and
- Potential funding towards resurfacing the unmade section of bridleway CR/17/1 between Lodge Lane and the track further south.

4.6.7 The design principles help the site to conform to NPPF guidance including paragraph 115 in terms of creating '*safe and suitable access*' and paragraph 117 in giving priority to pedestrian and cycle movements, and creating safe and attractive places which minimise conflicts between traffic and cyclists or pedestrians and considers the '*needs of people with disabilities and reduced mobility*'. The incorporation of the existing PRoW within the site layout will provide improved access to the surrounding countryside in line with NPPF paragraph 125.

4.6.8 Additionally, the proposed access and illustrative off-site improvements align with Strategic Objective 6 and Policy CS7 of the LPCS which requires development to be located and designed so that people can access destinations '*by a choice of walking, cycling and public transport*'. Furthermore, the suggested improvements to local footways and bus stops, ensures '*that there is a good choice of mode of travel*' in accordance with Policy T6 of the UPD, as well as Policy T7 of the UPD which requires developments to incorporate high-quality, direct and safe walking routes that link to the wider network.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. *NPPF* (2024) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.’

5.2 Access on Foot

- 5.2.1 The site is located on the western edge of Cronton, where the roads within Cronton contain a network of footways, street lighting and local crossing points, creating an environment conducive to walking.
- 5.2.2 Some areas have, however, been identified where the existing footways have substandard widths, though they are used by existing residents. Several potential off-site improvements are therefore proposed to enhance accessibility for future and existing residents. These could include widening the northern footway along Cronton Road, widening the eastern Smithy Close footway, upgrading the pedestrian environment through provision of dropped kerbs and tactile paving at key desire lines, and delivering a separate pedestrian link to the dog walking field. These improvements complement the existing sustainable transport infrastructure within Cronton.
- 5.2.3 Furthermore, the existing PRoW that runs through the site will be retained broadly along its current alignment, allowing informal off-road walking opportunities through the surrounding open spaces and countryside.
- 5.2.4 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* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: CIHT Document *Providing for Journeys on Foot* (2000)

- 5.2.5 In order to highlight the site's accessibility by foot, an indicative walking isochrone has been produced using the Department for Transport (DfT) approved Geographic Information Systems (GIS) software Basemap TRACC. To provide an accurate representation of the future highway network, the site's proposed vehicular access and potential pedestrian/cyclist access points have been manually added to the network used for the isochrone. The accessibility distance is based on an origin/destination point in the approximate centre of the developed portion of the site.
- 5.2.6 Figure 5.1 in Appendix G of the TA represents the site's walking catchment within the CIHT's preferred maximum distances of 1,200m for local service trips and 2,000m for commuting trips. The Figure demonstrates that the CIHT's preferred maximum walking distances encompass much of Cronton, including the village centre, schools, community facilities and recreational amenities.
- 5.2.7 Table 5.2 below summarises the distance and the typical time it would take to walk from the centre of the site to some of the local amenities and centres of employment and education. It provides a comparison against those distances recommended in the CIHT's *Providing for Journeys on Foot*. The time it takes is based on a walking speed of 4.8kph which corresponds with the TRACC default, which itself is based on advice in the DfT document *Transport Connectivity Travel Time Indicators: Guidance Notes*.

Table 5.2: Walking Distance and Time to Local Amenities/Services

Amenity	Distance from Site (m)	Preferred Max Walk Distance (m)	Walk Time (mm:ss)
Dog Walking Field	280	1200	03:30
The Unicorn Inn Public House	491	1200	06:10
Crossroads Chippy	579	1200	07:16
Dandelion Tavern	600	1200	07:32
Hairdresser	627	1200	07:52
Hampton Drive Shops	628	1200	07:53
Cronton CofE Primary School	758	2000	09:28
Cronton Wesleyan Chapel	771	1200	09:39
Cronton Community Centre	821	1200	10:17
Playground	848	1200	10:37
Cronton Crown Green Bowls Club	873	1200	10:55
Holy Family Church	1046	1200	13:06
Holy Family Catholic Primary School and Nursery	1059	2000	13:19
Pasture Park and Gardens	1123	1200	14:04
Cronton Garden Centre	1468	1200	18:21
Parkland Sports Club and Cafe Parklands	1590	1200	19:53
Pex Hill Country Park	1622	1200	20:19
Cronton Sixth Form College	1651	2000	20:38
Hough Green Medical Centre and Pharmacy	1920	1200	24:01
Hough Green Neighbourhood Centre	1991	1200/2000	24:53
St Basil's Catholic Primary School	2003	2000	25:02
Bus Stops			
Cronton Road nr/adj Alder Lane, Cronton	461	-	05:47
Cronton Road adj Chapel Lane, Cronton	609	-	07:37
Cronton Road adj Smithy Lane, Cronton	628	-	07:52
Smithy Lane adj Hampton Drive, Cronton	630	-	07:53

5.2.8 The table demonstrates that a range of local services, including public houses, takeaway food outlets, community facilities, recreation areas and places of worship, are located within the 1,200m preferred walking range, with the village centre (Hampton Drive shops) walkable in approximately 8 minutes. In addition, multiple primary schools and Cronton Sixth Form College lie within the CIHT's 2,000m preferred maximum walking distance for educational trips, with Cronton CofE Primary school walkable in less than 10 minutes, Holy Family Catholic Primary School and Nursery in circa 13 minutes and Cronton Sixth Form College in just over 20 minutes.

5.2.9 Three local bus stops located on Cronton Road are within a 6–8 minute walk of the site, providing access to services towards Widnes, Hough Green, Rainhill and Liverpool. An additional bus stop is also available in the village centre on Smithy Lane, adjacent Hampton Drive, where some of the same services can be accessed. The bus stops and the available services from these stops will be described in more detail in Section 5.4.

- 5.2.10 Given the number of amenities accessible within the CIHT's preferred maximum distances, together with the improvements proposed as part of the development, walking will represent a realistic and attractive mode of travel for everyday journeys.

5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 8,000m, but also as part of longer journeys by public transport.

- 5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'

- 5.3.3 Local Transport Note 1/20 *Cycle Infrastructure Design* states similar, that:

'Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people.'

- 5.3.4 Whilst dedicated cycle facilities are limited in the immediate vicinity of the site, and physical improvements are difficult to introduce due to existing constraints with regards to highway width, existing cycle routes have been identified in the east of Cronton, including the off-road cycle track along Sandy Lane down to Old Upton Lane on the northern boundary of Widnes. As mentioned previously, the applicant is willing to extend the existing 30mph speed limit west of the site, which, along with the extended residential environment with the development in place, will help make Cronton Road more conducive for cycling towards these existing facilities. Furthermore, the applicant is willing to provide a dropped kerb crossing and funding towards bridleway enhancements if deemed necessary by KMBC.

- 5.3.5 A cycling isochrone showing the site's catchment has been produced using TRACC and is shown in Figure 5.2 in Appendix G of the TA. The figure illustrates 2,000m, 5,000m and 8,000m catchment ranges which equate to 10-minute, 25-minute and 40-minute journey times respectively which are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists are generally thought to travel at speeds between 15-20kph and are often willing to cycle more than 8,000m so a greater catchment may be more realistic.

- 5.3.6 Figure 5.2 in Appendix G of the TA demonstrates that the entirety of Cronton and the majority of northern Widnes lie within the 5,000m cycling range. In addition, Rainhill, Hough Green, parts of Halewood, and Lea Green Industrial Park fall within the 8,000m range, supporting the potential for cycling to be used for both education and employment trips.

5.3.7 The cycling distances and times to a selection of key local centres of education, employment and amenities, as well as neighbouring settlements, are shown in Table 5.3. The cycle times detailed in the table are based on a cycling speed of 16kph which corresponds with the TRACC default, which the software developer has based on DfT guidance.

Table 5.3: Cycling Distance and Time Taken to Centres of Employment, Education and Neighbouring Settlements

Employment/ Education/ Amenity/ Settlement	Distance from Site (m)	Cycle Time (mm:ss)
Dog Walking Field	280	02:08
The Unicorn Inn Public House	491	02:01
Crossroads Chippy	579	02:16
Dandelion Tavern	600	02:23
Hairdresser	627	02:29
Hampton Drive Shops	764	02:58
Cronton Wesleyan Chapel	771	02:58
Cronton Community Centre	821	03:08
Playground	848	03:12
Cronton Crown Green Bowls Club	873	03:17
Cronton CofE Primary School	893	03:22
Holy Family Church	1046	04:02
Holy Family Catholic Primary School and Nursery	1195	04:49
Pasture Park and Gardens	1258	06:03
Cronton Garden Centre	1468	05:32
Parkland Sports Club and Cafe Parklands	1590	06:00
Pex Hill Country Park	1622	07:50
Cronton Sixth Form College	1651	06:13
Hough Green Medical Centre and Pharmacy	1920	07:14
Hough Green Neighbourhood Centre	1991	07:29
St Basil's Catholic Primary School	2003	07:32
All Saints Upton Church of England Primary School	2139	08:03
Symmetry Park Merseyside	2477	09:20
Hough Green Railway Station	2675	10:29
Ashley High School	2970	11:32
Ormiston Chadwick Academy	3067	11:37
Widnes Railway Station	3620	13:36
Rainhill	4091	15:38
Rainhill Railway Station	4373	16:32
Interchange Motorway Estate	4545	17:11
Widnes	4720	17:47
Whiston Hospital	5240	19:40
Hale Road Industrial Estate	5528	20:59
Lea Green Industrial Park	5598	21:07
Huyton Village	6108	23:21
Prescot	6455	24:13
Halewood	6897	26:01
Runcorn	7321	27:36

- 5.3.8 The table demonstrates that as well as the village services and amenities already mentioned, a substantial number of destinations can be reached within a 10-20 minute cycle ride such as multiple railways stations including Hough Green (10-11 minutes), Widnes (13-14 minutes), and Rainhill (16-17 minutes). Additional educational facilities are also available including Ashley High School and Ormiston Chadwick Academy (both 11-12 minutes).
- 5.3.9 Major employment opportunities are accessible within a 25-minute cycle ride, including Symmetry Park to the south-east of Tarbock Island (9 minutes), the Interchange Motorway Estate (17 minutes), and the Lea Green Industrial Estate (21 minutes). Furthermore, Widnes, Whiston (including Whiston Hospital), Huyton, Prescott, Halewood and parts of Runcorn can all be reached under 30 minutes, offering further employment opportunities.
- 5.3.10 Whilst Section 6.5 of the TA explains that only small numbers of cycle trips are anticipated from the development based on 2011 Census Method of Travel to Work (MTW) data, the evidence presented in Figure 5.2 and Table 5.3 indicates that cycling is a viable travel option for journeys to local services, education facilities, and employment areas.

5.4 Access by Public Bus

- 5.4.1 A number of bus stops are located on Cronton Road adjacent to Alder Lane, Chapel Lane and Smithy Lane, all within a short walk of the site. The eastbound stop near Chapel Lane benefits from raised kerbs which supports level boarding for mobility-impaired users, while the remaining stops comprise flag-and-pole installations with clear roadside markings.
- 5.4.2 In addition to these stops, a southbound bus stop known as 'Cronton, adj Hampton Drive' is located on Smithy Lane, approximately 300m north of Cronton Road. This stop consists of a flag-and-pole and dedicated bus layby. Fewer services can be accessed from this bus stop compared to the bus stops on Cronton Road, however it provides an alternative boarding point for three of the local services operating in the area.
- 5.4.3 The local bus stops offer convenient access for residents travelling to destinations including Widnes, Huyton, Warrington and Liverpool. Table 5.4 summarises that bus services that can be caught from the bus stops described above. The information below has been obtained from Traveline (<https://www.traveline.info/>). The timetables referenced at the time of writing this report are available upon request.

Table 5.4: Local Bus Services Summary

Service	Route	Weekday Frequency	Hours of Operation (from Cronton Road bus stops)	Weekend Frequency	Notes
6	The Globe, Upton Rocks → Liverpool	One AM journey (Mon–Fri)	05:14 (adj. Chapel Lane)	None	One-directional only
7	Warrington → Liverpool / Liverpool → Warrington	Hourly (AM–PM, Mon–Sat)	05:45 – 23:00 (adj. Smithy Lane / adj. Chapel Lane / nr. Alder Lane)	Hourly (Sat); none Sun	Full bidirectional service; stops at all three Cronton Road bus stops
26	Cronton → Green Oaks → Widnes	Hourly (Mon–Fri)	09:03 – 18:01 (adj. Smithy Lane)	Hourly (Sat)	Main daytime local service
26A	Green Oaks Circular (via Cronton inbound only)	Hourly (Mon–Sat)	08:55 – 17:18 (adj. Smithy Lane)	Hourly (Sat)	Inbound-only at Cronton
10	Four Topped Oak → Cronton → Widnes	AM + PM (schooldays only)	08:15 - 14:33, 15:23 (adj. Smithy Lane)	None	School service
C42	Kingsway → Gillmoss / Gillmoss → Halton College	One - two journeys each way (Mon–Fri)	08:30 (adj. Smithy Lane) 13:52, 16:56 (adj. Chapel Lane)	None	Limited Service
C46	Kingsway → Stockbridge Village / Stockbridge Village → Halton College	One - two journeys each way (Mon–Fri)	08:30 (adj. Smithy Lane) 13:52, 16:56 (adj. Chapel Lane)	None	Limited Service

5.4.4 The services outlined above provide convenient connections to a range of local and wider destinations including Widnes town centre, Hough Green, Upton Rocks, Halton View, Rainhill, Prescott, Huyton, Warrington and Liverpool. The 7-service offers the most comprehensive service, with early morning, daytime and evening journeys in both directions and direct connections to Warrington and Liverpool. These destinations provide access to a variety of retail, employment, leisure and healthcare facilities and represent important public transport opportunities for future residents of the site.

5.4.5 Widnes town centre, Green Oaks and a number of intermediate neighbourhoods can be reached using the 26 and 26A services, which operate hourly during the daytime from stops at 'Cronton, adj Smithy Lane'. The 10-service provides additional connectivity on schooldays, with morning and afternoon journeys linking Cronton to Farnworth, Upton and central Widnes. The C42 and C46 services provide

further links to Huyton, Knowsley and Liverpool, albeit on a very limited basis with only one-two journeys in each direction per weekday.

- 5.4.6 Although infrequent, the 6-service provides one additional early morning journey from 'Cronton, adj Chapel Lane' towards Liverpool, which although minor, expands early-morning travel options slightly.
- 5.4.7 The number of services available across the day, particularly those provided by the 7 and 26 routes, ensures that a variety of journey purposes can be accommodated by public transport. These include commuting, education, retail and leisure activities.
- 5.4.8 Given the proximity of the bus stops to the site and the range of destinations accessible by regular public transport services, bus travel is considered to be a viable and convenient alternative to the private car for future residents. The network provides access to a wide selection of employment, education and retail destinations within reasonable travel times and therefore represents a suitable sustainable travel option in accordance with national and local policy.

5.5 Access by Rail

- 5.5.1 The nearest railway stations to the site are Hough Green (2.7km / 10-11 minutes by bicycle), Widnes (3.6km / 13-14 minutes) and Rainhill (4.4km / 16-17 minutes). These stations are accessible by cycle or via connecting bus services. A short car journey for longer distance rail based trips would also constitute a sustainable journey. Widnes station benefits from 7 bicycle parking lockers, 50 car parking spaces, and has a formal drop-off/pick-up point. Hough Green has 15 cycle spaces available and 41 car parking spaces.
- 5.5.2 Hough Green Station provides direct services to Liverpool Lime Street, Warrington Central, and Manchester Oxford Road. Widnes Station serves the same destinations, as well as provides connections to Nottingham, Sheffield and Norwich. Rainhill forms part of the historic Liverpool–Manchester line, offering frequent east–west services to Liverpool Lime Street, Manchester Victoria, and Manchester Airport
- 5.5.3 Given the proximity of these stations and the ability to reach them by sustainable modes, rail represents a viable option for longer-distance commuter journeys.

5.6 Minimum Accessibility Standards Assessment (MASA)

- 5.6.1 The Minimum Accessibility Standards Assessment (MASA) requires a score to be given for all developments based on the land use type, scale, location and facilities provided.
- 5.6.2 A residential development of this size is classified in MASA terms as 'Major'. The minimum required scores are shown in Table 5.5.

Table 5.5: Minimum Required MASA Scoring

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
C3 - Dwelling Houses, 'Major'	2	2	6	1

5.6.3 A summary of the scoring awarded is provided in Table 5.6, while the MASA is provided in full in Appendix H of the TA.

Table 5.6: MASA Scoring Results

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
C3 - Dwelling Houses, 'Major'	2	3	3	1

5.6.4 Tables 5.5 and 5.6 demonstrate that the development proposals meet or exceed the minimum scoring requirements for the walking, cycling and parking MASA categories. Whilst it is recognised that the nearest off-road cycle track is located circa 825m from the site, the applicant is willing to offer funding towards upgrading the bridleway opposite the site.

5.6.5 The shortfall in the public transport category is due to the substandard footway widths along Cronton Road and Smithy Close. As mentioned previously in the report, the applicant is willing to improve the width of these footways where possible.

5.7 Summary

5.7.1 This section has demonstrated that the site is located in an accessible and sustainable location, particularly with the proposed improvements to pedestrian infrastructure. A wide range of services, facilities and employment opportunities can be accessed within the nationally recognised walking and cycling distances identified by the CIHT and referenced in the NPPF. The development therefore accords with paragraph 110 of the NPPF, which requires significant development to be focused in locations that either *'are, or can be made, sustainable through limiting the need to travel and offering a genuine choice of transport modes'*.

5.7.2 A number of improvements to the pedestrian environment are proposed, including widening of the northern footway along the Cronton Road to 1.5m-2.0m, widening of the eastern Smithy Close footway, upgrade of the existing pedestrian environment including the introduction of dropped kerbs

and tactile paving, and the provision of a separate pedestrian link connecting the development to the recreational field to the north. Other potential improvements potentially include a pedestrian crossing over Cronton Road and funding towards the resurfacing a section of bridleway CR/17/1.

- 5.7.3 These measures will improve accessibility, helping to prioritise pedestrian and cycle movement in line with paragraph 117 of the NPPF and Strategic Objective 6 and Policy CS7 of the LPCS, as well as Policies T6 and T7 of the Knowsley UDP, which seek to enhance walking and cycling connectivity and provide safe, direct and attractive routes for all users.
- 5.7.4 The assessment has also shown that the site is well located to take advantage of local public transport services, with bus stops situated within an acceptable walking distance and offering direct access to surrounding settlements and employment centres. These opportunities align with paragraph 115 of the NPPF, which requires the creation of safe and suitable access for all users, and with the *Ensuring a Choice of Travel SPD*, which aims to promote sustainable travel patterns and reduce reliance on the private car. The ability to access multiple railway stations nearby further supports longer-distance sustainable travel by enabling convenient multimodal connections.
- 5.7.5 The sustainable transport opportunities and proposed improvements show that the development will enable future residents to travel conveniently by walking, cycling and public transport. The proposals therefore conform to both national and local policy requirements to maximise sustainable travel choices, minimise the need to travel by private car, and ensure that new development is located in a safe and accessible location.

6 TARGETS

6.1 Introduction

- 6.1.1 In order for TP measures to be successfully adopted, it is important to set achievable but challenging targets that can be monitored and reviewed at regular intervals. It is difficult to set targets at this stage, as they need to be based on the actual travel characteristics of the site, which will not be known until a baseline travel survey has been arranged following an agreeable level of occupation. However, as the applicant has a commitment to sustainable travel and the TP process, some initial targets can be set based on census data for the local area.

6.2 Vehicular Trip Generation

- 6.2.1 In order to determine the traffic generation associated with the proposed development, the TRICS 7.11.4 database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.
- 6.2.2 The '*Edge of Town*' location category was selected, along with subcategories '*Residential Zone*' and '*Out of Town*'. The selections returned several sample sites; however four were removed for being surveyed during the Covid-19 pandemic, one for containing particularly low trip rates in the PM, and several were removed as the samples contained flats and are therefore not representative of the proposed development. It is worth noting that the methodology for selection was agreed with the LHA during pre-application consultation.
- 6.2.3 The full reports of the TRICS data and selection process are included in Appendix J of the TA.
- 6.2.4 The derived trip rates were then applied to 120 dwellings resulting in the trip generation. The likely level of traffic generated in both the network AM and PM peak periods are presented in bold text in Table 6.1.

Table 6.1: TRICS Derived Trip Rates and Trip Generation for 120 dwellings

Time	Average Trip Rates			Average Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.098	0.295	0.393	12	35	47
08:00-09:00	0.140	0.362	0.502	17	43	60
09:00-10:00	0.143	0.186	0.329	17	22	39
10:00-11:00	0.136	0.166	0.302	16	20	36
11:00-12:00	0.139	0.143	0.282	17	17	34
12:00-13:00	0.158	0.149	0.307	19	18	37
13:00-14:00	0.161	0.156	0.317	19	19	38
14:00-15:00	0.170	0.196	0.366	20	24	44
15:00-16:00	0.263	0.183	0.446	32	22	54
16:00-17:00	0.254	0.161	0.415	30	19	50
17:00-18:00	0.319	0.160	0.479	38	19	57
18:00-19:00	0.274	0.144	0.418	33	17	50
Daily (12hr)	2.255	2.301	4.556	270	275	545

6.2.5 Table 6.1 indicates that the proposed development will provide approximately 60 two-way trips in the AM peak hour and 57 two-way trips in the PM peak hour. The forecast trips therefore equate to approximately one movement in either direction per minute in the peak hours.

6.2.6 It is important to note that the forecast trip generation does not make an allowance for any future reduction in car travel or any potential increased use of sustainable modes of travel.

6.2.7 It is also worth noting that the above trip rates were agreed with the LHA during pre-application consultation.

6.3 Multimodal Trip Generation

6.3.1 The number of non-car trips likely to be generated by the site has been forecast using 2011 Census Method of Travel to Work (MTW) data. The Knowsley 017D (E01006503) Lower Layer Super Output Area (LSOA) has been selected, which comprises the site and Cronton. The trip ends for each method of travel have been downloaded from Nomis (<http://www.nomisweb.co.uk>).

6.3.2 Several of the transport mode categories have been manually removed from the data for reasons including it being unrealistic that they will be used by residents of the site (i.e. underground), or that they will not generate a trip (i.e. not in employment).

6.3.3 As the vehicular trips were calculated using TRICS, factors have been derived between them and the census car driver trips (390). The factors equate to 15.4% and 14.6% in the respective AM and PM peaks. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the site. Table 6.2 provides the forecast multimodal trips.

Table 6.2: Forecast Multimodal Person Trips Based on Census MTW

Method of Travel to Work	Census Trips	Mode %	AM Trips	PM Trips	AM Mode %	PM Mode %
Work mainly at or from home	60	11.4%	9	9	11.0%	11.4%
Driving a car or van	390	74.0%	60	57	73.2%	72.2%
Passenger in a car or van	32	6.1%	5	5	6.1%	6.3%
On foot	17	3.2%	3	3	3.7%	3.8%
Train	14	2.7%	2	2	2.4%	2.5%
Bus, minibus or coach	13	2.5%	2	2	2.4%	2.5%
Bicycle	1	0.2%	1	1	1.2%	1.3%
Trips Excluding WFH	467	-	73	70	-	-
All Modes	527	100%	82	79	100%	100%
<i>Factors</i>			15.4%	14.6%	-	-

6.3.4 Based on the figures in Table 6.2, the site is forecast to generate 82 total people trips in the AM peak and 79 in the PM peak, with 9 people working from home, although this figure is likely to be much higher given the increase in working from home following the Covid-19 pandemic.

6.3.5 Following driving being the most common method likely to be used by residents of the site, trips as a car/van passenger expected to account for 5 trips in both peaks trips, 3 trips in both peaks are expected to be on foot, 2 trips in both peaks are expected to be via train and another 2 via bus. Cycling is anticipated to account for one trip in each peak period. This figure has been manually rounded up for the purposes of setting targets, as mode share outputs cannot be expressed as fractions of a trip.

6.4 Modal Shift Targets

6.4.1 In line with national travel plan guidance, targets should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound). At this stage in the TP process, the most suitable way to set targets will be to suggest a reduction in car or van driver trips with an increase in trips on foot, bike, bus, train, as a passenger in a car or van trips, as well as car sharing and an increase in working from home.

6.4.2 It is recognised that achieving a 10% reduction in car or van driver trips is both a realistic and ambitious target. This reduction is proposed to be reallocated proportionally across the identified sustainable modes of transport, based on their current modal share.

6.4.3 Table 6.3 displays the development's initial targets using the average of the modal splits shown in Table 6.2 as the base. The green font represents a percentage increase, with the red font representing a percentage decrease. It is considered that these initial targets should be achieved within five years of full occupation of the site.

Table 6.3: Modal Split Targets for Five Years Post Occupation

User Class	Mode %	Target	
		5%	10%
Work mainly at or from home	11.4%	13.6%	15.8%
Train	2.7%	3.2%	3.7%
Bus, minibus or coach	2.5%	2.9%	3.4%
Driving a car or van	74.0%	69.0%	64.0%
Passenger in a car or van	6.1%	7.2%	8.4%
Bicycle	0.2%	0.2%	0.3%
On foot	3.2%	3.8%	4.5%
Total People	100%	100%	100%

6.4.4 Table 6.3 presents the targets of up to 15.8% of people to be working from home, 8.4% to be a passenger in a car or van, 4.5% to walk, 3.7% to travel via train, 3.4% to travel via bus or coach, 0.3% to cycle and with a reduction in driving a car or van to 64.0%.

6.4.5 It is recommended that the initial targets be adjusted based on the baseline travel survey as this will provide more accurate, up-to-date and site-specific travel patterns rather than using census derived modal split data. The proposed sustainable travel improvements, as highlighted in Section 4, are likely to contribute to an increased uptake of active travel modes, particularly walking and cycling.

7 MEASURES

7.1 Introduction

- 7.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 7.1.2 Not only should the measures be realistic, but it is important that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly the eventual TP Co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.
- 7.1.3 This section will present potential measures to help achieve the targets set in Section 6. Some of these measures will be collective and apply to all modes of sustainable transport while others will be specific to each mode.

7.2 Reducing the Need to Travel

- 7.2.1 Section 5 of this TP has described how the site is well-located in terms of being within walking and cycling distance to local amenities. It also demonstrated how bus services may provide viable and convenient modes of travel for some residents. Furthermore, the site's access strategy, particularly with regards to its permeability for pedestrians and cyclists, maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along natural desire lines.
- 7.2.2 Sections 4 and 5 confirm that both the existing and proposed local highway network are suitable for walking, with well-lit footways and appropriate pedestrian infrastructure. Where necessary, targeted improvements are proposed to enhance conditions for both existing and future residents.
- 7.2.3 Development of the site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. The travel restrictions imposed during the Covid-19 pandemic saw a considerable increase in working from home, with many employers likely to be further supportive of working from home on a full or part-time basis. The ultimate housebuilder is likely to incorporate home working facilities into the properties.
- 7.2.4 In addition, the emergence of home deliveries from large supermarkets and online retailers has the potential to further reduce the need for travel. There is an opportunity for the housebuilder to promote these alternatives and raise awareness of the potential time, cost and environmental savings of home deliveries, both in relation to the large supermarket chains including Sainsbury's, Asda, Tesco, Morrisons and Waitrose, as well as online retailers such as Ocado and Amazon. Many of these

retailers allow purchases to be delivered on a specific day and some between a specific time window to ensure that someone is home to accept the delivery. Alternative delivery addresses and locations can also often be specified.

7.3 Welcome Packs

7.3.1 Welcome packs will be provided for each new dwelling upon first occupation and will be produced by the housebuilder with input from KMBC. These packs will be essential to educating and informing future residents of both the sustainable transport modes available to them and the benefits they can have for them and their families, including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve. Typically, the content of such welcome packs include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables; and
- Details of the Travel Plan Coordinator (TPC).

7.4 Other Methods of Awareness Raising and Marketing

7.4.1 Aside from welcome packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:

- Personalised travel planning for families and individuals, often arranged by the TPC;
- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at a physical meeting or by using social media with websites such as *X* (formerly *Twitter*), *Facebook* and *Nextdoor*, having mass appeal and membership, yet having localised content and discussion groups; and
- Promotion of events such as *National Bike Week* and *Living Street's* series of walking events including *Walk to Work Week* and *Walk to School Week*.

7.5 Measures to Encourage Walking

7.5.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (<https://www.nhs.uk/live-well/exercise/>). The 150 minutes could be achieved by walking leisurely for 30 minutes per day, five days a week, or briskly for 10 minutes per day (<https://www.nhs.uk/live-well/exercise/walking-for-health/>).

7.5.2 Furthermore, research from the University of Cambridge has discovered that just a brisk 20-minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (<http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity>).

7.5.3 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available (through welcome packs, notice boards and on the Merseytravel website), including off-road PROW;
- Ensure the clear signage of pedestrian routes within and adjacent to the site; and
- Promotion of a 'walking buddy' scheme (through welcome packs, notice boards and social media)

7.6 Measures to Promote Cycling

7.6.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.

7.6.2 We are Cycling UK (<https://www.cyclinguk.org/>) outlines the following 10 reasons why cycling is good for you:

- Reduces the risk of cancer by 45%;
- 46% lower risk of cardiovascular disease;
- Boosts immunity;
- Good for your waistline;
- Cycling fights the aging process;
- Cuts depression by up to a third;
- 95% of people we interviewed for our Rides of Way survey said it helped with their mental health;
- Helps reduce air pollution;
- Reduces asthma in children; and
- Saves money.

7.6.3 The website also makes the pertinent point that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment. It is expected that the housebuilder will include provision for cycle storage for each dwelling.

7.6.4 Potential measures to encourage cycling include the following:

- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
- Promote the local cycling routes available and cycle storage facilities at key destinations such as in district centres (through welcome packs, notice boards and on the Merseytravel webpage);
- Promotion of events such as National Bike Week (<https://www.cyclinguk.org/bikeweek>);
- Promotion of a Bicycle User Group (BUG) (through welcome packs, notice boards, social media and Merseytravel website) which could include cycle proficiency courses;
- Discounts on cycles and cycle accessories from local retailers;
- Encouragement of residents to check with their employers to see if they offer a cycle to work scheme; and
- Promotion of other useful cycling websites (through welcome packs, notice boards and social media) such as [Walk Wheel Cycle Trust](#), [We are Cycling UK](#), and [Love to Ride](#).

7.7 Measures to Encourage Public Transport Use

7.7.1 Public transport use and accessibility is an important element of TPs. Bus and rail transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this report has demonstrated that bus travel could be a suitable and convenient mode of transport for some residents of the site.

7.7.2 The key measure to promote public transport use will be through the provision of route and timetable information in welcome packs, on notice boards and at the stops themselves.

7.7.3 There are a number of useful public transport websites which can be promoted through welcome packs, notice boards and social media. Some of these websites include, but are not limited to:

- [Welcome to Stagecoach](#);
- [Arriva UK Bus | Buy Bus Tickets & Check Live Bus Timetables](#);
- [Merseytravel | Liverpool City Region Travel Information](#);
- <https://www.traveline.info/>;
- <https://www.nationalrail.co.uk/>.

7.7.4 It is expected that as the TP progresses, liaison will be made with local public transport operators in order to maximise the awareness of, and accessibility to, public transport.

7.8 Measures to Reduce Single Occupancy Car Trips

7.8.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites.

- 7.8.2 Residents could also manage their own lift sharing as there are likely to be a number of residents travelling to popular destinations such as Widnes, St. Helens and Liverpool City Centre. This could be managed through a residents' committee should there be one, or informally otherwise.

7.9 Measures to Encourage Low Emission Vehicle Use

- 7.9.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies such as electric hybrid engines and fully electric engines, with central government due to impose a ban on the sale of new petrol and diesel engine vehicles in 2035. The purchase prices of such low emission technologies are becoming more in line with standard petrol and diesel engine vehicles, with some manufacturers setting targets to fully switch to electric vehicle or hybrid production only.
- 7.9.2 To encourage low emission vehicle use, the eventual housebuilder will provide appropriate electric vehicle charging facilities within the proposed development, compliant with *The Building Regulations 2010 Approved Document S (Infrastructure for the charging of electric vehicles)*.

8 MANAGEMENT, MONITORING AND REVIEW

8.1 Management

- 8.1.1 The overall responsibility for the TP will initially lie with the housebuilder. Following this, the TP will become the responsibility of a TP Co-ordinator, site management company or residents' association.

8.2 Appointment of a Travel Plan Co-ordinator

- 8.2.1 It is envisaged that the housebuilder will appoint a TPC prior to construction. The TPC will inherit the day-to-day responsibility for ensuring that the TP is regularly monitored, reviewed, updated and evolved.
- 8.2.2 Initially, they will be tasked with implementing and marketing the TP measures described in Section 7, and set SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets based on travel surveys conducted when the dwellings are 50% occupied (to be agreed with KMBC). Further travel surveys will be undertaken by the TPC at regular intervals, as agreed with KMBC, to monitor progress against the established targets. These targets will be reviewed and updated as necessary, based on the survey findings and ongoing engagement with KMBC and local public transport operators.
- 8.2.3 It is expected that the TPC will initially be an employee of the housebuilder and that they will arrange a steering group to assist with the future development of the TP. Such a steering group can then take ownership of the TP at the end of the five-year period.

8.3 Monitoring and Review

- 8.3.1 It is important that the TP is monitored at regular intervals to assess its success and help to evolve it. It is envisaged that the housebuilder will commit to monitor the TP at regular intervals over a period of time and will most likely be post 100% occupation.
- 8.3.2 The TP will need to be reviewed at regular intervals after monitoring is complete. The review should remove any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If the TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. Any changes to the TP will need to be made in agreement with KMBC.

8.4 Interim Action Plan

- 8.4.1 An interim action plan has been produced, outlining actions likely to be undertaken upon early occupation of the site. It should, however, be noted that this is only indicative at this stage of the process and will be updated at appropriate times.

Table 8.1: Interim Action Plan

Stage	Action	Responsibility
Prior to occupation	Install EV charging facilities	Applicant
	Install cycle storage facilities	Applicant
	Accommodate space and infrastructure for home working	Applicant
	Appoint TPC and inform KMBC of contact details	Applicant
	Contact and negotiate with local retailers, KMBC and Merseytravel to arrange discount for outdoor clothing, cycling equipment and discounted public transport tickets	TPC
Early stages of occupation	Market the benefits of the site in terms of accessibility by non-car modes to potential buyers	TPC
	Prepare welcome packs and arrange printing	TPC
	Arrange for welcome packs to be presented to new owners with keys to properties	TPC
	Consider the provision of sustainable travel vouchers on request	TPC