

Merseyside Dog Rehoming Centre

Workplace Travel Plan

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TM/SC/25081-02 Travel Plan

Prepared by:

David Tucker Associates

Forester House, Doctors Lane
Henley-in-Arden
Warwickshire
B95 5AW

Tel: 01564 793598
Fax: 01564 793983
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk

Prepared For:

Dogs Trust

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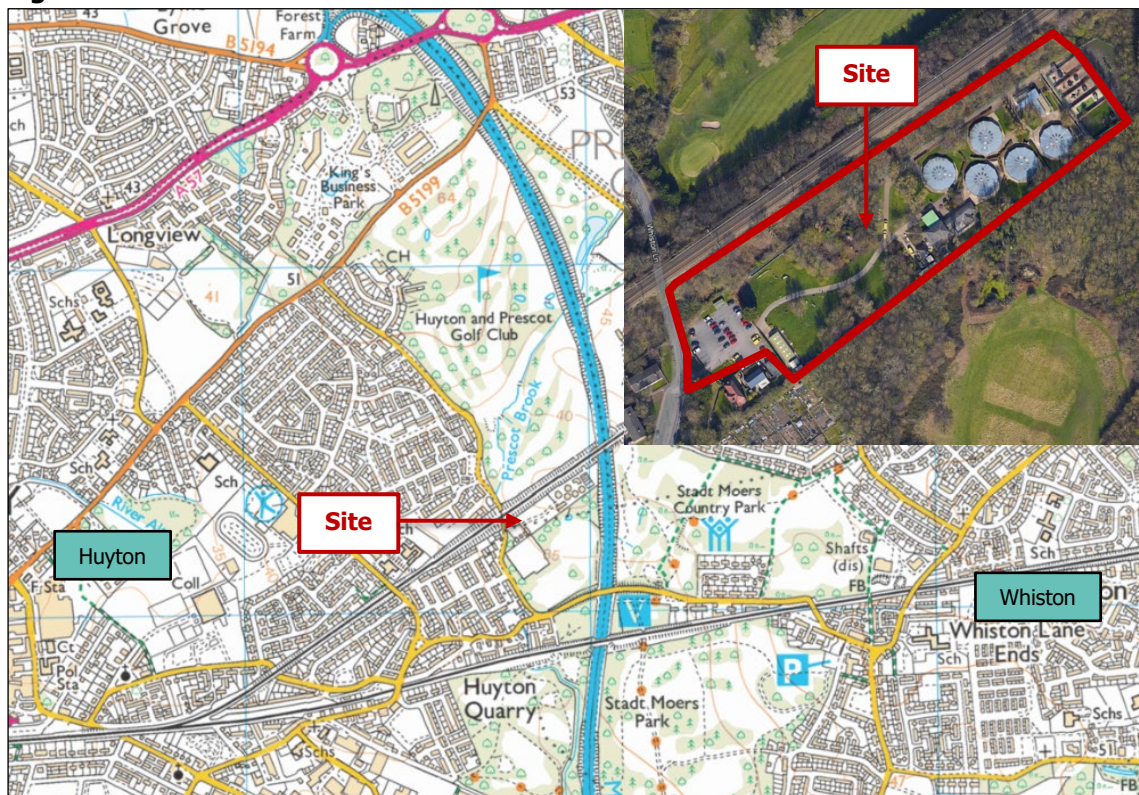


1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Workplace Travel Plan (FTP) has been prepared by DTA on behalf of Dogs Trust to consider the transport implications of a planning application for the proposed redevelopment of Merseyside Dogs Trust, Huyton, L36 6HP.
- 1.1.2 The Merseyside Centre has been part of the Dogs Trust portfolio for many decades. However, the centre is now coming to a point where its facilities are in need of upgrading, to bring it in line with its more advanced and modern sister centres. This will ensure that the level of care and welfare for the dogs, and staff alike are up to their consistent standards provided elsewhere within the UK.
- 1.1.3 **Figure 1** indicates the location of the site, with the proposed site layout plan contained within **Appendix A**.

Figure 1: Site Location





1.2 **Structure of the Travel Plan**

1.2.1 The remainder of this report is structured as follows:

Chapter 2 describes the site, including the accessibility of the site using sustainable modes of travel such as walking, cycling and public transport.

Chapter 3 describes the Travel Plan and its benefits and identifies the Staff Travel Plan targets.

Chapter 4 details the implementation and co-ordination of the plan.

Chapter 5 describes the measures that could be implemented to achieve the targets.

Chapter 6 identifies how the TP will inform monitoring; including the role of surveys and subsequent monitoring reports to ensure that the TP is successfully reviewed and updated; and

Chapter 7 provides an action plan to detail the timescales for measures to be completed through the course of the TP.

1.2.2 DTA has prepared a Transport Statement (TS), which sets out the impact of the proposed development. This Travel Plan should be read in conjunction with the document (report reference 25081-01) dated June 2023.



2.0 EXISTING CONDITIONS

2.1 Site Location and Description

- 2.1.1 The site comprises approximately 2.59Ha and is located off Whiston Lane, which falls to the immediate east of the Huyton Settlement Boundary.
- 2.1.2 In terms of the wider context, the site is approximately 6km south of Knowsley and around 11km east of Liverpool. The site is broadly rectangular in shape and the existing access to the site is from Whiston Lane to the east.
- 2.1.3 The site lies in an established residential area with a mix of leisure, community and industrial buildings close by, and is flanked to the immediate north by a railway line and to the east by the M57 motorway. Allotments are located to the south with the western boundary is formed by Whiston Lane.

2.2 Current Site Use

- 2.2.1 The site is brownfield in nature and consists of a Dogs Trust Rehoming Centre. The current site includes a number of existing buildings and significant levels of hard surfacing.

2.3 Pedestrian and Cycle Provision

- 2.3.1 The site is located within an established residential area and consequently served by a good quality pedestrian network. Pedestrian provision is generally of good condition with adequate width footways and street lighting present.
- 2.3.2 A footway is provided along the western side of Whiston Lane in the direct vicinity of the site. This continues south along the residential frontage, providing a safe route for people to walk from the site to the nearest bus stops as well as towards the town centre.
- 2.3.3 The streets surrounding the site are residential in character and provides a good basis for by cycle to key areas of activity to the west of the site.
- 2.3.4 Given the above, it is concluded that there are good opportunities for travel by foot and cycle travel between the site and the surrounding areas.



2.4 Public Transport Facilities

Bus Services

- 2.4.1 The nearest set of bus stop to the site are located on Pottery Lane (WB)/ Wood Lane (EB), approximately 350m south of the site. Both stops comprise of a flag and pole with timetable information. The stops are served by routes 239 and 248. Stops are also located on York Road, around 400m north of the site, serving route 246 on an hourly basis.
- 2.4.2 A summary of bus services available from these stops is provided in **Table 1**.

Table 1: Local Bus Services

Bus Number	Stop Location	Route	Typical Frequency
239	Wood/ Pottery Lane	Prescot to Broad Green	40 mins
248	Wood/ Pottery Lane	Huyton to Prescot	Three per day
246	York Road	Huyton Circular	60 mins

- 2.4.3 The above analysis shows that the proposed development site is well served by bus services, with bus stops accessible within a five minute's walk of the site.

Rail Services

- 2.4.4 The closest railway station is Huyton Railway Station, approximately 3km west of the site. The station is well-connected to Liverpool, as well as Manchester and Wigan.
- 2.4.5 A summary of the rail services from Huyton Railway Station is outlined in **Table 2**.

Table 2: Summary of Rail Services: Huyton Rail Station

Destination	Typical Frequency	Approximate Journey Time
Liverpool	Five per hour	20 mins
Wigan	Two per hour	35 mins
Manchester	One per hour	45 mins

2.5 Existing Travel Behaviour Data

- 2.5.1 To establish and understand the travel habits against which the Travel Plan's progress can be measured, the applicant has provided details of a staff travel survey undertaken in May 2023. The survey sought to capture how staff typically travel to the centre; the



resultant mode split is shown in **Table 3**.

Table 3: Current Staff Modal Split by Mode of Transport

Mode of Transport	Staff	% Mode Split
Driving a car or van	33	82.5%
Bus	1	2.5%
On foot	4	10%
Passenger in a car or van	2	5%
Total	40	100%

2.6 Highway Network

Whiston Lane

- 2.6.1 The site benefits from highway frontage over a length of Whiston Lane. Whiston Lane is a classified road (C category) with a local distributor function and is subject to a 30mph speed limit. Whiston Lane connects to Huyton Lane (B5199) to the north of the site, with Wood Lane/Pottery Lane to the south. Whiston Lane passes beneath a railway line just to the north of the proposal site, the bridge has a 4.5m height restriction.
- 2.6.2 The western side of Whiston Lane is residential in character. Whiston Lane is around 5.5m wide along the site frontage, widening to the north beyond the railway line. Footways are present along the western edge of the carriageway in the vicinity of the site, with the section opposite the site frontage being typically 1.5m wide. This narrows immediately north of the railway bridge prior to widening again to around 1.5m-2m along the residential frontage.

2.7 Summary

- 2.7.1 Overall, it is clear that the proposed development has good links to pedestrian and cycle facilities as well as connections to the public transport network. Therefore, it is evident that by virtue of the site's location, staff are provided with a realistic choice in travel modes for undertaking day-to-day journeys, thereby reducing their reliance on the private car.



3.0 TRAVEL PLAN OBJECTIVES, BENEFITS AND TARGETS

3.1 Introduction

3.1.1 The main objectives are as follows:

- Reduce the number of single occupancy vehicles (SOV) travelling to and from site.
- Promote the health and environmental benefits of cycling walking and using public transport.
- Provide clear information to all employees and visitors on the alternative modes of travel to and from site.
- Enhance the safety and security of people travelling to and from site.

3.2 Travel Plan Benefits

3.2.1 Travel Plans have many benefits including:

Benefits for the Employer

- Increased productivity from a healthier, motivated workforce.
- Potential cost savings (mileage, car parking, lateness, lost time in travel).
- Reduced congestion.
- Reduced demand for parking and improved access.
- Improved punctuality.
- Positive company image, and
- Improved employee morale.

Benefits for Staff/ Visitors

- Potential cost and time savings.
- Improved health and fitness; and
- Better quality of life.

3.2.2 It is intended that these objectives will be met by identifying and implementing initiatives that provide staff and visitors with a variety of travel choices and reduce the need to travel by private car. By meeting the objectives set out above, the applicant will fulfil its desire to achieve consistency with planning policy and facilitates accessibility by available modes of travel to the redeveloped site.



3.3 Initial Targets

- 3.3.1 Targets are the measurable goals by which the progress of the TP will be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART'- Smart, Measurable, Achievable, Realistic and Timely.
- 3.3.2 There are two types of targets, namely: 'Action' and 'Aim' targets. Action targets set out specific commitments to implement measures to ensure delivery. Aim targets provide numerical goals for mode shift.
- 3.3.3 The key action targets are:
- To appoint a Travel Plan Co-ordinator prior to occupation; and
 - To conduct the first Travel Plan survey (completed in May 2023 and considered acceptable given there is no planned intensification of use), followed by biennial surveys over a minimum period of five years.
- 3.3.4 The overarching aim of the TP will seek to reduce single occupancy vehicles by 10% by the end of a 5-year period following completion of the build.



4.0 IMPLEMENTATION OF THE TRAVEL PLAN

4.1 Travel Plan Coordinator (TPC)

4.1.1 In order to implement the Travel Plan, a member from the operations team has been appointed as the Travel Plan Co-ordinator for the site.

4.1.2 The TPC contact details are as follows:

- Name: Ryan Campbell
- Mail: ryan.campbell@dogstrust.org.uk

4.1.3 The role of the TPC will include:

- Overseeing the management and monitoring of the Travel Plan;
- Co-ordinate travel surveys, data collection and survey analysis;
- Implement existing and future programmes which are part of the plan;
- Address any comments/ suggestions from staff and visitors;
- Implement marketing and awareness-raising campaigns and literature to promote the Plan;
- Implementing sustainable travel days; and
- Liaise with KMBC , where required.

4.1.4 The TPC will also provide information as part of the promotion of the Travel Plan to staff. The information will be the inclusion of a 'Travel Information Guide' provided to new employees.

4.1.5 The guides will be offered in a format which is most useful to their recipients, this would be most likely to be electronically. This would allow direct links to timetable information which would not need subsequent updating and other web-based resources such as journey planners. These packs will be issued to staff and will include details on the Plan measures, as described in Chapter 5.



5.0 TRAVEL PLAN MEASURES

5.1 Introduction

- 5.1.1 The following measures will be implemented at the centre to promote walking, cycling, bus travel and car sharing amongst employees and visitors. It should be noted that the responsibility for providing the necessary physical infrastructure will be provided by the developer. All other measures are the responsibility of the centre.

Table 4: Proposed Travel Plan Measures

Measure	
Incentives to support walking and cycling	• Provide local walking/cycling maps within travel guide • Provision of safe and secure, covered cycle parking (six spaces) and in a location close to the unit entrance. • Provision of shower facilities, changing rooms and locker facilities • Consider providing personal alarms, store of pool umbrellas or other supporting measures • Promotion of Walk to Work events • Consider supplying basic cycle maintenance equipment on site e.g., pump, puncture repair kit, tools etc. • Promotion of the Cycle2Work Scheme (dependent on unit occupiers' policies) • Promotion of cycling events
Incentives to support public transport	• Details of timetables, ticketing, routes and costs of public transport services shall be made available within the Travel Information Guide. • Consider providing interest free staff loans for public transport passes
Support for car sharing	• Promote national car share websites e.g., liftshare.com. Information on how to sign up to the website to be included within the Travel Information Guide.
Promotion and comms	• Appointment of Travel Plan Coordinator • Information on each mode will be updated by the Travel Plan Co-ordinator on a regular basis. • Provision of Travel Information Guide to all new staff
Measures to Reduce the Need to Travel	• The TPC will also investigate the opportunity to encourage local suppliers to deliver food to the site. • Review opportunities for increased home working if appropriate



6.0 MONITORING AND REVIEW

6.1 Monitoring

- 6.1.1 Monitoring of the TP is important to understand the changing nature of travel habits and the effectiveness of the TP measures in working towards the targets detailed in Chapter 5. The TP will be monitored for a period of five-years following completion of the development.

Follow-up Travel Surveys

- 6.1.2 Following the completed first/ baseline survey, subsequent biennial surveys (up to year 5) will be undertaken on / near the baseline survey anniversary, with surveys compared against the baseline surveys to measure travel behaviour change at the site. Where possible, the surveys will be undertaken in at the same time of year as the previous surveys.

6.2 Review

- 6.2.1 The TPC will arrange for a review of the TP to assess the success of the plan and will then prepare a monitoring report to summarise the results of the travel surveys, the progress against the TP targets and to identify measures for potential implementation in the future.
- 6.2.2 The monitoring report shall be submitted to KMBC's sustainable travel team for review. The TPC in consultation with KMBC will then have an input into what measures or interventions may be required should targets not be met and a way forward will then be agreed. Such remedial actions could include implementing new measures or revisiting old measures.
- 6.2.3 The results of monitoring surveys will periodically be disseminated to staff.



7.0 ACTION PLAN

7.1 Action Plan

- 7.1.1 To ensure that the Travel Plan is effectively implemented, the measures outlined in Chapter 5 have been arranged into an action plan, which identifies the timescale and person responsible for introducing the measure.

Table 5: Action Plan

Action		Timeframe	Responsibility
Walking and Cycling	Provision of safe and secure, covered cycle parking in a location close to the unit entrance.	Prior to Occupation	Developer
	Provision of shower facilities, changing rooms and locker facilities	Prior to Occupation	Developer
	Provide local walking and cycling routes within travel guide	On Occupation	TPC
	Personal alarms, umbrellas or other supporting measures	On Occupation	TPC
	Promotion of Walk to Work Month / area-wide walking events	On Occupation	TPC
	Promotion of the Cycle2Work Scheme (dependent on unit occupiers' policies)	On Occupation	TPC
	Promotion of area wide cycling events / challenges	On Occupation	TPC
Public Transport	Provide details of timetables, ticketing, routes and costs of public transport	On Occupation	TPC
Car Sharing	Promote national car share websites e.g., liftshare.com.	On Occupation	TPC
	Appointment of Travel Plan Coordinator	Completed	Dogs Trust
	Provision of travel information guides to all new staff	On Occupation	TPC



Monitoring	Baseline staff travel survey to be undertaken in order to establish staff travel modal share Further surveys will be undertaken on the 1 st , 3 rd and 5 th anniversary of the baseline Travel Survey.	Baseline survey – completed May 2023 Follow up surveys: in year 1, 3 and year 5 on/ near baseline survey anniversary	TPC
	Prepare a monitoring report containing the following information: • Staff travel survey results; • Information regarding the implementation of Travel Plan measures; and • An action plan for the upcoming years.	Within 2 months of travel survey	TPC

7.2 Funding

- 7.2.1 Appropriate funding will be allocated by the Dogs Trust to cover the costs involved in administering the Travel Plan over a 5 year period from completion of the redevelopment.
- 7.2.2 The funding will cover all costs relating to the TPC, implementation of measures and initiatives, conducting the surveys, marketing of the Travel Plan, monitoring and submission of a Travel Plan review to KMBC.

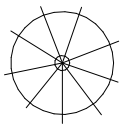
Appendix A
Site Layout Plan

KEY

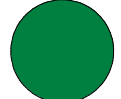
Refer to Landscape Architect drawings for exact specification.

- Brushed Finish Concrete.
- Artificial Grass
- Sand
- Grass / natural planting.
Refer to landscape plan for further detail.
- Hogging / gravel walking path.
Refer to landscape plan for further detail.
- Loose Gravel
Refer to landscape plan for further detail.
- Pedestrian Surface / Pavers
- Tactile Paving
- Road / Tarmac.
Details to be progressed during detailed design stage.
Refer to Civils for specification

V - Ditch. Refer to Civil Engineer's & Landscape Architect's layout.



Indicative tree location. Refer to Landscape Architect's layout.



Existing Tree location to be retained. Recommended action: No repair required.



Proposed Fire Hydrant Locations.

Boundary Treatments

- A Combination of below fence types used as boundary for dog exercise areas.
- 1 Type 2: 1.1m High timber fence with 0.9m weld mesh & weld mesh cranked top.
Note: No cranked top required when depicted by light green
- 2 Type 3: 2m High weld mesh fence with weld mesh cranked top.
- B Existing 2m High weld mesh fence
- C 2m High weld mesh fence with 100x150mm timber posts. (Note: No crank top required)

A1

This drawing must not be scaled.
Figured dimensions and levels to be used.
Any inaccuracies must be notified to the architect.
Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:		Chk'd:
A	Combined Booked & TBA building split into two separate buildings - JS	10.03.23
B	Site plan amended following development of buildings. Additional grass areas indicated on plan-JS	22.03.23
C	Site plan amended to vehicle tracking feedback. Proposed Fire Hydrant locations shown - JS	29.03.23
D	Entrance courtyard amended following design development - JS	21.04.23
E	Boundary treatments indicated on site plan. Drop off size increased to accommodate large vehicle turning circle. Paved walkway shown to front entrance. New swale locations indicated - JS	14.06.23
F	Bike store noted on site plan. Accessible parking space introduced into secondary staff car park - JS	16.06.23

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STATUS
S2 - Issued for Information

Contract: Dogs Trust
Merseyside Rehoming Centre
Title: Site Plan

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Cardiff, Swansea, London t +44 (0)33 33 201 001 www.powelldobson.com @PDArchitects

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LEVEL	TYPE
ROLE	NUMBER

Scale: 1 : 500
Date: 07.03.23
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Checked: OSRH



Forester House
Doctor's Lane
Henley-in-Arden
Warwickshire
B95 5AW

Tel: +44(0)1564 793598
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk