

Residential Development

May 2025

Lickers Lane, Halshead Garden Village North

Knowsley

RESIDENTIAL TRAVEL PLAN

REPORT

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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons have been instructed by Vistry to prepare a Travel Plan to discharge planning condition no.12 of a consented residential development on land off Lickers Lane, which lies within the Halsnead Garden Village North development.

1.1.2 The location of the site in a local setting is shown in **Plan 1**. A phasing plan is attached at **Plan 2**, with the red lined area being of relevance to this Travel Plan at the present time.

1.1.3 Planning condition 12 of the consented development ((App ref 22/00600/FUL) states that:

'Prior to the occupation of any dwelling, a Residential Travel Plan shall be submitted to and approved in writing by the Council as Local Planning Authority. The Plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the Travel Plan shall include, but not be limited to, the following:

- *Production and distribution of an information pack for residents detailing travel options and information on all modes of transport.*
- *Information on existing transport policies, services and facilities, travel behaviour and attitudes.*
- *Access for all modes of transport.*
- *Resource allocation including Travel Plan Co-ordinator and budget.*
- *Marketing and communication strategy.*
- *Appropriate measures and actions to reduce car dependence and encourage sustainable travel.*
- *An action plan including timetable for implementation of each of the above.*

- *Mechanisms for monitoring, reviewing and implementing the Travel Plan.*

The approved Residential Travel Plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented so long as any part of the development is occupied.

An annual report shall be submitted to the Council no later than 1 month following the anniversary of the first occupation of the development for a period of 5 years. The report shall include a review of the Travel Plan measures, monitoring data and updated action plan.

Reason: To promote the use of sustainable transport modes’.

1.1.4 Going forward, it may be that this site forms part of an Umbrella Travel Plan for the whole site, but this can be discussed with relevant officers at the appropriate time.

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

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

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

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the ‘Travel Plan Pyramid’. Section 3

1.2.2 Section 4 sets out a series of management measures that will be implemented as part of the Travel Plan

1.2.3 Section 5 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.2.4 Section 6 discusses targets for reducing trips by the private car while Section 7 details the monitoring of the Travel Plan.

1.2.5 Section 8 draws together the findings and conclusions.

1.3 The Development

1.3.1 The development refers to the construction of 120 residential dwellings with associated parking and landscaping. The consented site layout is shown in **Plan 3**.

1.3.2 Vehicular access to the site will be taken from Lickers Lane and will take the form of a signalised junction arrangement.

1.4 The Travel Plan

1.4.1 The aim of the Travel Plan is as follows:

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

1.5 Residents Travel Pack

1.5.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 4.

2 TRAVEL PLAN AIMS AND BENEFITS

2.1.1 The overall aim of the Travel Plan is to ensure residents are aware of all their travel choices and encourage them to use sustainable modes, where possible, in order to reduce travel by the private car. The aims include;

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling.
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists.
- More environmentally friendly delivery and freight movements, including home delivery services (where applicable).

2.1.2 The guidance identifies a number of benefits that Travel Plans can bring to new development, not only to the developer, but to the local authority and ultimately the end-users of the site.

2.1.3 Some of these include;

- Less congestion and therefore improved safety on local roads by promoting alternatives to the car.
- Reduced highway capacity problems by promoting sustainable travel choices.
- Local environmental improvements from reduced congestion, carbon emissions, pollution and noise.
- Making the site more attractive to potential occupiers/users.
- Increased opportunities for active healthy travel, such as walking and cycling.
- Improved travel choice, quality and affordable access to services for all users.

3 TRAVEL PLANNING POLICY AND GUIDANCE

3.1 Travel Planning Policy

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

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

3.2 Travel Planning Guidance

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

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

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

“Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas”.

3.2.4 The DfT's 'Making Residential Travel Plans Work' also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 3.1** below;

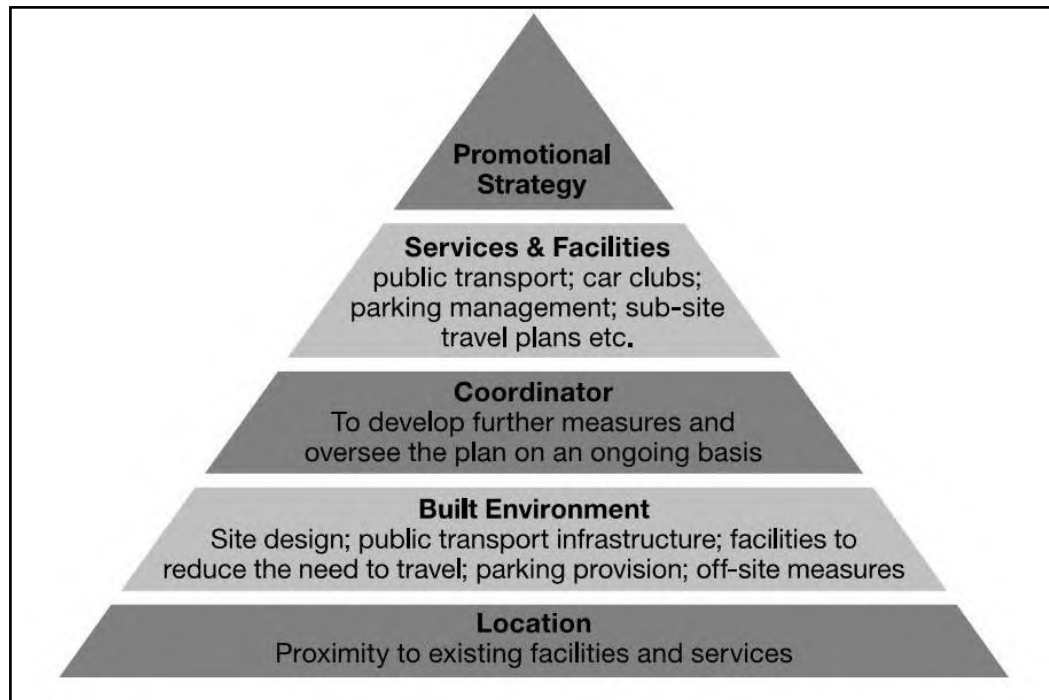


Figure 3.1 – The Travel Plan Pyramid

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

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

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

3.2.8 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.

- 3.2.9 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

4 MANAGEMENT MEASURES

4.1 Introduction

4.1.1 The following Travel Plan measures will be implemented:

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

4.2 Appointment of Travel Co-ordinator

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

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

4.2.3 Their primary functions will be as follows;

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

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

4.2.5 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing.

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

4.3 Resident's Travel Pack

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

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

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

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

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

4.3.6 However, the Travel Packs will include:

- Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions and other local amenities.
- Copies of the most recently published public transport information.
- Details of web sites and other sources of information which can be accessed in the future such as:
 - Public Transport - Links to timetable information e.g. www.traveline.org.uk and www.nationalrail.co.uk
 - Car Sharing - Links to websites that co-ordinate car sharing such as www.liftshare.org.uk
 - Cycling - Link to the Sustrans www.sustrans.org.uk
 - Local Amenities - local supermarkets offering internet shopping would reduce the need for car travel.

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

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

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

4.4 Travel Awareness and Information

4.4.1 Residents will be made aware of the existence of the Travel Plan and its aims.

- 4.4.2 As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

4.5 Promotion of Lift Share Scheme

- 4.5.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.

- 4.5.2 The website can be found at the following location www.liftshare.com

4.6 Encouraging Walking/Cycling

- 4.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.

- 4.6.2 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-Ordinator

4.7 Encouraging Home Working and Delivery Services

- 4.7.1 All new properties will have the ability to have broadband internet connection points, enabling the residents to obtain the internet.

- 4.7.2 Therefore, encouraging home working and shopping, reducing the need to travel especially during peak times.

4.8 Encouraging Travel by Public Transport

- 4.8.1 The TPC will liaise with the local bus operators to promote the use of bus and rail services and ensure that up to date timetable information is readily available to residents.

- 4.8.2 Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

4.9 Marketing and Promotion

- 4.9.1** To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development which will include a display outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.
- 4.9.2** The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

5 ACCESSIBILITY BY NON CAR MODES

5.1 Introduction

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

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

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

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

5.2 Accessibility on Foot

5.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and helps to create more active streets and a more vibrant neighbourhood.

5.2.2 The internal site layout will facilitate pedestrian linkages to the existing footways that are provided along Lickers Lane.

5.2.3 The new footways provide links to a comprehensive network of routes within the local area, supplemented by a number of existing and new controlled crossing points which facilitate access to the nearby day to day amenities within the area.

- 5.2.4 As part of development proposals, numerous pedestrian links are provided to the wider Whiston SUE, as per the wider site Masterplan.
- 5.2.5 The DfT National Travel Survey of 2018 confirms that 81% of all trips less than a mile (1.6-kilometres) are carried out on foot.
- 5.2.6 The Institution of Highways and Transportation (IHT) document, entitled “Guidelines for Providing for Journeys on Foot”, Table 4.2 suggests distances for desirable, acceptable and preferred maximum walks to ‘town centres’, ‘commuting/schools’ and ‘elsewhere’. The ‘preferred maximum’ distances are shown below in **Table 5.1**.

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

Table 5.1 – IHT ‘Providing for Journeys on Foot’ Walk Distances

- 5.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that ‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’. **Table 5.2** below summarises this guidance in tabular form.

‘Comfortable’ Walk	‘Preferred Maximum’ Walk
800m	2,000m

Table 5.2 – Manual for Streets Walk Distances

- 5.2.8 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled ‘Home to School Travel and Transport’ statutory guidance document.

- 5.2.9 This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in **Table 5.3**.

Children under 8 Walk Distance	Children over 8 Walk Distance
3,200m	4,800m

Table 5.3 – DfE Walk Distances to Schools

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

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

- 5.2.11 Overall, in Table 5.1, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 5.4** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances					Overall Recommend ed Preferred Max
All Journey Purposes	Communit g	Shoppin g	Education	Persona l	
1,950m	2,100m	1,600m	3,200/4,800 m	1,600m	1,950m

Table 5.4 – WYG Report/NTS Data Walk Distances

- 5.2.12** In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.
- 5.2.13** Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death'.*
- 5.2.14** A 20-minute walk equates to a walking distance of around 1,600 metres.
- 5.2.15** In light of the above review, a pedestrian catchment of 2 kilometres from the centre of each of the site areas, using all available pedestrian routes, has been provided in **Plan 4**.
- 5.2.16** The plan provide an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 5.2.17** In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in Plan 4.
- 5.2.18** The 2,000-metre pedestrian catchments illustrates that the majority of Whiston can be accessed from both site areas. Key destinations within 2 kilometres include Whiston Juniors, St Leo's and South Mead Catholic Primary and Nursery School, Best One Mini Supermarket, Springfield Natural Play Centre, Post Office, Tesco Express, Verve Grill, Brunch, Halsnead Primary School and Tesco Esso Express.
- 5.2.19** It is therefore considered that the existing and new pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

5.3 Access by Cycle

- 5.3.1** An alternative mode of travel to the site could be achieved by bicycle. A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of Prescot, Huyton, Rainhill and Halewood.
- 5.3.2** National Cycle Route 56 runs close to the north western edge of the site through Stadt Moers Park providing connectivity and a traffic free route north and south around Whiston.
- 5.3.3** The disused minerals railway track and bridge that spans the M62 provides the potential to link the site to this cycle route via the wider 'Land to the South' of Whiston site.
- 5.3.4** The site can therefore be considered as being accessible by cycle.

5.4 Access by Bus

- 5.4.1** The nearest bus stops to the site are located approximately 350 metres to the north east on Lickers Lane.
- 5.4.2** A summary of the services available from the nearest bus stops from the development site is provided in **Table 5.5** below.

Servi No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
239	Broadgreen Hospital – Huyton – Whiston - Prescot -	1	1	1	0	1	1
99	Whiston – Prescot Circular	0	1	0	0	1	0
248	Huyton - Whiston - Prescot –	0	0	0	1	1 (after 6pm)	1 (after 6pm)

Table 5.5 - Existing Bus Services

5.4.3 As can be seen, the nearest bus stops to the site provides various services throughout the day to destinations such as Widnes, Liverpool, Runcorn, Warrington and local centres in Knowsley.

5.4.4 The above services operate from around 6:30am to around 11:30pm, making travel by public transport a real alternative to travelling by car for commuting trips.

5.4.5 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 5.6** below.

Destination	Duration
Huyton	7 minutes
Prescot	9 minutes
Liverpool	35 minutes

Table 5.6 - Example Bus Journey Times from the Site

5.4.6 The above table demonstrates that Prescot is an approximate 9-minute bus journey from the site and Liverpool is a 35-minute bus journey.

5.4.7 It is therefore concluded that employment, health and retail centres are highly accessible by bus from the development site.

5.5 Accessibility by Rail

5.5.1 Whiston train station is the most accessible station to the site and can be accessed via a short walk. The station is located circa 740 metres from the centre of Site area A and circa 1 kilometre from the centre of Site area B.

5.5.2 This train station is managed by Northern and offers three services per hour to Liverpool Lime Street and two services per hour to St Helens Junction. Liverpool Lime Street is around a 20 minutes journey and St Helens is only 9 minute journey from Whiston.

5.6 Accessibility Summary

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

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

- The site is accessible on foot and these provisions will be improved as part of the works on the development site.
- The services from the bus stops on Windy Arbor Road and Lickers Lane which connect the site with retail, employment and leisure facilities in Huyton, Prescot and Liverpool. It can therefore be concluded that the development can be accessed by bus.
- The site is accessible via rail with Whiston railway station located a short walk from the site.

5.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

6 TRAVEL PLAN TARGETS

6.1 Introduction

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

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

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

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

6.2 Potential Targets

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

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

- Car trips per household - targets set on the basis of predicted trip rates for the development.
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.

- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

6.3 Action Plan

6.3.1 **Table 6.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan;

Action	Target Date	Indicator/ Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Housebuilder
Production of Residents Travel Pack	Upon Occupation	Resident travel survey	Housebuilder
Undertake initial travel surveys	Within 3 months of reaching 75% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	3 months after initial travel survey undertaken	Receipt of Written agreements of target	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Resident travel surveys conducted in years 1, 3 and 5	TPC

Table 6.1 – Travel Plan Action Plan and Timescales

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

7 PLAN MONITORING AND ASSESSMENT

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

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

7.1.2 The monitoring could include items such as:

- Full residential surveys to be completed in year 1, year 3 and year 5 and snap shot surveys to be completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services.

7.1.3 Consideration will be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with the Council.

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

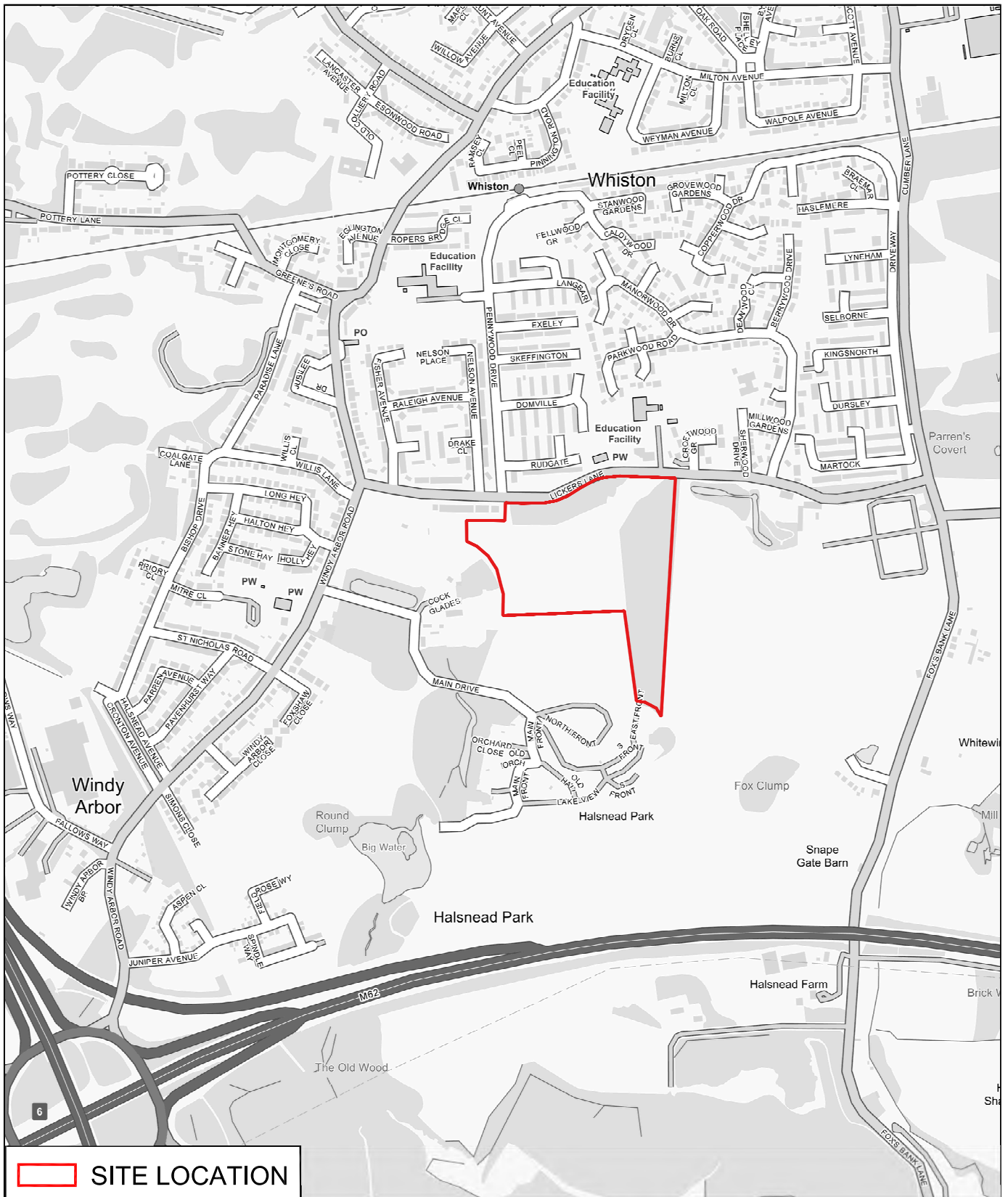
7.1.5 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

7.1.6 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at the Council.

8 CONCLUSIONS

- 8.1.1** This Travel Plan has considered the sites sustainable accessibility credentials in order to promote sustainable modes of travel and reduce the dependency of the private car.
- 8.1.2** The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development.
- 8.1.3** The aim of the Residential Travel Plan is:
- to encourage residents to use sustainable modes of transport to access the site;
 - reduce the reliance on single car occupancy journeys; and
 - generally reduce traffic related pollution and noise.
- 8.1.4** A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 8.1.5** The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 8.1.6** A detailed Resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the Council.
- 8.1.7** The site has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.
- 8.1.8** It can therefore be concluded that the proposals will provide a highly sustainable development which will be enhanced by the evolution of the Travel Plan.

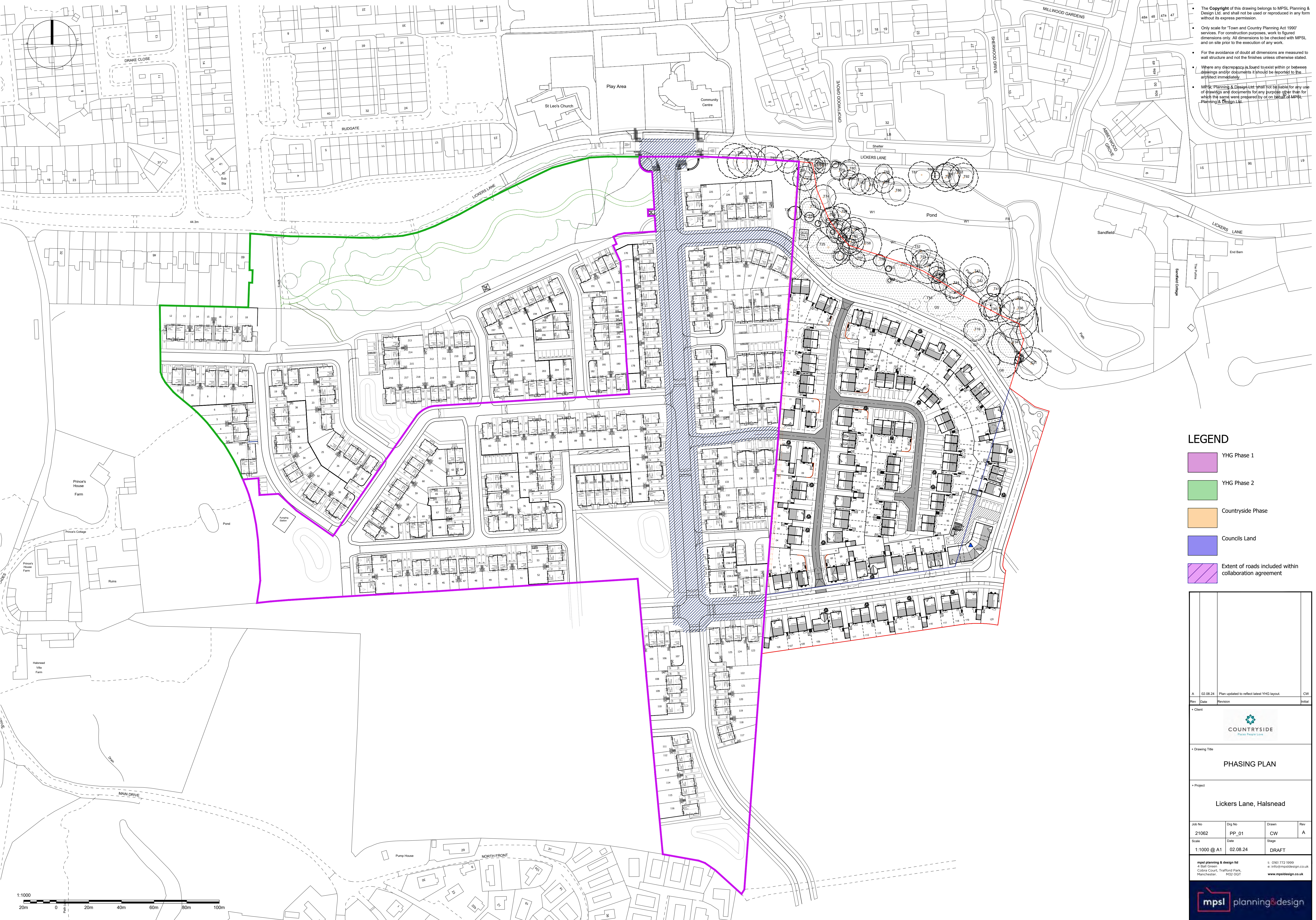
PLANS



SITE LOCATION

CLIENT:					Eddisons 340 Deansgate Manchester M3 4LY	
DRAWING TITLE:					Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning	
DRAWING NUMBER:					3028-01	REVISION: A
DRAWN:						
DATE:						
CHECKED:						
DATE:						
SCALES:						
RC	14.11.24	MR	14.11.24	NTS @ A4		

Eddisons



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LEGEND

- YHG Phase 1
- YHG Phase 2
- Countryside Phase
- Councils Land
- Extent of roads included within collaboration agreement

A		02.08.24		Plan updated to reflect latest YHG layout.		CW	
Rev	Date	Revision					Initial
* Client							
 COUNTRYSIDE Places People Love							
* Drawing Title							
PHASING PLAN							
* Project							
Lickers Lane, Halsnead							
Job No	Dwg No	Drawn	Rev				
21062	PP_01	CW	A				
Scale	Date	Stage					
1:1000 @ A1	02.08.24	DRAFT					
mpsl planning & design ltd 4 Ball Green Coburn Court, Trafford Park, Manchester, M32 0GT				t: 0161 772 1999 e: info@mpsdesign.co.uk www.mpsdesign.co.uk			
							



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Note: Layout to be read in conjunction with the boundary treatment layout, landscape layout, and engineers drawings for retaining wall positions / heights and level access compliance.

- GENERAL**
- Denotes refuse bin storage position.
 - Denotes cycle storage position.
 - Denotes dual aspect Eveleigh.
- LANDSCAPING**
- Denotes existing trees to be retained, root protection areas shown dashed - Refer to Tree Survey for further details.
 - Denotes proposed trees - Refer to the landscape layout for further details.
 - Denotes proposed hedge planting - Refer to landscape layout for further details.
- SURFACE TREATMENTS**
- Denotes 6m wide residential avenue with 2.0m wide footway & 2.0m grass verge to both sides. Road Material - Dark grey hot rolled asphalt (HRA).
 - Denotes 5.5m wide access street. Material - Dark grey HRA with 2.0m wide footways in black tarmac.
 - Denotes 4.5m wide lane. Material - Marshalls tegula paving "traditional" or similar.
 - Denotes parking bays and driveways. Material - Ultracolor coloured asphalt in a natural gravel colour.
 - Denotes speed table. Material - Marshalls tegula paving "traditional" or similar.
 - Denotes parking court. Material - Marshalls tegula paving "burnt ochre" or similar.
 - Denotes rumble strip or ramp. Material - granite block paving in silver grey.
- BOUNDARY TREATMENTS**
- Denotes 1.1m high railing.
 - Denotes 1.8m high brick wall & piers.
 - Denotes 1.8m high close-boarded timber screen fence.
 - Denotes 1.8m high plot-divisional fence.
 - Denotes lockable gate.

N	14.04.25	Sub Station removed	LG
M	04.02.25	Sub structure plans shown on footprints and some drainage points moved to suit	AC
K	05.07.23	Dropped kerb incorporated to reflect clients comments.	OM
L	15.06.23	Plot 11 & 12 divisional boundary amended.	AC
H	01.05.23	Lanes shown with chamfered radii & further path amendments.	OM
G	30.05.23	1m verge shown to access streets & paths amended to suit levels and increase landscaping.	AC
F	17.04.23	Bins and cycle sheds relocated, roof lines altered and additional paths added.	OM
E	21.02.22	Lane width amended to be 4.5m, footpath shown to access street plots 60-70 amended to enable 60 & 69 to be sited on the vista. Parking updated to enable additional landscaping.	AC
D	07.02.22	Lane transitions & connection with YHG layout reviewed.	OM
C	01.09.22	Layout finalised for submission.	AC
B	26.08.22	Mix amended.	OM
A	24.08.22	Plots 119 & 120 rotated	AC
Rev	04.08.22	Focal node points revised and lane width increased to 4.5m	OM

VISTRY PARTNERSHIPS

+ Drawing Title

PROPOSED SITE LAYOUT

+ Project

Proposed Residential Development
Lickers Lane, Whiston,
Parcel 2C, Halshead

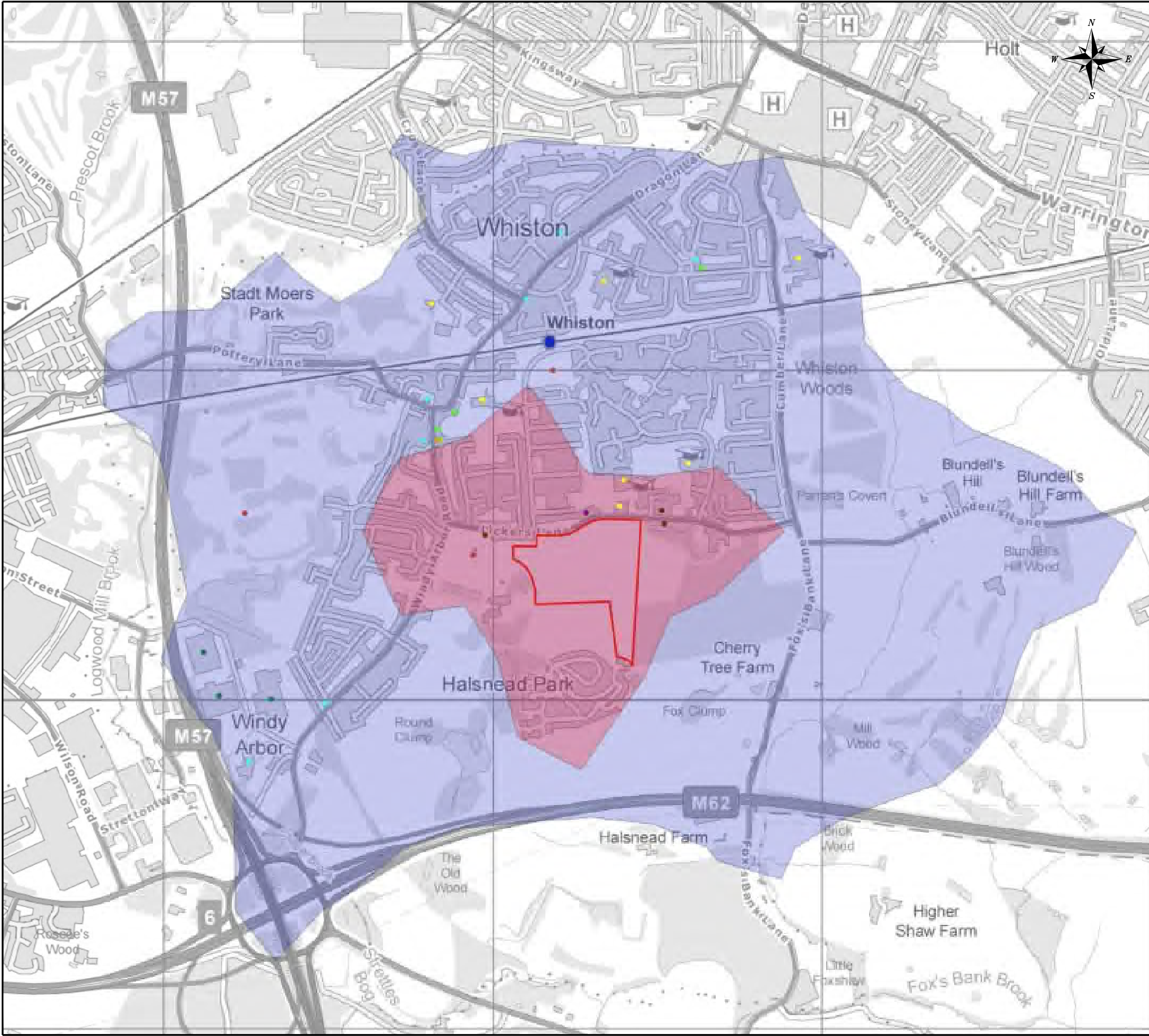
Job No	Dwg No	Drawn	Rev
21062	01	AC	N
Scale	Date	Stage	
1:500 @ A1	AUGUST 2022	FOR PLANNING	

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Manchester, M32 0QT

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ACCOMMODATION SCHEDULE						
HOUSE TYPE	DESCRIPTION	SQFT (NET)	SQFT (GROSS)	NO.	TOTAL SQFT	%
GRAINGER	4 BED DETACHED	1328	1349	4	5396	3%
MYLNE	4 BED DETACHED	1136	1152	18	20736	15%
MOUNTFORD	3 BED DETACHED	971	985	4	3940	3%
MOUNTFORD	3 BED SEM DETACHED	971	985	3	2955	2%
WYATT	3 BED TOWNHOUSE	872	883	8	7064	5%
EVELEIGH	3 BED SEM DETACHED	865	879	37	32523	24%
SHARMAN	3 BED SEM / END	862	875	16	14000	10%
STAFFORD	2 BED END MEWS	679	691	19	13129	10%
BESPOKE	2 BED TYPE A APTS	648	657	6	3942	3%
BESPOKE	2 BED TYPE B APTS	701	710	6	4260	3%
TOTAL				120	107234	100%
Gross Site Area		120 PLOTS		SQFT		Acres
Nett Site Area				7.12		Acres
Nett Density				17		Units / Acre
Gross Density				15		Units / Acre
SQFT PER NET DEVELOPABLE ACRE				15064		Sqft / A



NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Train Station
- Nearest Bus Stops
- Buisness/Employment/Industrial
- Cafe/Takeaway/Public House
- Community Facilities
- Education
- Leisure/Sport
- Post Office
- Retail

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
VISTRY

PROJECT:
HALSNEAD PARK, WHHISTON

DRAWING TITLE:
**800M & 2KM PEDESTRIAN
CATCHMENT WITH AMENITIES**

SCALES:
NTS @ A3

DRAWN:	RC	CHECKED:	MR	DATE:	NOV 24
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DRAWING NUMBER:	3028-03	REVISION:	-
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