



Travel Plan

Cronton Colliery Unit 02

Tritax Symmetry Merseyside 1 Ltd

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SLR Project No.: 410.067104.00001

Client Reference No: UK.VN0320

30 October 2025

Revision: 01c

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01c	30 October 2025	NC	SA	IC

Basis of Report

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1.0 Introduction

Overview

- 1.1 SLR Consulting Limited [SLR] has been appointed by Tritax Symmetry Merseyside 1 Ltd to produce a Transport Plan [TP] in relation to a proposed development at Symmetry Park in Knowsley. The site is located within Knowsley Metropolitan Borough Council (KMBC).

Planning History

20/00494/HYB

- 1.2 A hybrid application was granted in March 2022 (20/00494/HYB) and included a Transport Assessment prepared by Vectos (dated September 2020). The application included outline and full elements as follows:

- *Full application for the development of 161,900sq.ft (15,041sq.m) Gross Internal Area (GIA) of storage and distribution floorspace (use class B8), including ancillary offices (use class B1), security gatehouse, site access road, engineering earthworks to form a part country park, public car park to serve country park, and associated works; and*
- *Outline application with details of point of access (details of part-access, landscaping, appearance, scale and layout are reserved) for the development of up to 838,100sq.ft (77,862sq.m) GIA of storage and distribution floorspace (use class B8), with ancillary offices and light industrial (use class B1); engineering earthworks to form country park and drainage attenuation ponds; pedestrian/cycle/equestrian route connecting existing M62 footbridge with proposed country park; and associated works.*

- 1.3 Condition 38 of the hybrid application states:

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

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

The approved Travel Plan shall be issued to employees on initial occupation of the development.



22/00162/REM

- 1.4 In June 2023, a reserved matters application (22/00162/REM) was granted which set the detail of the remainder of the commercial warehousing development related to Units 2 and 3. A Transport Statement was prepared by Vectos (dated December 2021). The description of this application is as follows:

Application for the approval of reserved matters (scale, access, appearance, layout and landscaping) comprising the development of 365,542sqft (GIA) of storage and distribution floorspace (Use Class B8) with ancillary offices and light industrial (Use Class E(g)) across two warehouse units, together with the provision of landscaping and infrastructure submitted pursuant to planning permission 20/00494/HYB.

Unit 02 Travel Plan

- 1.5 This Travel Plan was prepared to discharge planning Condition 38 of the hybrid application (20/00494/HYB) and provide an operational Travel Plan for Unit 02 prior to occupation.
- 1.6 The measures and initiatives outlined in this document are designed to raise awareness of opportunities for reducing the number of vehicular trips to and from the site. Such initiatives are intended to promote car sharing, walking, cycling and public transport.
- 1.7 The benefits of a travel plan include an increased choice of transport mode, reduced journey times, and monetary savings for staff and visitors. This can have a positive impact on the local environment in terms of air quality, and reduced congestion and noise. This TP seeks to identify potential measures that will encourage those starting to work at this new development to use sustainable forms of transport.
- 1.8 Developing and implementing a Travel Plan should be a dynamic process, subject to a continuous cycle of action monitoring and review. To help give it direction and focus, it is important to set out objectives and targets for both the developer and the occupiers. TPs are dynamic, live documents that will evolve over time as detailed plans are developed to enable a long-term strategy for the promotion of sustainable travel.
- 1.9 This TP sets out how the development is committed to the promotion of sustainable travel choices with the aim of encouraging trips to be made on foot, cycle or by public transport as an alternative to private car journeys.

Scope of the Travel Plan

- 1.10 This TP incorporates the following details:
- **Section 2** sets out the site location and development proposals;
 - **Section 3** reviews the relevant travel planning policies and guidance;
 - **Section 4** provides an assessment of the accessibility of the site by sustainable travel modes;
 - **Section 5** outlines the TP objectives, measures and targets;
 - **Section 6** details the management and marketing strategy;
 - **Section 7** provides the proposed monitoring regime; and
 - **Section 8** details an action plan to take the TP forward.



2.0 Site Location and Proposed Development

Symmetry Park

- 2.1 Symmetry Park is located to the south of the M62 in Knowsley and forms part of the allocated Halsnead Garden Village strategic development site in the Knowsley Local Plan Core Strategy (adopted in 2016). An aerial view of the site location is shown in **Figure 2.1**, with the Illustrative Masterplan provided in **Appendix A**.

Figure 2.1 Site Location



Source: Airbus, 2025

- 2.2 The site is located to the south of the M62 in Knowsley and forms part of the allocated Halsnead Garden Village strategic development site in the Knowsley Local Plan Core Strategy (adopted in 2016). Halsnead Garden Village is located immediately to the east of the M62 Junction 6, which is also referred to as the 'Tarbock Island' roundabout. It is a strategic site allocation that will deliver approximately 1,600 homes and at least 22.5ha of employment land and forms a key element of Knowsley's planned growth strategy over the Local Plan period.
- 2.3 The site is located within a strategic location with Widnes (7km) and Runcorn (15km) located to the south, Warrington (14km) located to the east and Liverpool (15km) located to the west of the site.
- 2.4 The site is bordered on three by roads with the A5080 Cronton Road to the south, Fox's Bank Lane to the east and the M62 to the north. To the west of the site lies the M62 Junction 6 where the M62 and M57 motorways can be accessed via the 'Tarbock Island' roundabout which is a grade-separated, three-level interchange.



Unit 02

- 2.5 Unit 02 is located centrally within the site, to the southwest of Unit 1 and comprises 25,278sqm (272,091sqft) GIA. An extract from the Symmetry Park masterplan is provided in **Figure 2.2** below showing the location of Unit 02 in relation to the other Units.

Figure 2.2 Symmetry Park Masterplan



Source: www.tritaxbigbox.co.uk

- 2.6 The details of the proposed Unit 02 are summarised below:
- 272,091sq.ft GIA of storage and distribution floorspace with ancillary offices;
 - 25 Loading Docks;
 - 4 levels access points;
 - 38 HGV parking spaces; and
 - 244 car parking spaces across two car parks, one to the north of the unit and one to the east.



Access to Unit 02

Vehicular Access

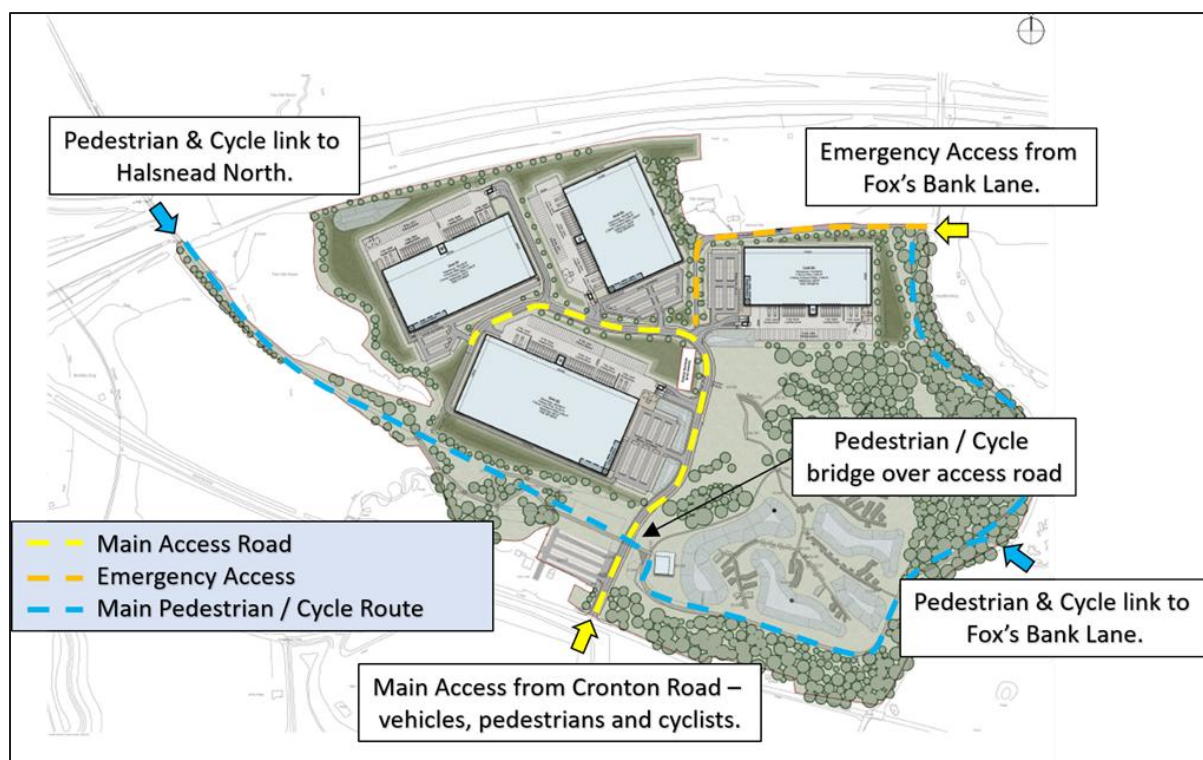
- 2.7 Access to Unit 02 will be via the signalised junction with the A5080 Cronton Road and the internal access road, which will also provide access to Unit 1 and the country park car park, consistent with the agreed parameters of the approved hybrid planning application with KMBC.
- 2.8 Unit 02 will be located on the western side of the internal access road with separate accesses to the service yard and staff car parks via priority junctions directly onto the internal access road. The access to the southern car park will be approximately 200m to the north of the Cronton Road site access junction. The access to the northern car park will be on the north side of Unit 02 and approximately 500m along the internal access road from Cronton Road.

Pedestrian and Cyclist Access

- 2.9 Access to Unit 02 for pedestrians and cyclists will be via the segregated footway / cycleway running along the western side of the internal access road and linking to the footway on Cronton Road. This shared facility is to be 3m wide and dropped kerbs and tactile paving will be provided at the entrances along the internal road, to assist pedestrians and cyclists on the off-carriageway segregated facilities crossing the vehicle access points safely.
- 2.10 The Unit 02 service yard entrance includes cycleway provision along the south side to provide access to the northeast corner of Unit 02 where the cycle storage shelters are located, and this is also a pedestrian access route to the building entrance. Footways are proposed on both sides of the southern car park junction, and there is a marked pedestrian route through the car park to facilitate access to the building entrance. There is also a footway route proposed into the site from the northern car park access, and this connects to the footway along the south side of the service yard entrance at the northeast corner of Unit 02.
- 2.11 The wider Symmetry Park active travel connectivity plan is provided in **Figure 2.3**.



Figure 2.3 Symmetry Park Access Strategy

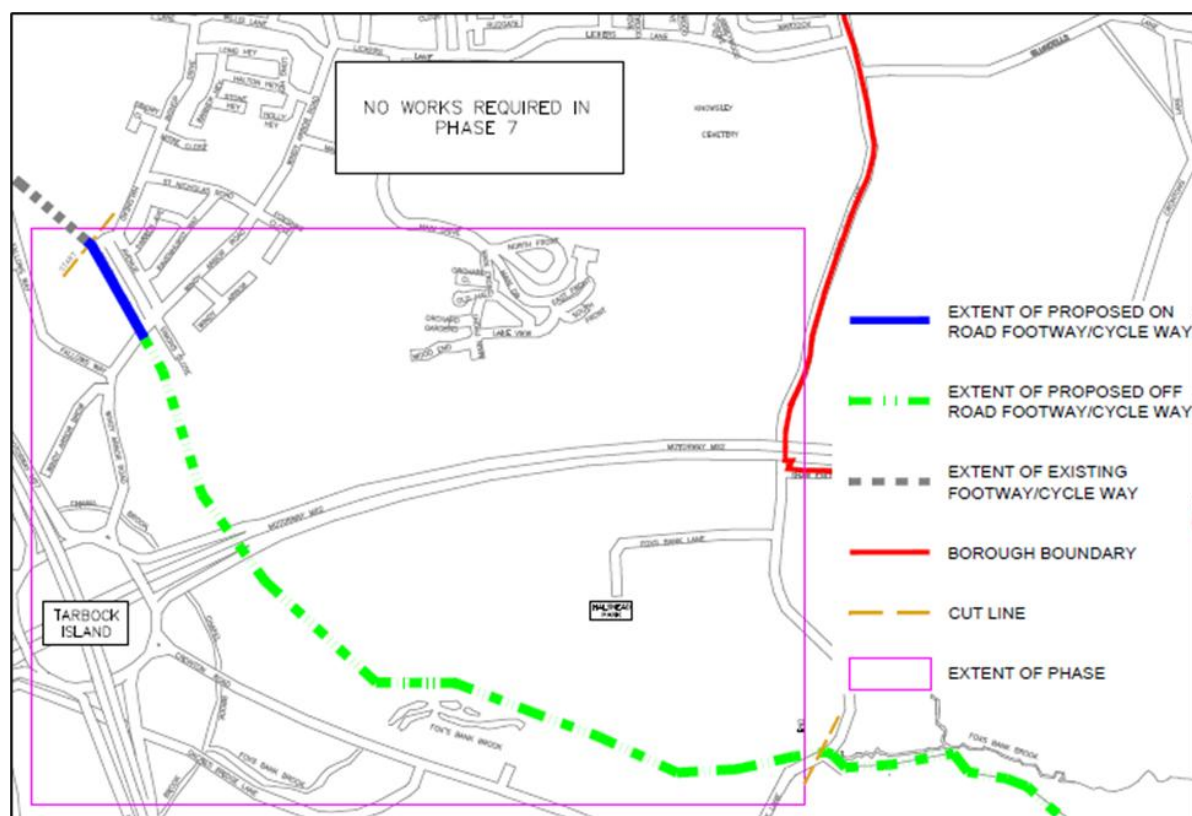


Source: Vectos Transport Assessment, 2020 (Planning Reference: 20/00494/HYB)

- 2.12 The delivery of the new link over the M62, as shown in **Figure 2.3**, along the route of the former mineral railway line bridge crossing, will create a new cycle route between the site and Halsnead North. This will enable convenient access to the site by cycle from areas to the north including the new residential developments within the Garden Village at Halsnead North. It is understood that this proposed pedestrian / cycle route through the site will form part of the wider SUD Prescott to Cronton Cycleway that is being promoted and brought forward by KMBC. A planning application has been submitted and granted permission for the section of this route to the north of the M62 through Halsnead Park and to the rear of Cronton Avenue (planning reference: 19/00651/FUL).
- 2.13 To the south of the M62 within the site the SUD scheme will comprise of a shared 5m route for pedestrian, cyclist and equestrian users, and this will include a new 'Pegasus' crossing facility on Fox's Bank Lane along the eastern boundary of the site to facilitate the continuation of this route to the southeast. This sustainable infrastructure scheme is committed with funding in place from the Liverpool City Region (LCR) to deliver this Green Sustainable Travel Corridor by the end of 2021. Phase 7 of the SUD scheme incorporates the proposed Symmetry Park development, and this is shown in **Figure 4.3**.



Figure 2.4 Extract from Phase 7 Prescott to Cronton Cycleway SUD Overview Drawing



Parking Provision

Car Parking Provision

- 2.14 The staff car parking for Unit 02 will provide 244 spaces and this is within the maximum provision prescribed by the Knowsley Council, 'Ensuring a Choice of Travel Supplementary Planning Document' (SPD) (2010), which at 1 space per 100sq.m would equate to a maximum provision of 253 spaces.
- 2.15 The staff car park will provide 15 disabled car parking spaces that represents around 6% of the total, in excess of the minimum requirement of 11 spaces i.e. six plus 2% of the total provision, as stipulated in the Knowsley Council Ensuring a Choice of Travel SPD (2010). There will also be 13 motorcycle spaces provided within the car park in line with the standard of 1 space per 2,000sq.m for B8 use in the Knowsley Council SPD.
- 2.16 It is proposed that 20% (50 spaces) of the car parking for Unit 02 will be provided with active electric vehicle charging points, and the remaining parking spaces will have passive provision and be installed with ducting infrastructure for future proofing to facilitate additional charging points, broadly according with the Building Regulations Approved Document S.

Cycle Parking Provision

- 2.17 KMBC's cycle parking standard for B8 development is a minimum of 1 space per 850sq.m, which for Unit 02 would equate to a minimum of 30 spaces. Cycle parking provision for Unit 02 will be provided within covered cycle shelters close to the building entrance and there will be 100 spaces provided, which is in excess of the minimum requirement.



3.0 Travel Plan Context and Policy

Policy Background

National Planning Policy Framework (2024)

- 3.1 The revised National Planning Policy Framework (NPPF) was published in December 2024 and identifies the Government's core principles behind the planning for and delivery of sustainable development.
- 3.2 Section 9 of the NPPF covers sustainable transport and how the impact of development should be considered from the transport perspective. A thread throughout the latest version of the NPPF is the important of adopting a Vision-led approach to transport planning for new developments.
- 3.3 Paragraph 117 states that *"applications for development should:*
- "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..."*
- 3.4 Paragraph 115 prescribes that in assessing sites and applications for development, *"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 Code⁴⁸; 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."*
- 3.5 With regard to Travel Plans, paragraph 118 states:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed and monitored."*
- 3.6 The NPPF offers this definition of the Vision-led approach it promotes:
- "Vision-led approach: an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide')."*



National Planning Practice Guidance

3.7 In March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.8 The guidance explains the role of Travel Plans as:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)."

3.9 The guidance advocates for an early consideration of travel plans in parallel to development proposals to ensure an integrated approach.

"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."

3.10 The guidance explains that when preparing Transport Statements, Transport Assessments and Travel Plans the following key principles should be taken into account:

- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*



- *reducing the need for new development to increase existing road capacity or provide new roads.”*

Local Policy

3.12 The guidance stresses the importance of a partnership approach between the developer and the Local Authority, in respect of the successful delivery of TPs. In this case the Local Authority is Knowsley Metropolitan Borough Council (KMBC).

3.13 The Ensuring a Choice of Travel SPD (2010) aims to show how development can satisfy the requirements of accessibility policies contained within Knowsley’s Development Plan. It aims to assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles.

3.14 The main objective of the SPD is to ensure a good choice of travel modes to all new development. The KN Local Plan: Core Strategy outlines that

“all developments that generate a significant amount of movements should be supported by a Transport Statement or Assessment and should be required to provide a Travel Plan.”

It defines a TP as

“a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action which is articulated in a document that is regularly reviewed.”

3.15 The SPD sets out expectations for the content of Transport Assessments and Travel Plans prepared in support of proposed developments.

3.16 The SPD also contains the Minimum Accessibility Standard Assessment (MASA) which is a standardised accessibility assessment scoring system developed in consultation with other Merseyside authorities, and used to help in assessing the accessibility of proposed developments. The results of the assessment can be used to inform potential contributions requested by the Council from developers towards the cost of providing necessary improvements for pedestrians, cyclists and public transport users.



4.0 Sustainable Transport Accessibility

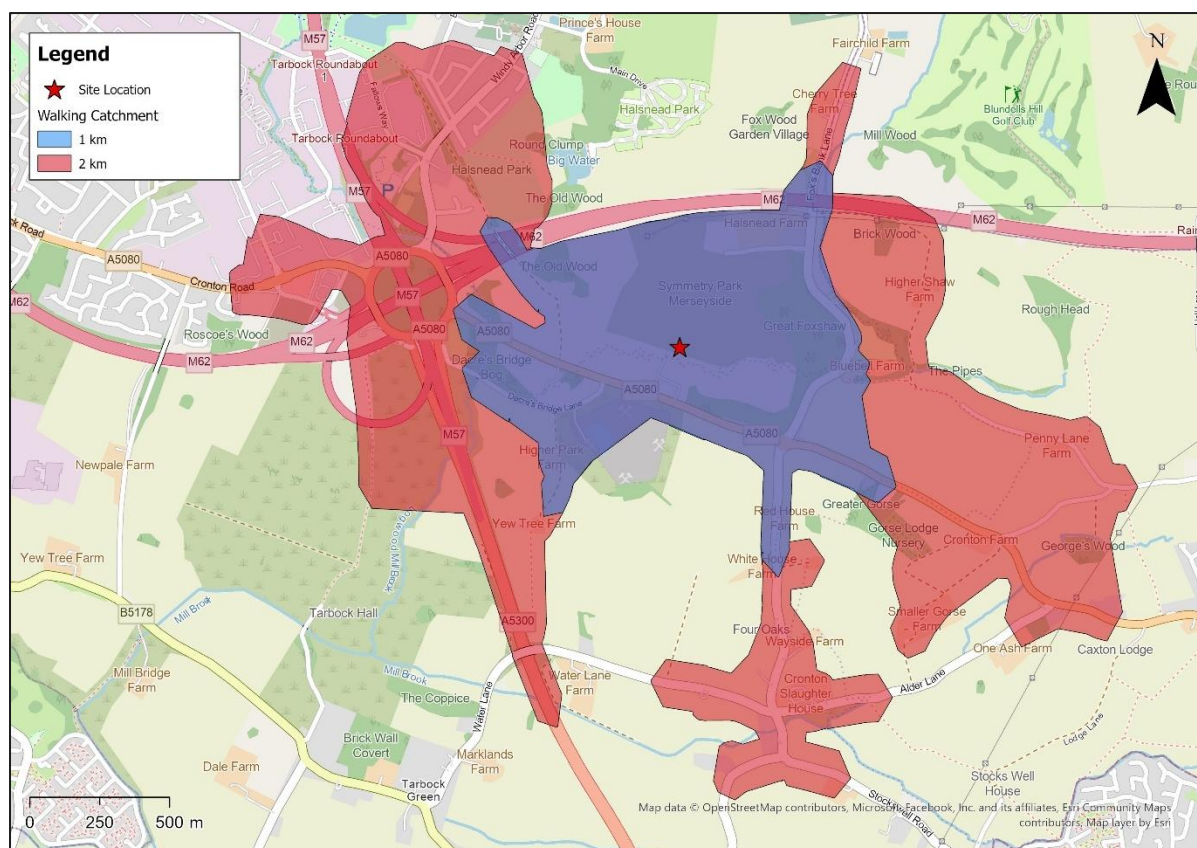
- 4.1 Current Government policy/guidance places significant emphasis on the promotion of sustainable transport modes for all new developments with special emphasis on encouraging staff to travel to work using sustainable modes of travel. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 4.2 The following section considers access to the site via sustainable modes of transport including bus, rail, cycle and on foot. The site is well placed to promote sustainable movements, and this is consistent with national and local policy that aims to reduce single occupancy car journeys.

Pedestrian Accessibility

- 4.3 The site and surrounding area benefits from some existing pedestrian infrastructure, particularly along Cronton Road, and key to the Garden Village proposals is a new pedestrian and cycle link across the M62 along the route of the former rail line, to connect the site to the residential areas to the north.
- 4.4 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1km, with a preferred maximum distance of 2km. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 4.5 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6km) are made wholly on foot.
- 4.6 With this in mind, **Figure 4.1**, shows a walking catchment from Unit 02, which includes the pedestrian/cycle/equestrian footbridge connection across the M62.



Figure 4.1 1km and 2km Walking Catchments



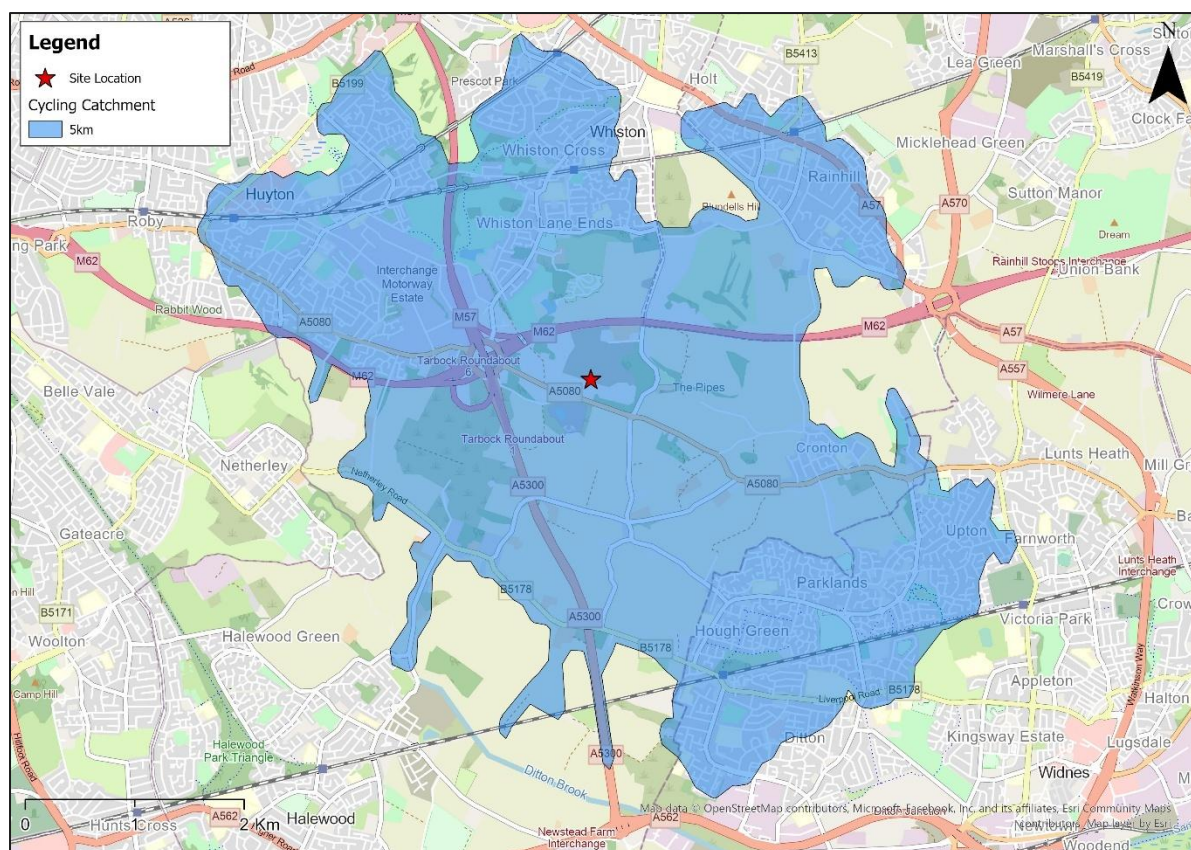
- 4.7 The 1km and 2km pedestrian catchments extend to the residential areas of the Halshead Garden Village via the footbridge across the M62 and Fox's Bank Lane.
- 4.8 For pedestrians accessing the site from the south, Cronton Road provides a footway along the northern side of the carriageway. In the vicinity of the main site access, the footway is circa 3m in width, and to the west becomes segregated from the carriageway by grass verge and extends to the Tarbock Island roundabout in this arrangement. To the east, the footway extends to the junction with Fox's Bank Lane. Street lighting is provided all along the footway.

Cycle Accessibility

- 4.9 Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and a leisure activity. The Department for Transport's (DfT) Local Transport Note 1/20 highlights that for many commuters, a trip distance of over 5 miles (8km) is not uncommon.
- 4.10 With this in mind, **Figure 4.2** presents the 5km cycle catchment for the site, equating to a 25-minute journey by bicycle at a leisurely speed of 12km per hour.



Figure 4.2 5km Cycling Catchment



- 4.11 As illustrated by **Figure 4.2**, a number of residential areas are within a reasonable cycle distance of the site including areas of Rainhill, Whiston and Prescott to the north of the site are within the 5km catchment, along with areas of Huyton to the west and parts of Hough Green to the south.
- 4.12 The new pedestrian / cycle link across the M62 will help to encourage trips by bicycle as it will enable access to National Cycle Route 856 at the southern edge of Stadt Moers Country Park, approximately 1.5km to the northwest of the site, which provides a well-surfaced traffic-free route.
- 4.13 To the west of the site on Cronton Road there is shared footway / cycleway provision on the approach to the Tarbock Island junction.
- 4.14 The Knowsley Cycle Map shows suggested routes in the area and identifies Fox's Bank Lane as a suggested cycle route along with Prescott Road, as shown in **Figure 4.4**.



Figure 4.3 Extract from Knowsley Cycle Map



Public Transport Accessibility

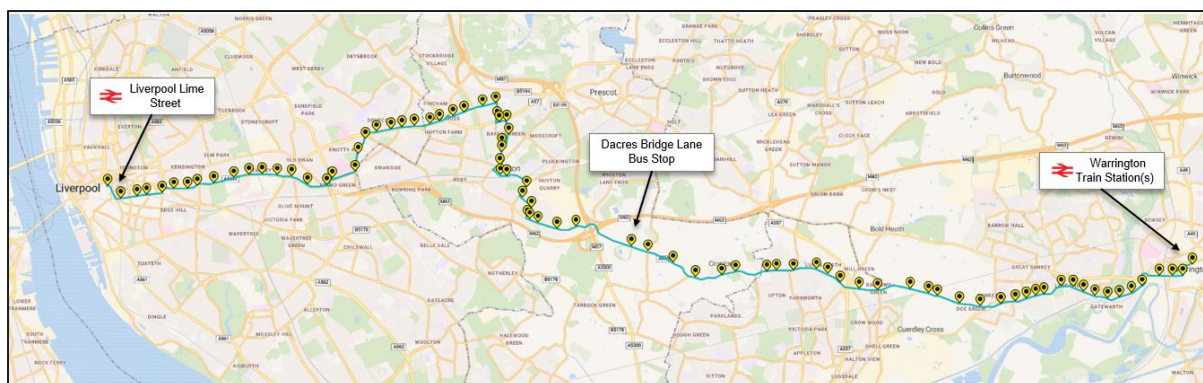
- 4.15 The frequency and proximity of public transport services have a significant bearing on whether these modes of transport are a realistic alternative to a private car journey, and will be used by future users of the site. The following section provides details of the public transport options available within the proximity of the proposed development site.

Bus Services

- 4.16 There are bus stops on Cronton Road around 400-500m from the centre of the site for both east and westbound services. These are the 'Cronton Road - Dacre's Bridge Lane' stops which provide simple flagpole arrangements and timetable information. The westbound bus stop is located within the grass verge on the southern side of Cronton Road. There are no crossing facilities at the bus stops, however, a signalised crossing is provided approximately 60metres to the east at the Symmetry Park junction.
- 4.17 The site is directly accessible by bus, with the No. 7 service operating along Cronton Road. This provides a connection between Liverpool City Centre and Warrington via Huyton, with buses operating half-hourly in each direction throughout the day from around 06:00 to around 23:00. Services also run on Saturdays and Sundays. The service is operated by Arriva Merseytravel. A map showing the bus route is provided in **Figure 4.5**.



Figure 4.4 No. 7 Bus Route



Rail Services

- 4.18 As shown in **Figure 4.5**, bus 7 does provide the opportunity for links to railway stations at Liverpool (Lime Street), Huyton and Warrington (Bank Quay and Central). The site could therefore be accessed through a combination of rail and bus modes, with rail connections from Liverpool Lime Street extending throughout the UK to regional and national destinations.
- 4.19 In addition, the site is situated approximately 3.8km south of Whiston Railway Station which equates to a 13-minute cycle. Whiston Railway Station offers hourly connections eastbound to Manchester Airport and westbound to Liverpool Lime Street.

Minimum Accessibility Standard Assessment

- 4.20 Knowsley Council utilise a Minimum Accessibility Standard Assessment (MASA) to assess the accessibility of proposed developments in a uniform way. The MASA template is provided within the Ensuring a Choice of Travel SPD, and a MASA was submitted as part of the Symmetry Park hybrid application in 2022 (planning reference: 20/00494/HYB) and a copy of this is provided in **Appendix B**.



5.0 Travel Plan Objectives, Measures and Targets

5.1 Travel Plans are a key means of realising the Government's transport objectives and delivering the core aims of promoting sustainable accessibility, improving travel safety and security, promoting integration of all forms of transport, contributing to an efficient and sustainable economy, and protecting and enhancing the environment. The benefits below are considered to be some of the primary reasons for having an active travel plan in place.

5.2 Benefits for an Employer:

- Increased productivity from a healthier, motivated workforce;
- Potential cost savings (mileage, company cars, car parking, lateness, lost time in travel);
- Reduced congestion;
- Reduced demand for parking and improved access;
- Improved punctuality;
- Positive company image;
- Improved employee morale (can lead to a decrease in sick days); and
- More economical land use.

5.3 Benefits for Employees / Visitors:

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

Travel Plan Objectives

5.4 The objectives of the Travel Plan are set out below:

- Reduce the number of single occupancy car journeys;
- Increase the number of staff travelling to work by sustainable modes through the implementation of a Travel Plan;
- To ensure all staff and visitors are well informed about their travel options to and from the site, and the advantages of travel by more environmentally friendly modes; and
- Reduce the environmental impact of the site activities and promote commitment to environmental values.

Travel Plan Measures

5.5 In order to achieve the aforementioned objectives, it is proposed to implement the following measures:

- **Measure 1** – Development Website with Travel Information;
- **Measure 2** – Personalised journey planning for Staff;



- **Measure 3** – Promote the use of Smart Demand Responsive Bus Services such as Zeelo.
- **Measure 4** – Ensure Cycle Parking Facilities and Showers are available and promoted;
- **Measure 5** – Car Share Scheme;
- **Measure 6** - Providing Public Transport Information;
- **Measure 7** – Pedestrian and Cycle connections within the site to surrounding network;
- **Measure 8** - Investigate Staggering Start/Finishing Times for Staff and Flexi-Working; and
- **Measure 9** – Provision of Staff Travel Information Packs.

Measure 1 – Development Website with Travel Information

- 5.6 A website may be developed for Unit 02 which will actively promote sustainable travel modes to and from the site, this website will provide up to date travel information, maps and timetables.
- 5.7 This website will provide a platform to provide all employers, employees, and visitors with up to date information and initiatives relating to sustainable travel.

Measure 2 – Personalised journey planning for Staff

- 5.8 In order to encourage the adoption of sustainable travel habits by staff, Personal Journey Plans (PJP) will be provided by the Travel Plan Coordinator, where requested. A PJP will outline an individual's journey from home to work along with other regular trips using public transport to help build confidence for those using public transport for the first time or undertaking a new journey.
- 5.9 Travel Information for staff and visitors could be provided in numerous ways, such as the site's website, emails, newsletters, and notice boards.

Measure 3 – Promote the use of Smart Demand Responsive Bus Services such as Zeelo

- 5.10 Zeelo (<https://zeelo.co/>) is a bus-sharing company, providing smart transportation services for commuting. It is used by a number of existing businesses across the country to help provide an alternative transport solution for staff in accessing their place of work. It is a personalised bus service that businesses can sign up to and it provides employees with a viable alternative to using their car to access the workplace, reducing the demand for parking and reducing the number of vehicles on the surrounding highway.
- 5.11 The occupier of Unit 02 will be made aware of Zeelo and any other similar demand responsive bus travel enterprises that could help to reduce the number of car trips to and from the site.



Measure 4 – Ensure Cycle Parking Facilities and Showers are available and promoted

- 5.12 To achieve a higher cycling uptake amongst staff, initiatives could include setting up a Bicycle User Group, providing road safety education and training for cyclists.
- 5.13 To help encourage cycle use amongst staff, appropriate numbers of cycle parking facilities will be provided across the site in appropriate locations and cycle parking will be monitored to ensure spaces are available at all times. Shower facilities within the buildings will also be provided.
- 5.14 It will be the responsibility of the Travel Plan Coordinator to encourage occupants to introduce cycle to work schemes to promote the use of cycling to and from the site.
- 5.15 The Cycle to Work Scheme will be promoted when the site becomes operational and will enable employees to hire cycles and cycle equipment from their employer as a tax-free benefit. At the end of the hire term, usually between 12 and 24 months, an employer can choose to sell the cycle to the employee at market value.
- 5.16 The Travel Plan Co-ordinator will implement the scheme by introducing the employer to the Department for Transport's (DfT) 'Cycle to Work Scheme: Guidance for Employers'¹.

Measure 5 – Car Share Scheme

- 5.17 The Travel Plan Co-ordinator will promote the use of car sharing schemes for staff on the site. A selection of measures will focus on reducing the number of single-occupancy vehicles generated by the site. Such measures could include setting up a car sharing database, providing guaranteed parking spaces for car sharers and a guaranteed 'Ride Home' scheme.
- 5.18 Liftshare runs a nationwide database of journeys and provides a service where individuals can sign up to offer, or look for, a liftshare (<https://liftshare.com/uk>).
- 5.19 It is understood that one of the main concerns for those car sharing is the overall reliance on their carsharing partner. Car sharers often worry about issues travelling home if their car sharing partner has to leave early or stay at work later than usual. This concern can often prevent possible car sharers from using this form of travel.
- 5.20 However, a guaranteed 'Ride Home' scheme could be set up by the Travel Plan Coordinator that will complement the overall car sharing scheme and further encourage the take up of car sharing. The scheme would ensure that registered car sharers are able to get home in the event of an emergency or if an unforeseen event occurs during the working day.
- 5.21 The scheme would be supported by retrospectively reimbursing the costs incurred by an employee/resident's journey home via an alternative mode of travel. It is expected that the

1

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/845725/cycle-to-work-guidance.pdf



guaranteed 'Ride Home' scheme would be used only occasionally should a car sharer need it.

Measure 6 - Providing Public Transport Information

5.22 There are many benefits associated with the use of public transport, which will be promoted among new staff. Providing public transport information will therefore be used as a measure to achieve the following:

- Reduced stress level associated with driving a car;
- Money saving as there is no need to pay for car parking spaces and fuel; and
- More environmentally friendly.

5.23 To encourage public transport use, staff will be provided with public transport maps and timetables within the Travel Information Packs. Additionally, journey planning websites will be promoted, such as:

- www.arrivabus.co.uk ;
- <https://www.merseytravel.gov.uk/> ;
- www.nationalrail.co.uk ; and
- www.thetrainline.com/buytickets .

5.24 The Travel Plan Co-ordinator could negotiate with the local public transport operator to offer discounts on tickets/passes for staff.

Measure 7 – Pedestrian and Cycle connections within the site to surrounding network

5.25 The internal layout will provide high-quality infrastructure within the site connecting the individual plots and also providing connections to the surrounding off-site infrastructure. The connections to and from the site will be improved by a number of pedestrian and cycle infrastructure improvements.

Measure 8 - Investigate Staggering Start/Finishing Times for Staff and Flexi-Working

5.26 To comply with the Travel Plan, the site's Travel Plan Coordinator will promote working practice initiatives to the employer and staff. Such working practices could include giving staff the opportunity to work from home or other flexible working options wherever possible.

5.27 It is noted however that such working practices may or may not suit certain employers based on the nature of individual businesses.

5.28 Such initiatives will be marketed by the site's Travel Plan Coordinator as 'Smarter Working' and would involve three specific strands:

- Home working – this can be more productive and efficient, if possible, than working on site every day and often increases staff productivity. Homeworking can also reduce staff turnover and can provide a better work/life balance by reducing stress and absenteeism;



- Remote working – this often uses smart technology that can allow staff to work on site as well as other convenient locations via telecommunication/skype; and
- Flexible working – this can give staff the opportunity to choose when weekly or annual hours are worked, if applicable to the individual commercial occupants. By condensing working hours staff can travel to the site but work 40 hours per week but over 4 days instead of 5.

5.29 The site's Travel plan Co-ordinator will ensure all new commercial occupants are aware of such facilities by email, however, these may or may not be viable for each business.

Measure 9 – Provision of Staff Travel Information Packs

5.30 The Staff Travel Information Pack will be distributed to all new staff and is to include:

- A map of the local area identifying the development / residential site; all bus stops at the periphery of the site; nearest rail station/s; cycle / shared use routes nearest travel information centre - <https://www.merseytravel.gov.uk/getting-around/transport-accessibility/Pages/Travel-Centres.aspx>
- Links to public transport maps and / or bus timetables www.merseytravel.gov.uk/getting-around/timetables/Pages/Bus-Timetables.aspx
- Links to Active Travel maps <https://www.merseytravel.gov.uk/active-travel/>
- Links to Public Rights of Way Highways Map <https://highways.knowsley.gov.uk>
- Links to train timetables www.merseytravel.gov.uk/getting-around/timetables/train-timetables/Pages/default.aspx
- Details of MerseyCycle and Merseytravel Bike Offers (for leisure and employment) www.mersecycle.co.uk
- Lift share information <https://liftshare.com/uk/journeys/from/merseyside>
- Sign posting to the Merseytravel and travel page Knowsley websites www.merseytravel.gov.uk/Pages/Welcome.aspx
- <https://www.knowsley.gov.uk/streets-roads-and-transport/getting-around-knowsley>
- Signposting to Public Health www.healthyknowsley.co.uk/Home/activity
- Signposting to Air Quality information and advice www.cleanairday.org.uk/pages/category/clean-air-hub
- Contact details of the TPC (once appointed).

5.31 The Staff Travel Information Pack will be kept up to date by the Travel Plan Coordinator (TPC). A draft Staff Travel Information Pack for Unit 02 is provided in **Appendix C**.

Travel Plan Targets

5.32 Each of the TP objectives will have associated targets to ensure that specific actions are undertaken to work towards meeting the objectives. The Travel Plan targets must be 'SMART', which means they must be:

- Site specific
- Measurable



- Achievable
- Realistic
- Time related

- 5.33 The Travel Plan aims to facilitate a greater modal shift to non-car modes amongst staff and visitors. As part of the detailed travel plan, following initial occupation of the buildings, staff surveys will be required to establish a mode share for travel to work.
- 5.34 Before a baseline travel survey is undertaken, it is possible to observe 2011 census data to derive interim modal shift targets of the proposed development. Whilst this TP acknowledges that the employee travel survey will provide more accurate data, census data will provide a preliminary indicative overview of the mode share at the site.
- 5.35 Census data has been extracted from the Nomis website to set indicative baseline targets for staff. The dataset 'Method of travel to work' for Knowsley 017 (E02001343) has been extracted in which the site is located and is presented in **Table 5.1**.

Table 5.1 Modal Split for Knowsley 017 (Census 2011)

Method of Travel	Modal Split
Underground, metro, light rail or tram	0.2%
Train	4.4%
Bus, minibus or coach	5.8%
Taxi	0.5%
Motorcycle, scooter or moped	0.5%
Driving a car or van	75.5%
Passenger in a car or van	7.5%
Bicycle	1.3%
On foot	3.9%
Other method of travel to work	0.4%
Total	100.0%

- 5.36 Based on the information presented in **Table 5.1** above, it is evident that the majority of people that work within Knowsley 017 travel as a car or van driver (76%). However, it is noted that 16% of people travel to the area by non-car modes (public transport, walking and cycling) and as such the existing infrastructure in addition to improvements coming forward as part of the proposals can encourage people to travel by more sustainable modes.
- 5.37 Based on the census data, proposed vehicular trip generation and policy guidance, targets for the overall modal shift of the site have been established as shown in **Table 5.2**.



Table 5.2: Travel Plan Aim Targets for Staff

Target	Indicator	Baseline (Year 0)	Interim Review				Final Target (Year 5)
			Year 1	Year 2	Year 3	Year 4	
Achieve a 10% point decrease in car driver vehicle trips for employees	Modal split monitoring surveys for car driver	76%	-2%	-4%	-6%	-8%	-10%

- 5.38 Based on the information presented above, the Travel Plan targets will aim to reduce car driver vehicle trips by 10% point over the 5-year period.



6.0 Travel Plan Management

Travel Plan Coordinator

6.1 In order to implement the Travel Plan, a Travel Plan Co-ordinator (TPC) will be appointed by the proposed occupier of Unit 02. The TPC's name and contact details will be provided to the Local Authority on appointment of the position.

6.2 The responsibilities of the TPC are set out below:

- Overseeing the ongoing development and implementation of the Travel Plan;
- Distributing the Staff Travel Information Pack to all staff and new starters and ensuring it is kept up to date;
- Producing all questionnaires, promotional and informative material;
- Setting up the Staff Travel Database;
- Setting up /monitoring an Intranet Travel Plan site;
- Setting up the Car Share database;
- Setting up Specific Use Group meetings;
- Setting up meetings with the local authorities, Parish Councils, and bus operators;
- Lobbying for any desired public transport service changes;
- Getting the annual Staff Travel Survey analysed and presenting the results externally;
- Implementing promotional days;
- Seeking ongoing commitment from staff and authorities to Travel Plan;
- Preparing a business case to secure a budget for Travel Plan development and ensuring its efficient and effective use; and

6.3 The TPC will be allocated an annual budget for the implementation of the Plan.

Travel Information

6.4 In order to make the use of alternative modes as easy as possible for staff and visitors to the site, the relevant information should be readily available. To achieve this, the following will be produced and provided to staff on day one. This information will also be prominently displayed in as many key locations within the buildings as possible and will include:

- Car Share Database details – including potential lift share to public transport stops;
- Bus timetables;
- Map of bus stop locations;
- Route to Railway stations;
- Rail Network Map;
- Rail Timetables; and



- Pedestrian and cycle routes to the site from nearby residential areas indicating shared and dedicated facilities.

6.5 This information will be kept up to date by the TPC with new bus and train timetables obtained and circulated as and when services change. In order to inform visitors to the site, they will be sent a 'How to Find Us' map as part of their appointment confirmation. This will provide descriptions for all modes, with non-car modes listed first.

6.6 If available, information will also be displayed on a staff travel webpage or intranet page with up to date travel information to ensure employees are aware. Travel emails referring to the webpage and/or newsletters could be circulated to employees on a regular basis.

Marketing the Benefits

6.7 The benefits of the Travel Plan will be promoted by the TPC to the occupier and other stakeholders as follows:

- Reduced congestion on and off-site making access easier;
- The Travel Plan could make for a happier environment, reduced sickness, improved staff retention, improved punctuality, and hence more productive staff;
- Healthier staff – those who walk and cycle will be incorporating exercise into their day, helping to improve wellbeing amongst staff and support the efficiency of the Company;
- Cost savings to businesses will be promoted e.g. potential savings on review of company car and car mileage payments;
- The Travel Plan will assist businesses to be seen as a respected employer, which looks after its staff; and
- The Travel Plan will assist businesses to be a welcome neighbour in the community, minimising impact on the environment as much as possible.

6.8 The benefits of the Plan will be promoted to employees as follows:

- Increased choice of travel mode;
- No need to have a car to get to work (can leave the car at home for your partner – or two car households may find they only need one car);
- Cost savings of alternative modes including car sharing;
- Interest free loans for cycle purchase and public transport season tickets;
- Social benefits of car sharing;
- Less stress in journey to work;
- Health benefits of walking and cycling;
- Improved environment for walking and cycling if fewer people drive to work; and
- Wider community benefits from reduced congestion, air pollution etc.

Marketing Strategy

6.9 The benefits of sustainable travel to the site will be continually promoted by the TPC as follows:



- Posters on notice boards around the buildings will be used to highlight transport information and to keep staff informed of special days and events that are being organised;
- The Staff Travel Information Pack will be updated to inform new staff of the key aspects of the Travel Plan
- Alternative travel details regarding how to get to the site via public transport, walking and cycling will be sent out either with application forms or with information about coming to interviews; and
- Public transport information and a map of walking and cycling links on the website of the organisation adopting the Travel Plan.



7.0 Travel Plan Monitoring and Review

Surveys

- 7.1 Initially a comprehensive Staff Travel Survey will be undertaken to provide a base for the monitoring of the modal share targets. This will record the origins of travel by mode and any initial comments on the Plan initiatives on first occupation of the site. A copy of an example survey is included at **Appendix D**.
- 7.2 It is proposed that the initial survey should be undertaken as soon as possible following occupation and certainly within six months. Given the scheme will be phased, the surveys will have regard to the phasing of occupation, as such, surveys will be carried out 3 months after each building is occupied. Where possible new staff will be required to complete survey forms as part of their induction / interview process.
- 7.3 Further to this initial survey, repeat surveys will be undertaken annually or upon occupation of Unit 02 being fully occupied. These surveys will be used to monitor the effectiveness of the travel plan in reducing the number of single occupancy car journeys to the site. The surveys will record the following:
- Level of usage of cycle stands;
 - Survey of a sample number of staff to record the modal shift of people driving alone, people car sharing, using public transport, people cycling and walking; and
 - Survey of total peak hour car movements into and out of the site.
- 7.4 The survey results will be compared against the baseline and previous years' survey results and used to assess whether targets have been met.

Plan Performance Audits

- 7.5 The results will be reported within three months of the survey date to the Local Authority for review by the Travel Plan Officer. The recommendations of the review shall be implemented as soon as possible.
- 7.6 Discussions will be held as to how any failed targets might be better achieved. Through consultation with the Council as appropriate, the Plan and its targets will be reviewed annually.



8.0 Action Plan

- 8.1 With the Travel Plan's measures outlined, its action plan will summarise its objectives, targets and measures. It has been ensured that the action plan is SMART.
- 8.2 It is also important that the Travel Plan's action plan builds on its future successes. It should therefore change throughout the duration of the Travel Plan to remain consistent with its overall performance.
- 8.3 Therefore, set out in **Table 8.1** are actions that are high impact, yet achievable in the short term. The table also reflects the long-term aspirations. Though the first version of the Travel Plan's action plan may have a relatively small number of actions, as the Travel plan is delivered, reviewed, and evaluated more actions will be added.

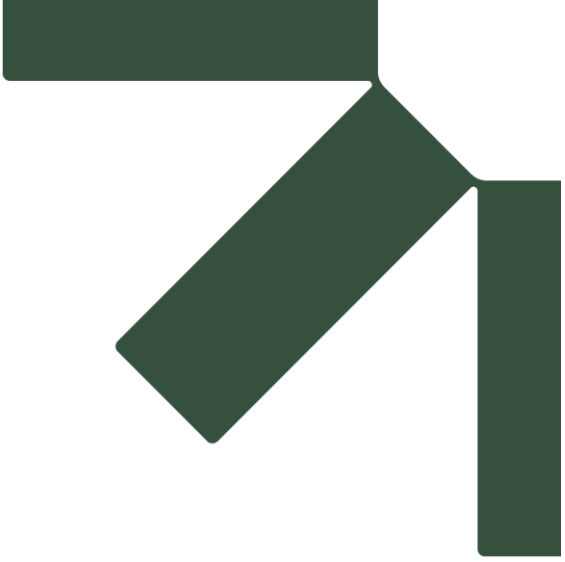
Table 8.1 Action Plan

Action	Timescale	Responsibility
Appoint a Travel Plan Coordinator.	Prior to occupation.	Occupier.
Distribute Staff Travel Information Packs to new employees.	Upon occupation and the onboarding of new staff.	TPC.
Produce Personalised Journey Planners for staff.	If and when required by staff and to be reviewed annually.	TPC.
Promote the Government 'Cycle to Work' Scheme for staff and ensure cycle facilities are available and promoted. Maintain and promote Shower/Changing facilities within the site.	Throughout the operation of the Travel Plan.	TPC.
Ensure up to date public transport services are promoted to staff.	Throughout the operation of the Travel Plan.	TPC.
Investigate whether any discounts relating to public transport use can be negotiated for staff of the site when establishing contact with local transport providers.	Upon occupation of the site and before the Travel Information Packs have been produced to ensure the relevant information is included within them.	TPC.



Establish car sharing groups that staff can use.	As and when the site becomes occupied.	TPC.
Investigate whether demand responsive bus services such as Zeelo are appropriate for the occupier.	As and when the site becomes occupied.	TPC.
Ensure cycle parking facilities are properly maintained and that the use of these facilities are promoted to staff.	Throughout the operation of the Travel Plan.	TPC.
Complete the initial Staff Travel Survey and on full occupation of Unit 02.	Upon completion and full occupation of Unit 02.	TPC.
Submission of Travel Survey results to the Council.	Annually.	TPC.
Update the Travel Plan and submit the document to the Council.	Annually.	TPC.
Ensure awareness of the Travel Plan is constantly raised. This will include direct engagement with staff approaching them to discuss their individual travel needs.	Throughout the operation of the Travel Plan.	TPC.
Promote Flexi-Working to staff where it is applicable.	Throughout the operation of the Travel Plan and at specific Travel Planning Days (approx. 2 per year)	TPC.
Establish any relevant car sharing user groups.	When Travel Survey results have been analysed.	TPC.
Maintain contact with the Council and statutory bodies over sustainable travel matters at the site.	Throughout the operation of the Travel Plan.	TPC.





Appendix A Illustrative Masterplan



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipient's responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.



SCHEDULE OF ACCOMMODATION
(Gross Internal Area unless otherwise stated)

Unit 1 - Let to Yodel	
Warehouse Area	- 153,100 sq ft (14,223m ²)
Office (Core, FF & SF)	- 8,500 sq ft (790m ²)
Gatehouse	- 300 sq ft (28m ²)
Total Area (GIA)	- 161,900 sq ft (15,041m²)

Net Plot Area - 7.97 Acres (3.23 Hectares)

Unit 2	
Warehouse Area	- 254,420 sq ft (23,636m ²)
Office GF Core	- 1,357 sq ft (126m ²)
(Inc. FE Core)	
Office FF & SF	- 13,014 sq ft (1,209m ²)
Transport Office (2 St.)	- 3,000 sq ft (279m ²)
Gatehouse	- 300 sq ft (28m ²)
Total Area	- 272,091 sq ft (25,278m²)

Net Plot Area - 13.25 Acres (5.36 Hectares)

Loading Docks	- 25 (Inc No.10 Euro Docks)
Level Access	- 4 (Inc No.1 Jumbo Door)
HGV Parking	- 38
Car Parking	- 244 (Inc. 15 Acc.+ 50 EV)
Cycle Parking	- 100 (10 Shelters)
Motorcycle Parking	- 13

- Masterplan Boundary
- Application Boundary
- Existing Overhead Power Lines
- 15m Wood Offset Zone
- TPO Woodland
- Woodland Retention
- Temporary works - Full Landscaping/
Planting Details to Follow

rev	amendments	by	ckd	date

Unit 02, Symmetry Park, Merseyside

Illustrative Masterplan	
LOD 1	LOI 1

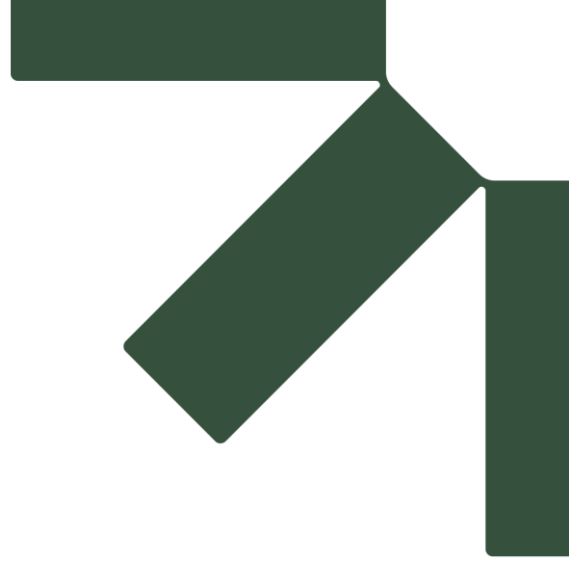
TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY



RIBA PoW Stage:	2 - Concept Design
Document Suitability:	S2
Drawn / Checked:	MY / DEB
Date:	30/01/2023
Scale:	As Noted @ A1
UMC Project Number:	22604
Document Reference:	Drawing no: Revision:
22604 - UMC - XXXX - SI - DR - A	0602 P09

Illustrative Masterplan

PLANNING
THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE
ONLY AND SHOULD NOT BE USED FOR ANY OTHER



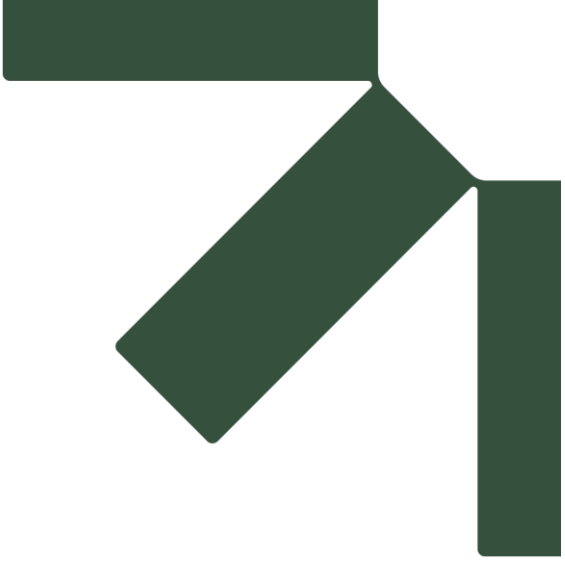
Appendix B MASA Form

MASA – Halsnead Garden Village Land to the South of the M62

Criteria	Description	Score	Justification
A – Access on Foot			
Location	Is the density of existing local housing (i.e. within 800m of the site) more than 30 houses per hectare?	Yes (2 points)	The north-western part of the site is within 800m of existing housing on Windy Arbor Road and the SUE at Halsnead North with deliver significant residential development within 800m of the site.
Internal Layout	Does circulation and access inside the site reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	Yes (1 point)	There are internal pedestrian routes with pedestrian crossing points clearly marked.
External Layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access?	Yes (0 points)	Currently the pedestrian route to the north is poor however this will be improved as part of the development.
	Min Score Required	2	
	Actual Score	3	

Criteria	Description	Score	Justification
B – Access by Cycle			
Location	Is the density of existing local housing (i.e. within 1500m of the site) more than 30 houses per hectare?	Yes (2 points)	The north-western part of the site is within 1500m of existing housing on Windy Arbor Road and the SUE at Halsnead North with deliver significant residential development within 1500m of the site.
Internal Layout	Does the circulation and access inside the site reflect direct, safe cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes (1 point)	There will be 3m wide shared footway / cycleways along the internal access road to ensure safe and direct routes for cyclists within the site.
External Layout	Is the development within 400m of an existing or proposed designated cycle route and / or proposes to create a link to a cycle route or develop a route?	Yes (1 point)	New cycle route proposed within the site.
	Min Score Required	3	
	Actual Score	4	

Criteria	Description	Score	Justification
C – Access by Public Transport			
Location and access to public transport	Is the site within a 200m walk of a bus stop and / or 400m of a rail station	No (0 points)	Nearest bus stops around 400m from centre of site
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations	Yes (0 points)	Currently a lack of dropped kerbs or refuge for crossing Cronton Road to westbound bus stop.
Frequency	High (4 buses / hr) Medium (2 or 3 buses / hr) Low (less than 2 / hr)	Medium (1 point)	2 buses per hour from the stops on Cronton Road.
Other	Contribution to bus stops	1 point	Improved bus stops proposed on Cronton Road including new pedestrian refuge to assist crossing.
	Min Score Required	5	
	Actual Score	2	



Appendix C Staff Travel Information Pack

Cronton Colliery Unit 02

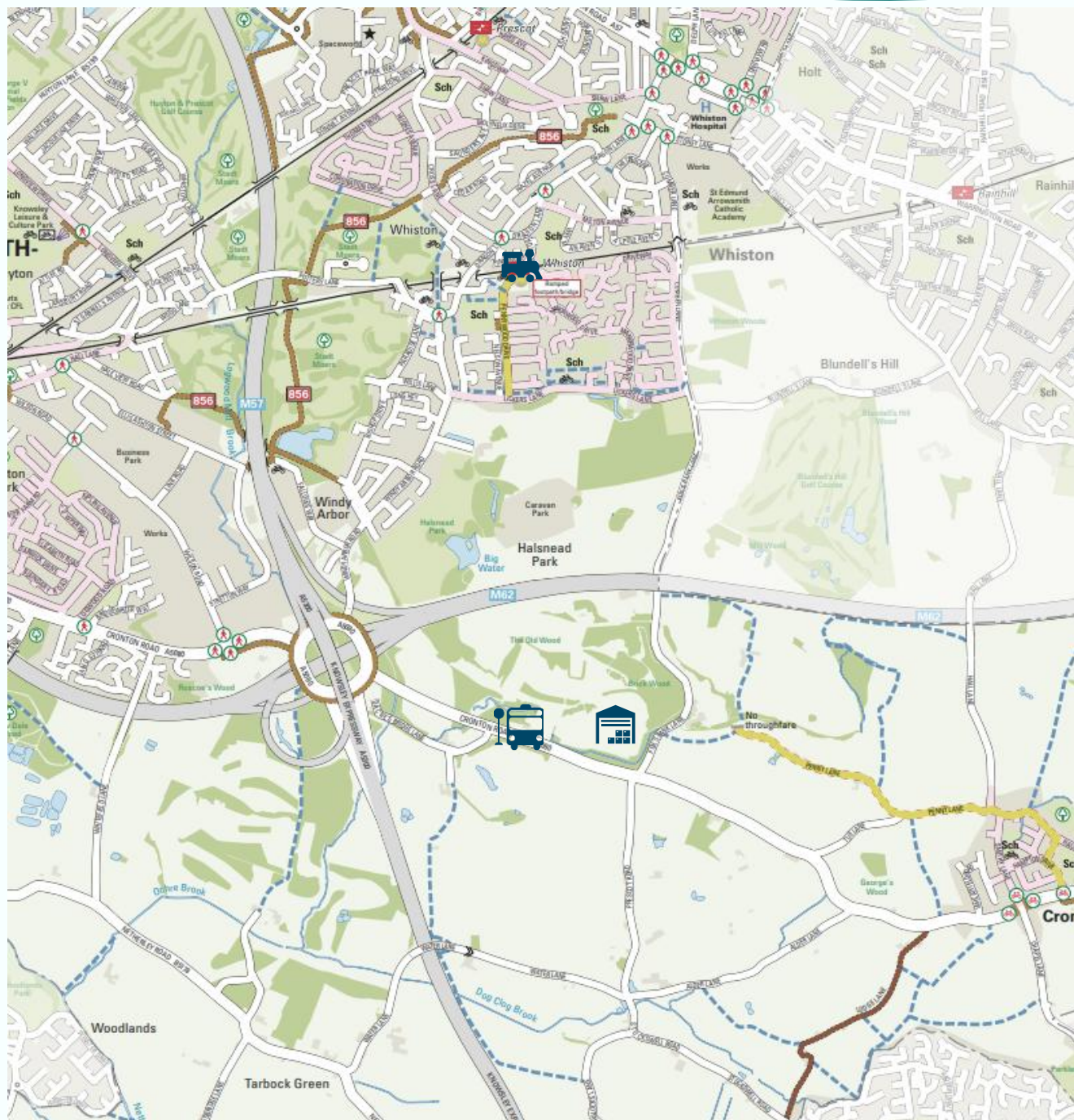
STAFF TRAVEL INFORMATION PACK





Local Area Map

Getting to Your Workplace



 Workplace

 Closest Bus Stop

 Train Station

 Off-road cycle track

 Bridleway

 On-road signed cycle route

 On-road cycle lane

 Restricted access - no motor vehicles

 20mph street

 Footpath - please walk

 National Cycle Network route number



Walk to Work

Best for: If you live within 2km of work

Walking is a simple, healthy, and cost-free way to get to work

Why Walk?

- Save money! No fuel or fares
- Feel better! Walking helps you stay active
- Cleaner air! Fewer cars means a healthier site



Getting Here on Foot

- Wide pavements along Cronton Road with street lighting
 - New footbridge over the M62 connecting to Halsnead Park
 - Internal path with safe crossings, dropped kerbs, and tactile paving
-

Helpful Walking Apps

Plan routes, track your progress, and stay motivated



MapMyWalk



Walk meter



Strava



Samsung
Health



Google Fit



Apple Health



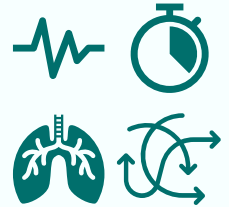
Cycle to Work

Best for: If you live within 5km of work

Cycling is quick, healthy, and a great way to save money

Why Cycle?

- Save on fuel
- Get fit while commuting
- Reduce congestion and pollution



Getting Here by Bike

- Rainhill, Whiston, Huyton, and Hough Green are within 5km (25-30 minutes)
 - Off-road cycle route across the M62 links to residential areas to the north
 - Cycle shelters and 100 covered cycle parking spaces conveniently located near the building entrance
 - Access National Cycle Route 56 via Stadt Moers Country Park
-

Getting a Bike

- MerseyCycle
Buy or hire a refurbished bike at affordable prices
➡ merseycycle.co.uk
- Cycle to Work Scheme
Hire a bike and accessories through your employer using your salary tax free
➡ ask the Travel Plan Coordinator about the scheme



Public Transport

Best for: If you live further away

Save money, reduce stress, and help the environment by taking the bus or train to work

Why Use Public Transport?

- Cheaper than driving
 - Avoid traffic stress
 - No parking hassle
 - Reduce vehicle emissions and pollution
-



Getting Here by Bus

- Bus stops on Cronton Road (*Dacres Bridge Lane* - 450m from the site)
 - Number 7 bus runs every 30 minutes from 6am-11pm
 - Safe traffic crossing near the site entrance
 - Connects to train stations at Liverpool, Huyton, and Warrington
-

Getting Here by Train

- Whiston Station is just 3.8km away (~13-minute cycle)
 - Trains run hourly to Manchester Airport and Liverpool Lime Street
 - Combine train and bus with connections from Liverpool Lime Street, Huyton, and Warrington stations
-

Helpful Links

Journey planners, bus timetables, train tickets, and useful apps



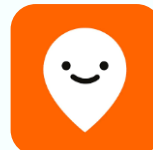
Arriva Bus
Timetables



Mersey
Travel
Journey
Planner



Trainline
Train Tickets



Moovit



Google
Maps



Car Sharing

Best for: If you live further away

Share the ride to cut costs, reduce traffic, and make your commute more social

Why Car Share?

- Save money on fuel
- Less stress – take turns driving
- Fewer cars – cleaner air and more space



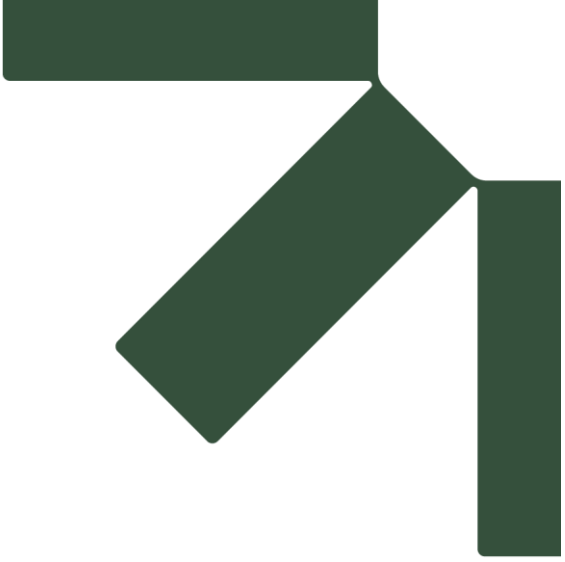
Speak to the appointed Travel Plan Coordinator for further detail on incentives such as dedicated parking bays and a guaranteed 'Ride Home' scheme

Getting Started

- Chat with colleagues who live nearby
- Speak to the Travel Plan Coordinator about setting up an internal car share database
- Use Liftshare to find or offer a lift



Liftshare Website



Appendix D Staff Travel Survey

Staff Travel Survey

Understanding how staff commute to our facility, can help us find ways to support staff in travelling more sustainably. By travelling sustainably, our carbon footprint is lowered and our employees are healthier and happier.

Results of this survey will be kept anonymous and postcode data will not be shared.

1. What is you home postcode?

2. How do you normally travel to work?

- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Car (alone)
- ☐ Car (with others)
- ☐ Other

3. Can you easily access bus timetables?

- ☐ Yes
- ☐ No

4. Do you have access to a working bicycle?

☐ Yes

☐ No

5. Would you consider cycling a viable mode of transport between your home and place of work?

☐ Yes

☐ No

6. Do you feel safe cycling in your local area? If not, please explain what would make you feel safer.

7. If you currently drive alone, would you consider car sharing?

☐ Yes

☐ No

8. What improvements could be made on site to improve commuting sustainably, via bike, walking or public transport?

9. Did you know you could buy a bike tax free through the Cycle to Work scheme?

☐ Yes

☐ No

10. What events would you like us to hold on site?

☐ Free breakfast event for active travellers

☐ Lead ride

☐ Lead walk

☐ Free bike maintenance

☐ Cycling charity event

11. Is there anything else that we could do to improve your commute?



Making Sustainability Happen