

TRANSPORT & ACCESSIBILITY PLANNING

Arnold Clark Automobiles Limited
Proposed Car Showroom
Knowsley, Merseyside
Travel Plan

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1. INTRODUCTION

Instruction

- 1.1 BWB Consulting (BWB) have been appointed by Arnold Clark Automobiles Limited (the Client) to provide highways and transport advice to support a planning application for a proposed car showroom development on land north of Knowsley Lane (B5194) in the Metropolitan Borough of Knowsley.

Definition of a Travel Plan

- 1.2 As quoted in the Department for Transport's (DfT) guidance, 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".
- 1.3 Travel Plans involve the development of agreed targets and outcomes which are linked to an appropriate package of measures that aim to reduce the need to travel; encourage more sustainable journeys, and reduce single occupancy car use, for all trips associated with the development. The Travel Plan process also includes continuous monitoring, review, and refinement with travel survey data used to better understand trends in travel patterns. The Travel Plan is therefore a living document that will be continually updated.

Introduction to this Travel Plan

- 1.4 This Travel Plan has been prepared to address ways of how staff and potential visitors of the site will be encouraged to travel to the site. The overarching objective of this Plan is to minimise the number of car trips generated by staff and visitors.
- 1.5 This Travel Plan has been prepared in accordance with guidance provided by the Department for Transport (DfT) on 'Travel Plans, Transport Assessments and Statements' (2014). Following this introductory chapter, the remainder of the Travel Plan is structured as follows:
- **Section 2: Travel Plan Overview** – provides details of the objectives and aims of the FTP;
 - **Section 3: Baseline Conditions** – discusses the existing site and local highway network;
 - **Section 4: Site Accessibility Review** – describes the accessibility of the site by sustainable modes of travel;
 - **Section 5: Proposed Development** – provides details of the development proposals and access arrangements;
 - **Section 6: Targets** – sets the Travel Plan targets, the aim of which is to minimise reliance on single car occupancy;

- **Section 7: Measures and Incentives** – details the measures and incentives to encourage the use of sustainable modes of travel; and
- **Section 8: Implementation and Monitoring** – includes methods of implementing, monitoring and reviewing the Travel Plan and the travel patterns of the development; and
- **Section 9: Action Plan** – sets out the programme and responsibilities for delivering the proposed measures.

1.6 This TP should be read in conjunction with the Transport Statement (ACK-BWB-GEN-RP-TR-0001) which has also been prepared to support the planning application process.

2. TRAVEL PLAN OVERVIEW

Introduction

- 2.1 Central Government and Local Authorities are placing increasing emphasis on the need to reduce the number, and length, of motorised journeys and encourage greater use of alternative means of travel. This means that the use of other modes such as walking, cycling, and public transport should be promoted over car use. Travel Plans for any type of new development are therefore becoming increasingly important.

Objectives

- 2.2 The National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG) set out in detail the Central Government Guidance with respect to Travel Plans.
- 2.3 Travel Plans aim to meet the objectives contained within the above documents and to achieve the minimum number of single occupancy car movements to and from a site. This could have positive effects such as:
- Reducing pressure on the surrounding highway capacity, particularly at peak times, cutting carbon emissions and their contribution to climate change;
 - Reducing road danger and protecting vulnerable road user;
 - Reducing the cost of works on the highway or other transport infrastructure;
 - Encouraging more active travel with associated health gains;
 - Improving local air quality;
 - Reducing noise pollution;
 - Address the access needs of site users, by supporting walking, cycling and public transport; and
 - Provide adequately for those with mobility difficulties.

Aims

- 2.4 A Travel Plan will aim to:
- Deliver a focused approach to encourage alternative travel behaviour for staff / visitors associated with the site;
 - Encourage and facilitate the use of safe and viable alternatives to single occupancy car travel to and from the site;
 - Increase the awareness of staff / visitors of the potential for, and advantages of, travelling by sustainable modes of travel, including walking, cycling, public transport, and car sharing for all journeys; (Continued overleaf)
 - Inform staff / visitors of the social, environmental, and economic costs of their travel choices;

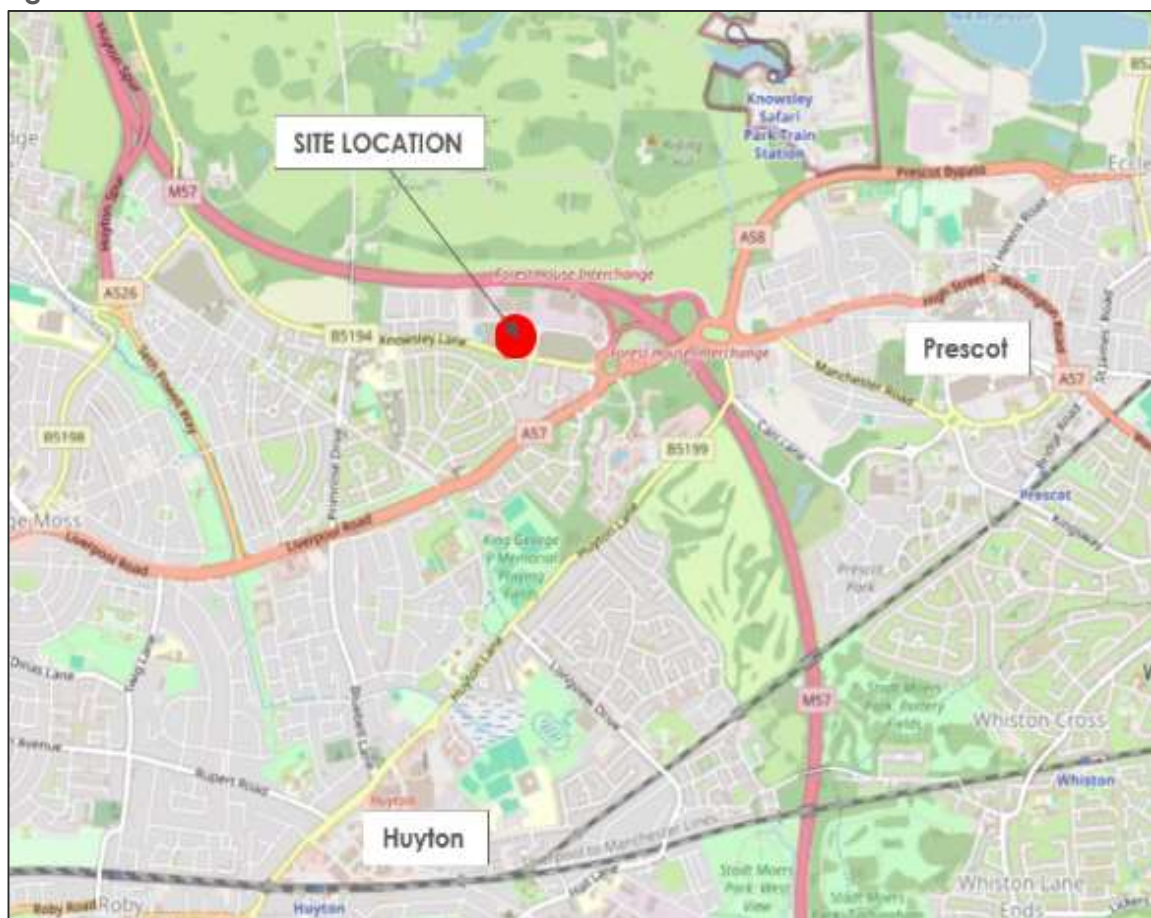
- Provide practical information on how staff / visitors can travel by more sustainable transport modes, including car sharing, with integration between different transport modes for all journeys;
 - Provide practical initiatives based on regular appraisal of travel patterns;
 - Achieve more attractive environments that contribute to regeneration and renewal initiatives; and
 - Represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist.
- 2.5 This Travel Plan represents good practice and will help to provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist and increase the marketability of the development as more people seek to change their travel behaviour.
- 2.6 By implementing this Travel Plan, which includes targets and measures to reduce reliance on the private car and promote sustainable modes of transport to and from the development.

3. EXISTING CONDITIONS

Site Location

- 3.1 The development site is located roughly in the centre of the Metropolitan Borough of Knowsley, to the south of Knowsley village. It is situated close to the towns of Huyton and Prescott, which are approximately 1.5km south and 1.8km east of the site respectively.
- 3.2 **Figure 1** below displays the indicative location of the proposed development within the context of the surrounding area.

Figure 1: Site Location



Existing Use

- 3.3 The site is greenfield, and it has been historically used for grazing. The wider area is predominantly characterised by residential development, with a mixture of semi-detached and terraced dwellings running along the southern side of Knowsley Lane and a cluster of detached houses situated west of the site.

Highway Network

- 3.4 The development site is on land north of Knowsley Lane. This road forms the B5194, and it is a two-way, single carriageway road which is subject to a 30mph speed limit in the vicinity of the site. It runs from Junction 2 of the M57, which is known as Forest House Interchange, northwest towards Knowsley village.
- 3.5 Arley Drive runs along the site's eastern boundary. It is a short, two-way road which measures approximately 80m in length and 8.5m wide and runs in a north to south vertical alignment. At its northern end, it forms a roundabout with a private road which runs east to provide access to Earlsfield Services only.
- 3.6 A private road runs along the site's northern boundary to support development proposals / ongoing development.
- 3.7 At its southern end, Arley Drive forms a signal-controlled crossroads junction with the Knowsley Lane (B5194), which forms the western and eastern arms, and Radway Road, which forms the southern arm. Each arm of this junction has two entry lanes, except for Radway Road.
- 3.8 Approximately 200m east of the Arley Drive / Radway Road junction, Knowsley Lane (B5194) forms part of Junction 2 of the M57 (Forest House Interchange). This high-capacity junction is formed of two roundabouts either side of the M57, and it links Knowsley Lane with both directions of the M57, Liverpool Road (A57), the A58 and a number of minor roads.
- 3.9 A detailed plan of the local highway network is shown in **Figure 2**.

Figure 2: Local Highway Network



4. SITE ACCESSIBILITY REVIEW

Introduction

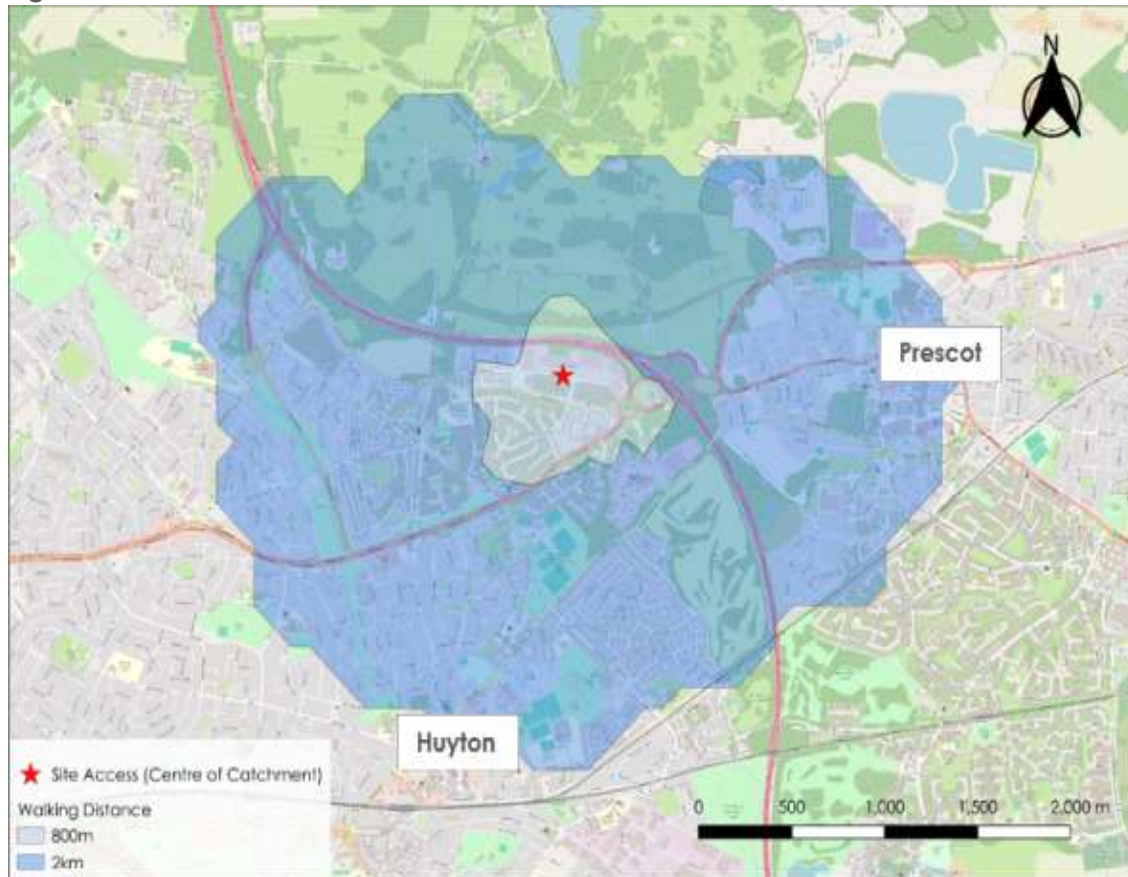
- 4.1 Contemporary local and national transport policy states that new developments should be focused on locations which are, or can be made, sustainable.
- 4.2 Providing travel choice is policy compliant and essential in today's modern and dynamic society. This focus maximises social inclusion, minimises the number of single car occupancy private car trips, limits the need to travel, helps reduce congestion and helps to improve air quality and health.

Active Travel

Walking

- 4.3 The CIHT Planning for Walking (2015) document states that walking neighbourhoods are typically characterised as having a range of facilities within a 10-minute walk or around 800m. Furthermore, the more recent Active Travel England Planning Toolkit (2023) affirms this by stating that there should be a sufficient number and variety of local amenities within an 800m or 10-minute walk of all areas of the site via an accessible walking route.
- 4.4 Additionally, the Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances for pedestrians without mobility impairment and suggests that the maximum walking distance for commuting is approximately 2km.
- 4.5 Using this guidance, **Figure 3** overleaf illustrates the aforementioned walking distances for commuting to / from the development site.

Figure 3: Pedestrian Catchment

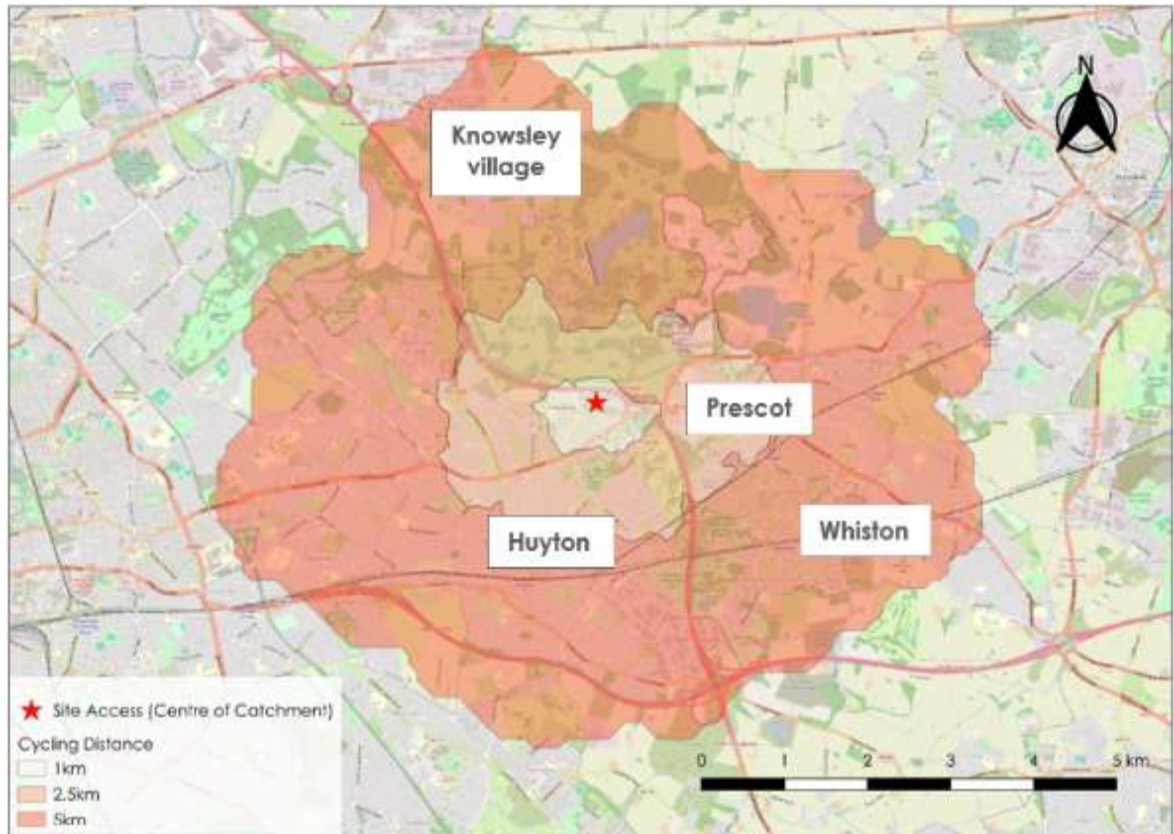


- 4.6 It can be seen in **Figure 3** that the suburbs of both Huyton and Prescott are included within the maximum walking distance.
- 4.7 The site is embedded within an established urban area, and benefits from a highly accessible network of existing pedestrian infrastructure. Street lit footways are provided along both sides of Arley Drive and the section of Knowsley Lane (B5194) in the vicinity of the site.
- 4.8 To support crossing movements, puffin crossings are provided over each arm of the Knowsley Lane (B5194) / Arley Drive / Radway Road junction except for the Arley Drive arm which comprises a staggered toucan crossing. Each crossing is supported by dropped kerbs and tactile paving, with refuge islands also provided in the middle of every arm of the junction except for Radford Road

Cycling

- 4.9 Cycling is an effective mode for short trips up to 5km, and a catchment of 5km represents a journey time of approximately 20 minutes using a leisurely cycle speed of 10mph (16kph).
- 4.10 **Figure 4** illustrates the aforementioned cycling distance for commuting to / from the development site.

Figure 4: Cyclist Catchment



- 4.11 **Figure 4** shows that all of Huyton and Prescott are included within the maximum cycling distance, as well as Knowsley village and the town of Whiston.
- 4.12 An excerpt of a walking and cycling map, produced by Merseytravel in coordination with Knowsley Council, for the area in the vicinity of the site is provided in **Figure 5**.

Figure 5: Active Travel Infrastructure



- 4.13 As illustrated in Figure 6, Knowsley Lane (B5194) forms a suggested cycle route from Junction 2 of the M57 (Forest House Interchange) west and then north to Knowsley village. Radway Road, and the highway network in its vicinity, are shown to be traffic-calmed roads which therefore support safe cyclist movements.

Shared Travel Provision and Infrastructure

- 4.14 The nearest, frequently served bus stops to the site are located on Knowsley Lane (B5194). The eastbound stop is off-carriageway and situated 100m east of the Arley Drive / Radford Road junction, and comprises a flag post, seating and timetabling information. The westbound stop is on-carriageway and situated 80m west of the same aforementioned junction, and comprises bus box markings, a flag post and timetabling information.
- 4.15 **Table 1** sets out a summary of the weekday and weekend bus service provision available from the aforementioned bus stops.

Table 1: Summary of Bus Services

Service Number	Route	Hourly Frequency					
		Weekday				Saturday Daytime	Sunday Daytime
		AM (08:00 – 09:00)	Daytime	PM (17:00- 18:00)	Evening		
289	St Helens to Kirkby, via Prescott	-	-	-	-	1	-
297	St Helens to Kirkby, via Prescott	1	1	1	-	-	-

- 4.16 There is a moderate level of bus service in the area, with key routes including the 289 and 297 providing connectivity on weekdays and Saturdays respectively. There is no bus coverage from the stops nearest the site on Sundays.
- 4.17 The available bus services provide access to nearby destinations including Prescott, and destinations further afield such as Kirkby and St Helens where connections for broader travel options can be found.
- 4.18 The nearest railway station to the site is Prescott, which is situated approximately 2.5km to the east. The station is served by Northern services only, with around three trains per hour operating in each direction during weekday daytime hours providing access to nearby destinations such as Huyton and Eccleston Park, and destinations further afield such as Liverpool Lime Street and St Helens.
- 4.19 There are ample opportunities for intermodal trips by rail, as Prescott Railway Station is situated comfortably within an acceptable cycling distance of the site. A total of 10 cycle parking spaces are provided at the station, or alternatively a limited number of bicycles can be stored on Northern services. Additionally, the station has step-free access to all platforms.

Multi-Modal Accessibility

- 4.20 Accounting for the above information on active and shared travel modes, **Figure 6** and **Figure 7** illustrate the multi-modal accessibility of the site in the traditional weekday morning (08:00-09:00) and evening (17:00-18:00) peak hours respectively. The data shown accounts for interchanges between different modes, journey times and timetabling.

Figure 6: Multi-Modal Accessibility Weekday AM

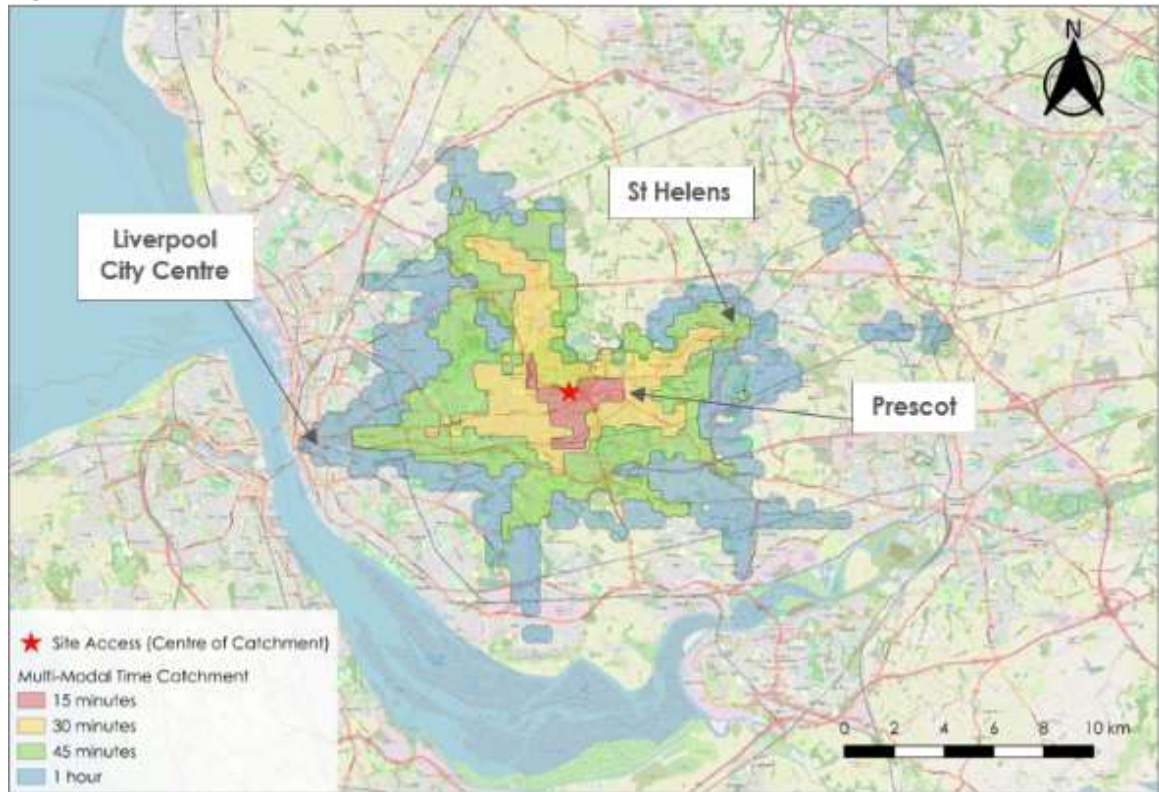
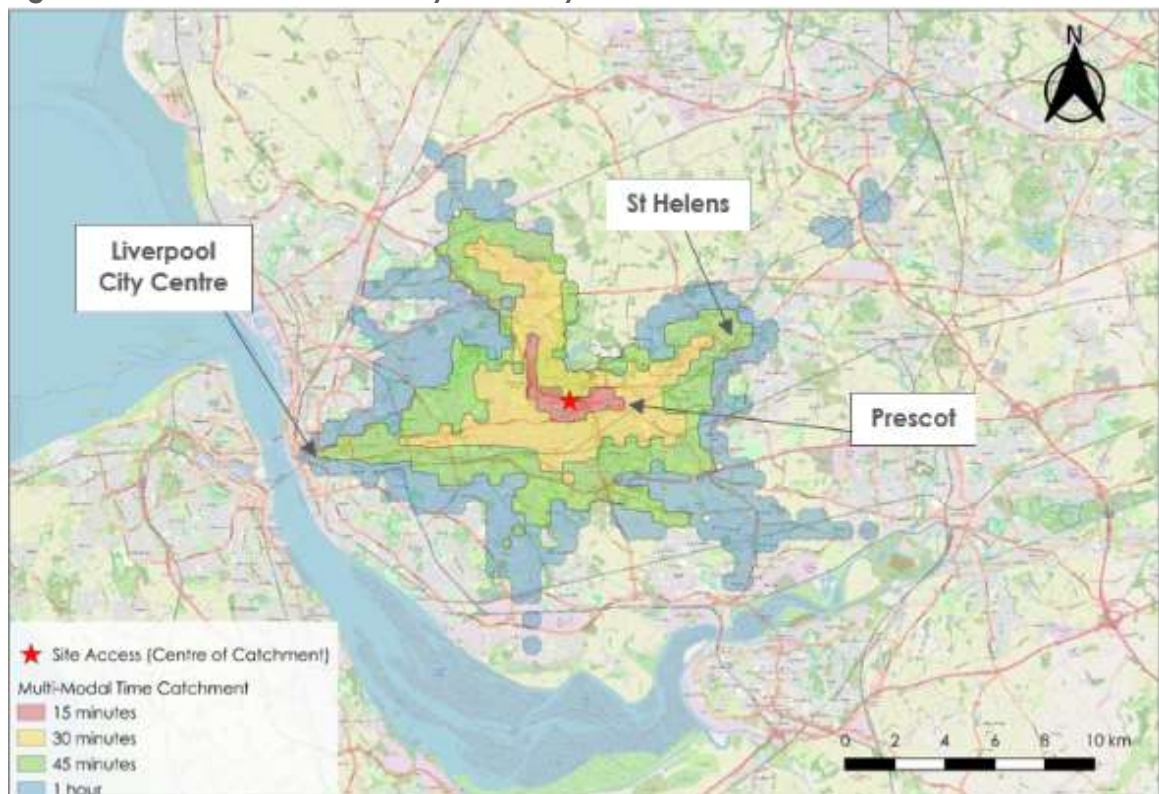


Figure 7: Multi-Modal Accessibility Weekday PM



- 4.21 As shown in **Figure 6** and **Figure 7**, there are a wide range of destinations which are located within an hour of the site by using a combination of travel modes. The majority of Liverpool is situated within an hour's catchment of the site, and key local destinations such as Prescot and St Helens are accessible within 30 minutes and 45 minutes respectively.

5. PROPOSED DEVELOPMENT

Overview

- 5.1 The development proposals comprise a new 1,304sqm purpose-built car showroom. The proposed site consists of the main building and areas for a workshop, Valet and Car Washing.
- 5.2 Internal vehicle circulation areas will be provided throughout the site to facilitate access to the car showroom as well as a number of car parking areas for customers and vehicle display.
- 5.3 A copy of the indicative site layout plan is included within **Appendix 1**.

Access Strategy

- 5.4 The site will be accessed from the proposed road on its northern boundary. Walkers, wheelers and cyclists will be able to access site via the footway adjacent to the vehicular access, tying in with the vehicle display areas that active travel users will then traverse through to get to the main car showroom building.

Parking Provision

- 5.5 The following parking provision is proposed:
- A total of 26 customer car parking spaces:
 - 17 standard car parking spaces;
 - 2 disabled parking spaces (including 1 shared disabled/EVCP); and
 - 7 electric vehicle charging points (EVCPs);
 - 139 Vehicle Display/ Demo spaces;
 - 284 Compound and Staff parking spaces;
 - 8 cycle parking spaces
- 5.6 The proposed development complies with Knowsley Council's parking standards for sui generis land use, which allow for a maximum of 1 parking space per 50 sqm of internal showroom space. With a total floor area of 1,304 sqm, this equates to a maximum allowance of 26 parking spaces. The development proposes 26 parking spaces, remaining below this threshold.

Servicing Strategy

- 5.7 The development proposal includes a dedicated service access point, situated about 40 meters west of the main site access and egress point, designed to accommodate refuse and delivery vehicles entering the compound area. As illustrated in Appendix 1, a swept path analysis has been undertaken for a HGV, demonstrating that the proposed service access and internal layout can comfortably accommodate the required manoeuvres. The analysis confirms that the service access is appropriately designed

and fully suitable for use by HGVs, ensuring minimal disruption to general site operations and maintaining safe segregation between service vehicles and other users of the site.

Trip Generation

- 5.8 In order to calculate trip rates and provide an indication of potential arrivals and departures for the proposed development, the industry standard TRICS database version 7.11.4 has been interrogated to identify sites of a similar nature to the proposed development.
- 5.9 From the TRICS outputs, the 08:00 to 09:00 and 17:00 to 18:00 average weekday peak hour vehicle trips rates and total vehicle trip generation for the site were taken, based on a total floor area of 1,304 sqm. Corresponding data for observed peak hours on Saturday and Sunday were also taken.
- 5.10 It is estimated that the site would generate 22 two-way vehicle movements during the weekday morning peak hour and 16 during the evening peak hour. These figures increase to 54 movements during the peak hour on Saturdays and 46 on Sundays, but they remain relatively low overall.
- 5.11 While census data is commonly used for multi-modal trip generation, it is not suitable in this case due to the high volume of trips expected to be made by visitors. Nevertheless, it is acknowledged that a small proportion of trips will be undertaken using sustainable modes of transport. As part of the Travel Plan process, surveys will be conducted to determine a more accurate and context-specific modal split.
- 5.12 Further detail is provided in the Transport Statement **ACK-BWB-GEN-RP-TR-0001-S2-P1_Transport Assessment**.

6. TARGETS

- 6.1 Targets are measurable goals which are set in order to assess whether the objectives of the plan have been achieved. They need to be realistic and take account of the particular circumstances and location of the proposed development.
- 6.2 In order to enable effective monitoring, the Target should be 'SMART' i.e. they must be:
- **S**ite-specific;
 - **M**easurable;
 - **A**chievable;
 - **R**ealistic; and
 - **T**ime-bound.
- 6.3 In order to determine suitable targets for the proposed development, it is essential that the baseline conditions are established. This will be achieved by undertaking an informal employment baseline travel survey within three months of occupation of the proposed development to guide the production of targets for staff and visitors.
- 6.4 Surveys will be undertaken annually on the anniversary of the baseline survey. Therefore, the initial survey will be used to establish the proportion of staff using various modes of travel and the surveys in the first year will assist to establish trends.
- 6.5 These targets must not be omitted or changed without prior consultation with the Council.
- 6.6 In place of baseline information specific to the Proposed Development being available for accessing, initial targets have been set to give an indication of the impact that the Travel Plan would have on multi modal trips.
- 6.7 To this end, these targets are established below, based on the existing modal splits in Knowsley 010 (E02001336) and the expectations of the Travel Plan. It is expected that this type of data would form the basis of any future Targets of the Travel Plan through the review period and would also set a benchmark in the initial period to monitor the impact of a number of measures, such as bicycle loans, against which the Targets can be reviewed from the outset.
- 6.8 Therefore, reference is made to the current national, regional and local travel patterns from the 2011 Census Knowsley 010 (E02001336) Mid layer Super Output Area (MSOA).
- 6.9 **Table 6** sets out the existing modal split.

Table2: Method of Travel to Work

Method of Travel to Work	Modal Split
Driving a car or van	49.0%
On foot	11.5%
Bus, minibus or coach	22.2%
Passenger in a car or van	10.0%
Bicycle	1.5%
Motorcycle, scooter or moped	0.3%
Train	2.7%
Taxi	2.9%
Total	100%

Source: Nomis – Office for National Statistics

- 6.10 **Table 2** provides baseline targets from the census database however, once the baseline survey are carried out site-specific targets can be set in liaison with the Council.

7. MEASURES AND INCENTIVES

Introduction

- 7.1 Prior to setting out the measures proposed to achieve the Travel Plan targets, it is worthwhile highlighting that there are practicalities in the operation of employment developments that should be recognised. For example, the nature and hours of operation and the variety of shift patterns, will have a significant effect on the travel mode that each member of staff chooses to use to travel to and from work.
- 7.2 Furthermore, staff may choose their travel to work mode to fit around other commitments, such as picking their children up from school etc. This will again have a significant effect on the travel mode that each member of staff chooses to use to travel to and from work.
- 7.3 Therefore, measures and incentives proposed in this Travel Plan have been carefully considered to address the needs of the staff who travel both inside and outside the peak hour periods.
- 7.4 The car showroom operator would expand on the guidance within this Framework Travel Plan, specific to their operational requirements. The Travel Plan would be implemented within three months of the first occupation of the Proposed Development and shall be maintained for five years from the first occupation.
- 7.5 To provide accurate and clear timescales for the implementation of the Travel Plan, its associated measures, incentives and targets are linked to the construction and occupation of the Proposed Development.
- 7.6 The measures relate to the potential for reducing the need to travel, and where travel is necessary, promoting and increasing travel by sustainable modes, amongst all staff and deliveries. The methods for implementing, monitoring, and reviewing the success of these measures are detailed in Section 9.
- 7.7 This section details the measures that could be implemented. Implementation of measures will be managed and monitored by the Travel Plan Co-ordinator (TPC).

Measures and Incentives – Promotion and Awareness Raising

- 7.8 The site is accessible to pedestrian, cycle, and public transport users. Therefore, the Travel Plan will focus on the promotion of the existing travel opportunities to and from the site. It is essential that the travel opportunities be clearly highlighted and promoted to all employees and visitors, in order to allow people to choose alternative modes of travel.

TP1: Appointment of the Travel Plan Co-ordinator

- 7.9 The first stage will be the appointment of a TPC. They will have responsibility for the management and implementation of the process of engaging with future staff and visitors to the development as part of occupier's commitment to the Travel Plan process.

TP2: Travel Welcome Pack

- 7.10 The Travel Plan will also be promoted to any new staff, as part of the interview process, and with any formal job offer (IMMEDIATE).
- 7.11 All staff will be provided with detailed information about the transport facilities to and from the site through Travel Welcome Packs issued by the TPC prior to them starting their employment (IMMEDIATE). The content of the Pack will include:
- Pedestrian and cycle route map, with key locations (such as transport interchanges, local facilities, short-cuts, etc.) and the distances and journey times to key destinations;
 - Information on the local bus routes, service timetables, stop locations, and fares;
 - Advertise journey planning websites, such as www.nationalrail.co.uk which provide up to date timetable and route information as well as journey times, costs modal interchange advice;
 - Contact details and a location map showing local car hire and taxi companies;
 - Advertise details of relevant car share schemes; and
 - Contact details for the TPC.
- 7.12 The TPC will also make themselves available to provide personalised travel advice to employees if required.

TP3: Travel Information Boards and General Travel Plan Awareness

- 7.13 After initial communication, the awareness raising process will be maintained through notice boards within the building). This will allow the information to be seen by all staff and, where appropriate, visitors. The TPC will be responsible for ensuring that the information is kept up to date.
- 7.14 The TPC will investigate running their own promotional Travel Plan events, such as 'Bikers Breakfast' for anyone who cycles to work, or car sharing events, to publicise car sharing and highlight the social element. These events will be advertised on the Travel Information Boards.
- 7.15 To encourage walking and cycling the health benefits of travelling by these modes would be published on the staff notice boards.
- 7.16 The notice boards will also display information produced for the welcome packs including a pedestrian and cycle route map and information on the local bus routes, service timetables, stop locations, and fares.
- 7.17 By implementing the above measures, all staff and visitors will have the necessary information about the local pedestrian and cycle routes, and public transport services, to allow them to realistically consider the use of these modes of travel.

Measures and Incentives – Encouraging Other Modes

TP4: Provision of Cycle Facilities

- 7.18 Appropriate parking for cycles will be provided and the use of the spaces will be monitored to ensure that sufficient spaces are provided.

TP5: Cycle to Work Scheme

- 7.19 The end occupiers would investigate enrolling in a Cycle2Work scheme where employees would be able to enter into a salary sacrifice scheme for employees in order to purchase a bike at a discount.

TP6: Personalised Travel Planning

- 7.20 All employees would be offered personalised travel planning, to be undertaken by the TPC.

Measures and Incentives – Car Use

TP7: Car Sharing and Car Club Participation

- 7.21 Measure: The TPC will promote existing car sharing services such as www.shareacar.com. This type of site does not require members to necessarily have a car as some existing members will offer lifts in exchange for a contribution towards fuel costs. Alternatively, at a lower cost an intranet based one could also be set up for the development itself.
- 7.22 Web based car sharing allows users to log in, state where they are travelling to and from, and whether they are seeking or providing a lift, and the days and times they are willing to car share.
- 7.23 The following measures will also be undertaken to maximise the potential for car sharing at the development:
- Promote the potential financial savings that staff will make by sharing their car through information presented on the noticeboards; and
 - Provide an emergency 'get you home' service in the event of emergency/ sickness for staff not travelling to work in their own car.
- 7.24 Maintaining records of car sharing arrangements.

Measures and Incentives – Management

TP9: Travel Surveys and Travel Plan Management

- 7.25 Annual surveying of staff travel patterns, in the form of travel surveys, would also maintain Travel Plan awareness. This is detailed further in **Section 9**.

- 7.26 Also detailed in **Section 9** is the travel plan management strategy for the Proposed Development.

TP10: Reducing the Need to Travel

- 7.27 Where possible technology will be used to enable staff to work from home with potential for telephone and video conferencing facilities to aid the reduction of travel to customers, suppliers and partners.
- 7.28 The occupier will consider the use of flexitime working for desk-based staff. This can relieve pressure on the road network at peak times and may also allow staff to use sustainable travel with other commitments.

8. IMPLEMENTATION AND MONITORING

Implementation

- 8.1 This Travel Plan establishes a structure within which the user-specific Travel Plans would be prepared and operated.

Travel Plan Co-ordinator

- 8.2 The TPC will prepare a Travel Plan Report for consideration at each meeting and, in the light of these, review the objectives and targets and agree any revisions as appropriate.
- 8.3 The TPC shall act as a focus for Travel Plan related activities. The TPC will be responsible for liaison with the council as appropriate.
- 8.4 The role of the TPC will also include the following:
- Co-ordinate the annual surveys undertaken; and
 - Maintain records of survey information and report this to the Travel Plan Working Group as part of an annual report.

Monitoring

- 8.5 The majority of measures to reduce car use and promote sustainable transport initiatives will be in place prior to, or soon after occupation of the new development. This will allow people to assess the potential to travel by alternative transport modes and allow a sustainable travel culture to emerge from the outset.
- 8.6 In order to identify whether the implementation of the measures result in the desired modal shift towards sustainable and active travel, base line modal split data for staff at each unit will be captured by the completion a staff travel surveys. Within 3 months of occupation of the unit, the TPC at the unit will distribute a staff travel survey questionnaire to each staff member for their completion.
- 8.7 The surveys would help to determine the travel patterns at the development, the uptake of the measures and incentives proposed in the Travel Plan and identify any further measures that need to be investigated and proposed.
- 8.8 The monitoring program will also include the following 'hard' data recorded at 12 monthly intervals:
- Usage of cycle parking (number of occupied stands);
 - Demand for car share scheme; and
 - Demand for car parking (number of spaces occupied);
 - The uptake of any of the incentives offered;
 - Demand for car share scheme; and
 - The results of the questionnaire surveys and data collection would be summarised by the TPC and provided to the Council.

- 8.9 The TPC would summarise the findings into one complete Initial Monitoring Report for submission to Knowsley Metropolitan Borough Council for agreement.
- 8.10 The report would confirm the modal splits of users at the development, and the peak hour vehicle traffic generation of the site. From this, the targets would be amended / agreed and further measures introduced following feedback from the surveys.

Annual Monitoring Report

- 8.11 Following the submission and agreement of the Initial Monitoring Report, an monitoring Report will be prepared by the TPC every year for the next 5 years. Each report will be structured as follows:
- Introduction & Background – name of occupier, date plot was occupied, number of staff employed, working hours, number of parking spaces etc.
 - Results of surveys – detail of the results of the surveys that have been undertaken against indicators defined in the FTP.
 - Description of work undertaken over the past 12 months with evidence and examples.
 - Problems and issues encountered – detail of any problems encountered in implementing the Travel Plan, and any issues that have not yet been resolved.
 - Specific measures from the Travel Plan – detail how the measures from the Travel Plan have been implemented in terms of infrastructure, policy and promotion for each specific travel mode and strategy (walking, cycling, public transport, car sharing, general measures, working practices etc), with evidence of how each measure has been implemented.
 - Summary – detail whether the site is on track to meet targets.
 - Plan for next 12 months – detail of any specific outcomes or desired results.
- 8.12 The aim of the Travel Plan would be to reduce peak hour car use associated with the Proposed Development. The Travel Plan would need to be reviewed annually, via the monitoring report so that the overall targets could be monitored, and appropriate improvements made.

9. ACTION PLAN

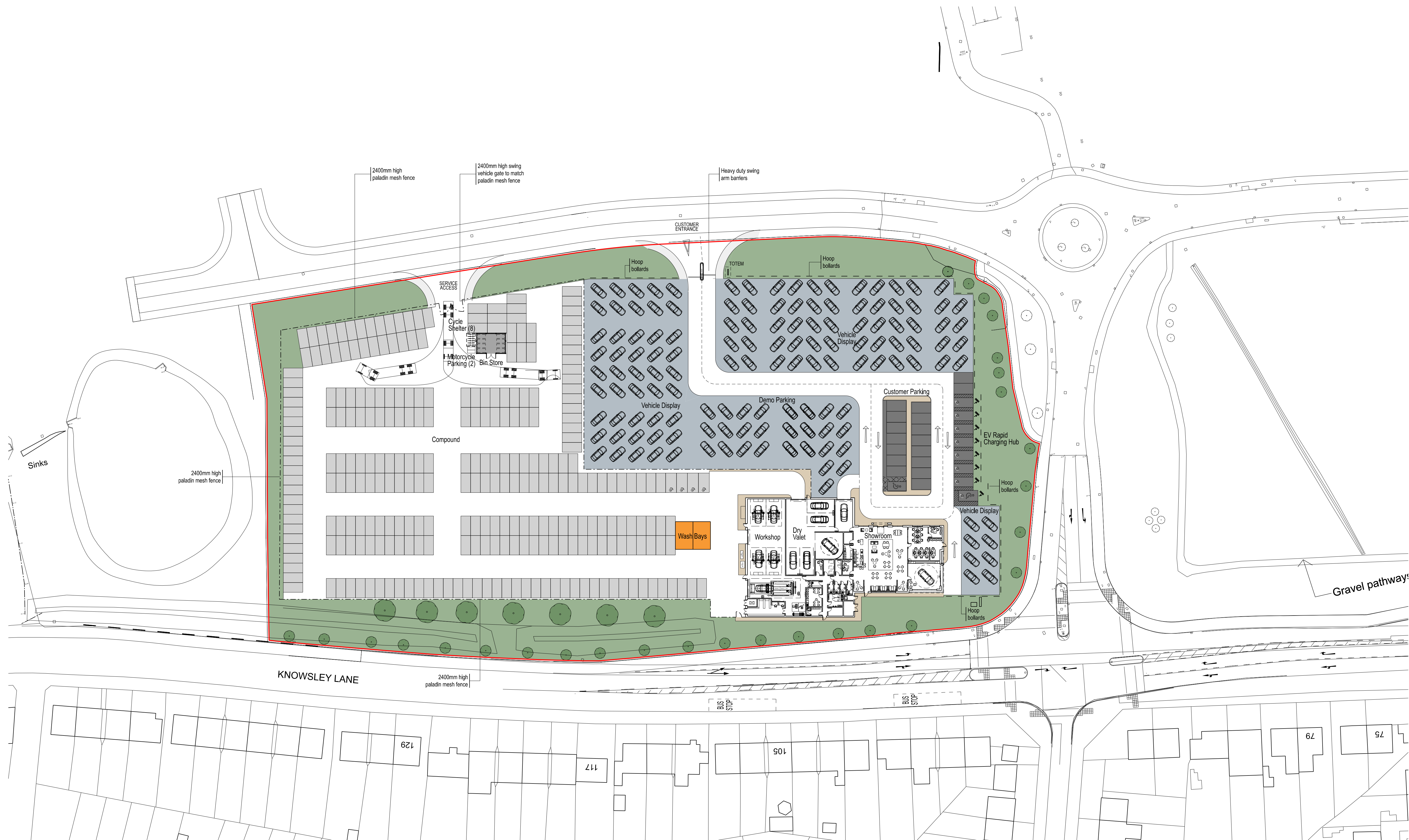
- 9.1 In order to achieve the objectives of this Travel Plan, **Table 3** summarises the programme and responsibilities for delivering the proposed measures.

Table 3: Action Plan

Action	Timescale	Responsibility
Appoint a Travel Plan Coordinator (TPC)	Minimum of 3 months prior to first occupation of Site	The Applicant
Liaise with the Council's Travel Plan Officer	On appointment of TPC and ongoing throughout monitoring period	TPC
Provide Travel Information and Marketing	Upon occupation and ongoing for the duration of the TPC role	TPC
Promote annual sustainable travel promotional events	Within 12 months after first occupation for the duration of the TPC role	TPC
Monitor and review Travel Plan	Within 12 months after first occupation and then annually through the TP period	TPC

APPENDICES

Appendix 1: Site Layout Plan



BIN STORE
2200mm high timber/galvanised steel enclosed lockable bin store



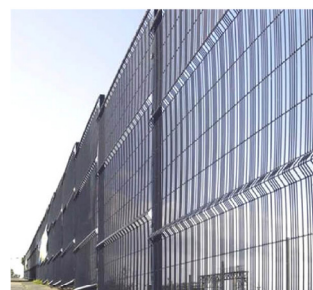
CYCLE STORAGE
Covered steel/GRP cycle store with sheffield style cycle hoops



FIXED SECURITY BOLLARDS
750mm high fixed bollard, finish to be galvanised steel



HEAVY DUTY MANUAL SWING ARM BARRIER
Finish to be galvanised steel



BOUNDARY SECURITY FENCE
2.4m Paladin mesh fence panels, colour to be black RAL 9005



USED VEHICLE DISPLAY
Tarmac finish, colour to be black



PAVING
Paving around showroom to be 200x100mm natural black pavers



VEHICLE CIRCULATION AREAS
Tarmac finish, colour to be black



CUSTOMER PARKING SPACES
Tarmac finish, colour to be black



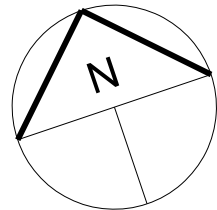
COMPOUND/STAFF PARKING SPACES
Tarmac finish, colour to be black



SOFT LANDSCAPED AREAS
New turf and planting

EXTERNAL FLOOR AREAS	
Main Building	1,240sqm
Wash	64sqm
Total Area	1,304sqm

PARKING SPACES	
Customer Parking	17 Spaces
Accessible Parking	2 Spaces
Customer EV Parking	7 Spaces
Vehicle Display / Demo	139 Spaces
Compound Parking	280 Spaces
Compound EV Parking	4 Spaces
Total Spaces	449 Spaces
Cycle Spaces	8 Spaces



0m 10m 20m 30m 40m

P3	Motorcycle parking added	PM	29.05.25
P2	Do not scale reference removed	LOG	21/05/25
P1	PLANNING ISSUE 1	LOG	29/04/25
2	INFORMATION ISSUE	PM	23.09.24
1	INFORMATION ISSUE	CS	14.08.24
No		Prep	Date

Amendments

All given dimensions are in millimetres
Architect to be notified of discrepancies in figured dimensions
Contractors must check all dimensions from site
This drawing is copyright and is for use on this site only

Project
ACA New Concept
Knowsley Lane Liverpool

Title
Proposed Site Plan

Job No. 6171 Drawing No. 101

Amendment: Scale @A1: 1:500

P1 P2 P3

Status **PLANNING**

Auth LOG Date April 2025

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